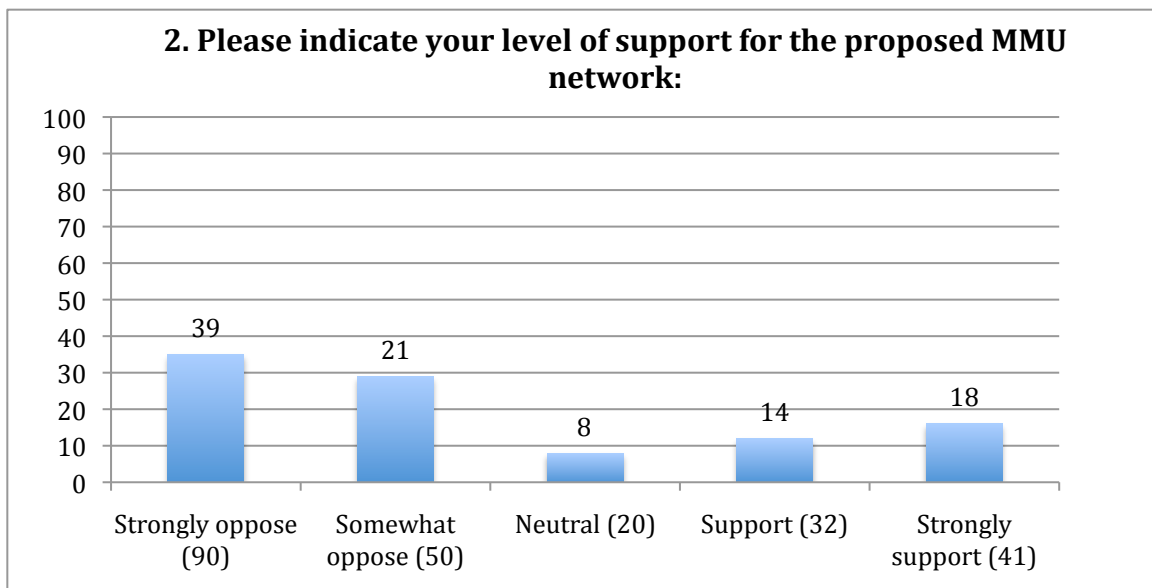
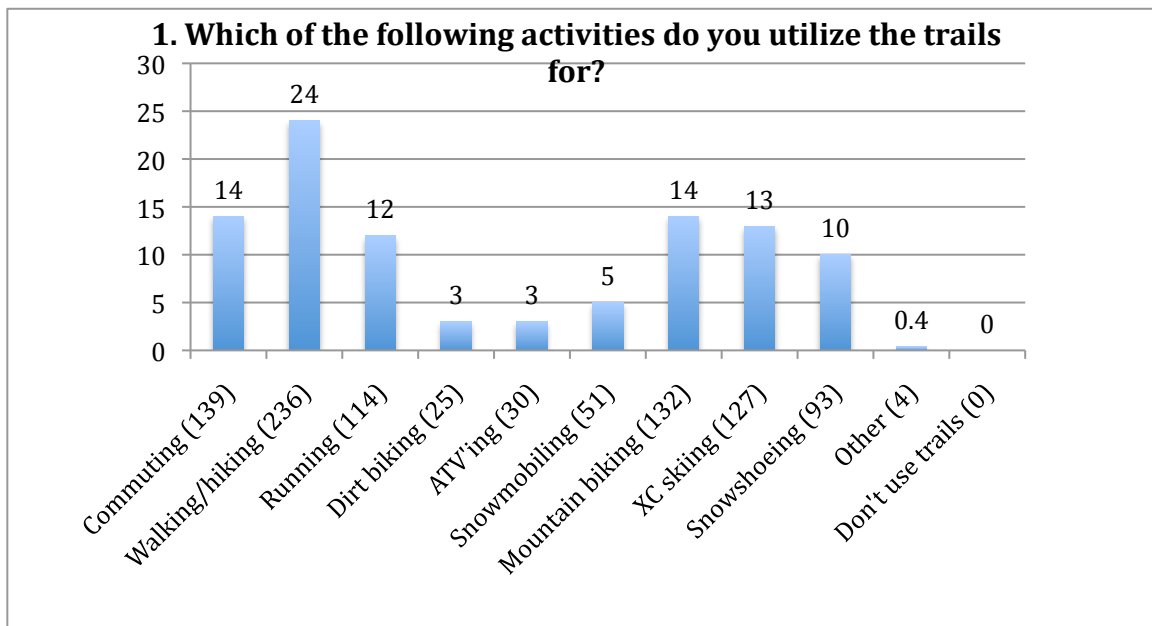




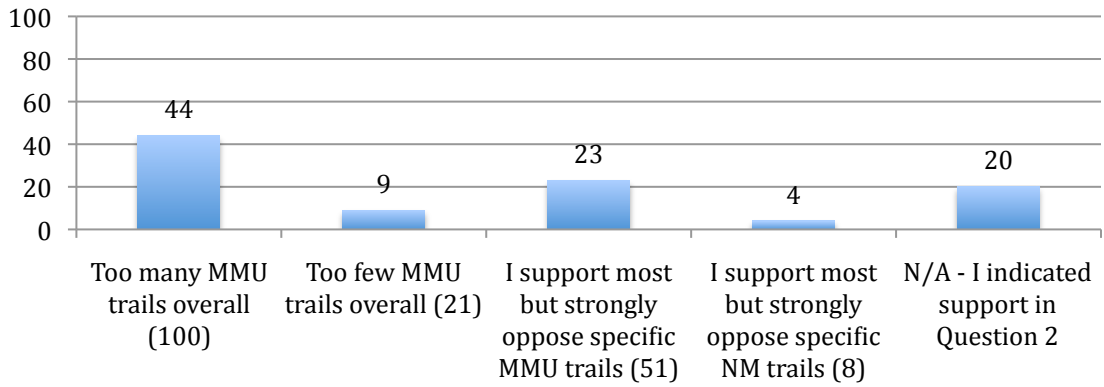
# EAST YUKON RIVER MOTORIZED MULTI-USE TRAIL NETWORK PLAN FALL 2013 SURVEY

## Resident/Trail User Survey Results

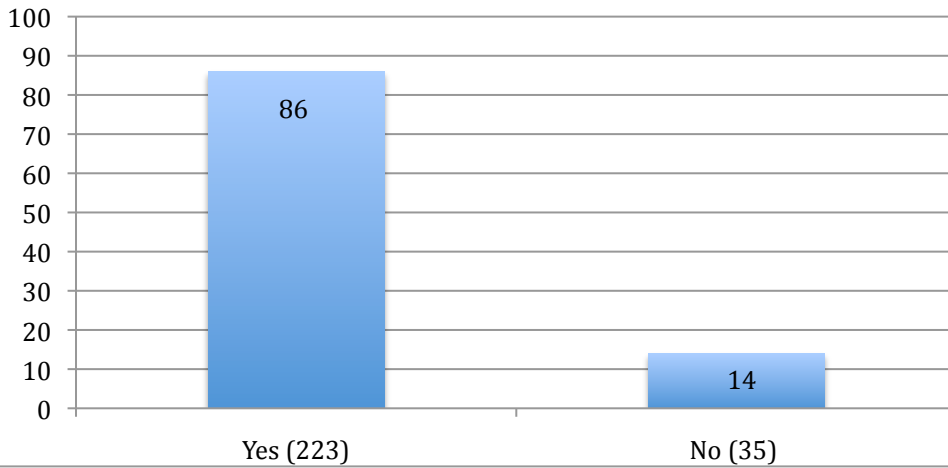
The following graphs present the quantitative results of the public survey that was available from September 6 - October 7, 2013. A total of 258 surveys were completed: 93 hard copy and 165 online. In each graph, the number shown in brackets along the horizontal axis indicates the number of responses received. The numbers that appear above the bars correspond with the percentage of total responses received.



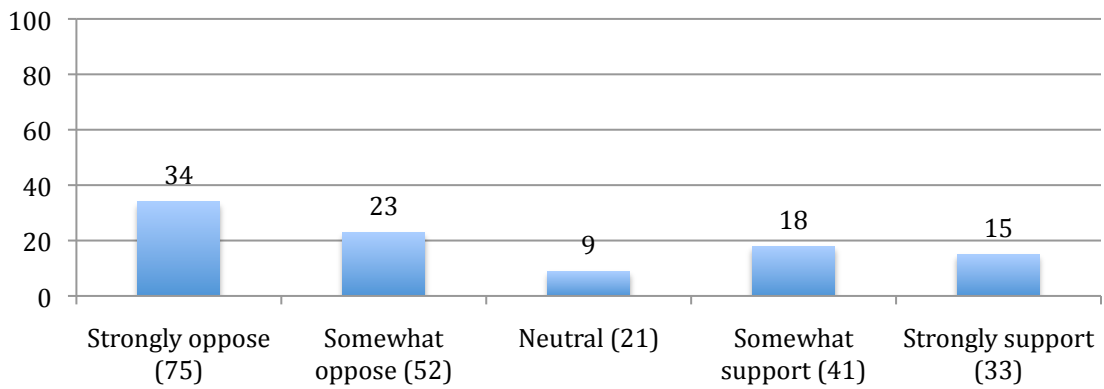
**3. If you indicated opposition under Question 2, which of the following best describes why:**



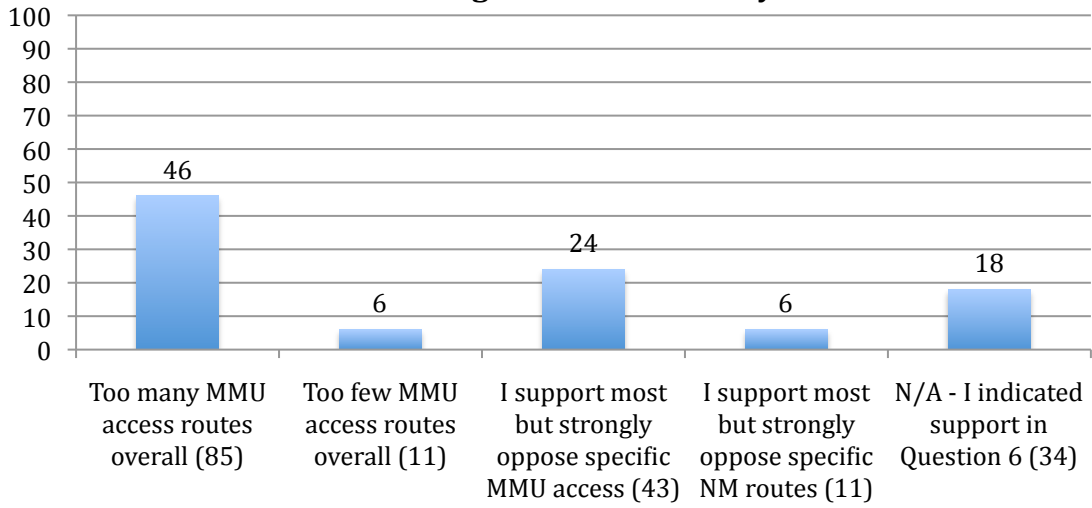
**5. Are you a Riverdale resident?**



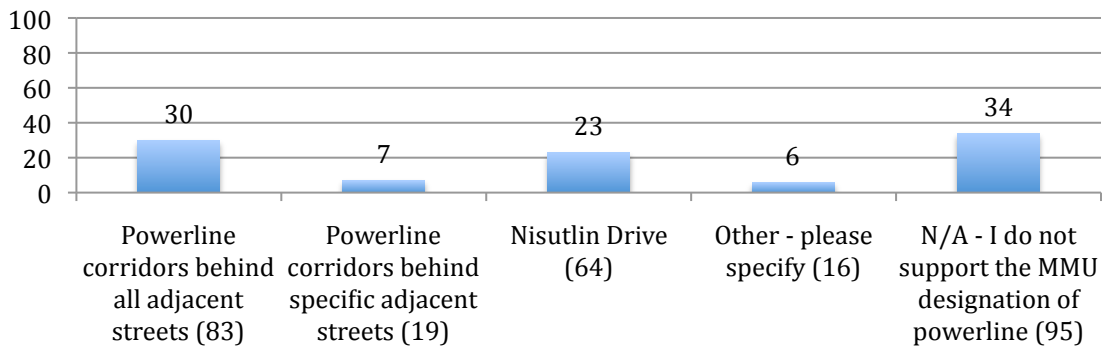
**6. Please indicate your level of support for the proposed Riverdale access points:**

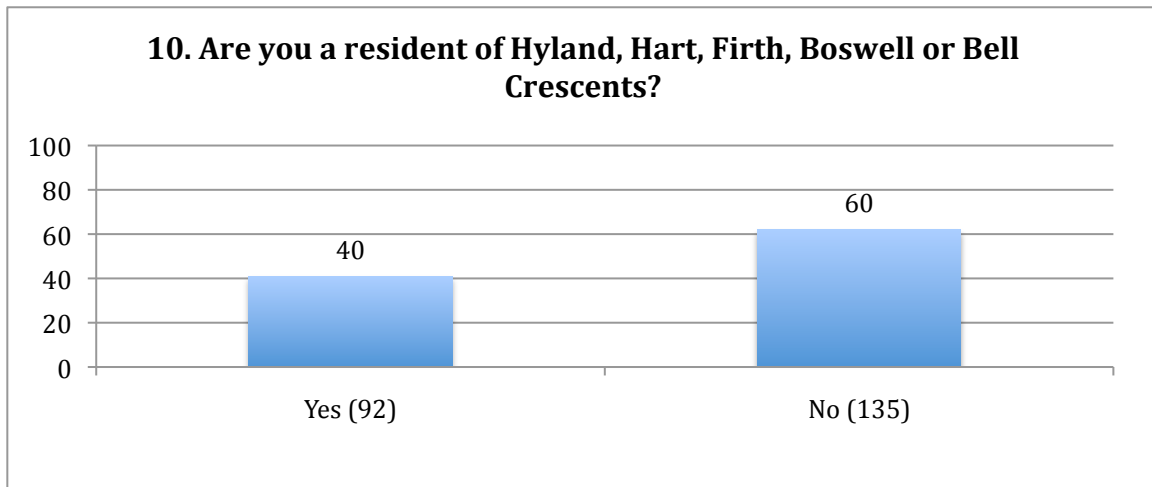


**7. If you indicated opposition in Question 6, which of the following best describes why:**



**9. Which of the following options do you prefer for connecting motorized users from residential streets to the Lower Powerline?**





**4. If you indicated concerns about specific trails in Question 3, please explain in as much detail as possible i.e., trail name, start/end points, and/or area:**

There are many more double track roads that could be designated.

I'm concerned about many aspects of the proposed MMU network.

1) The access at Grey Mountain Road at the lower riverdale trail. Already people use motorized vehicles on the lower riverdale trail. With a designated access point there, it will undoubtedly lead to increased motorized use of the lower riverdale trail – where it should never occur, and indeed is not allowed to occur. This is a high use area for dog walkers, children, walkers, toboggans etc. With the access point there, there is a high likelihood that motorized users will take the lower riverdale trail and continue up the “little v” (the area roughly behind Klühini Crescent). The little v is already crowded with children tobogganing – mixing in any motorized users could result in tragedy. Having an access point on the lower riverdale trail, yet not allowing motorized users there will be confusing – motorized users will not all continue up Grey Mountain Road to the designated access point.

2) For those motorized users that do continue up Grey Mountain Road from the designated access, the designated route takes them right behind the “little v” – I think that this is mixing motorized users far too closely with a high use area for children. Even a small detour by a motorized user off of their designated route will result in mixing kids and motorized users. The proposed MMU route falls on a high use area for kids, dog walkers, tobogganing etc. I do not think that motorized vehicles should be allowed in this area.

3) I think Peewee Hill should not be motorized – it is a high use area for dog-walkers, children etc. Motorized vehicles should not be included in this mix.

4) The alternate that I suggest is: Motorized access at the parking area on Grey Mountain Road at the top of “Coaster”. From there, MVs (motorized vehicles) can access the powerline to the north and from there to the “V”. They can also access Long Flat and Cantlie Lake Road. As they are motorized, they do not need access in the high use areas for walkers etc. The power line trail by Peewee Hill is too close to residences. Even more preferable, in my opinion, would be for the “V” to not be open to MVs. It is still in a high use area for dog-walkers, children, tobogganing. I'm sure there are plenty of places a bit further from the “walk zone” where MVs can easily get with their motors. The “V” is also very close to the hospital. Will this cause noise concerns?

The same goes for the access to “Coaster” (i.e. it's still in the “walk zone”). To the south for access to Cantlie Lake Road, access could be the parking area by “B and S”. This option provides

still tons of terrain for MVs, while avoiding all the high use areas for walkers, children, tobogganing, etc.

I do not support PeeWee Hill or lower power line for motorized use for safety and noise reasons. This approach would eliminate the noise issue behind houses for people who live in that area. If motorized users really wanted these routes, they could have offered to adhere to noise limits on their vehicles, but no such proposal was made. If the noise concerns and safety concerns are dealt with, separate agreed-upon routes up PeeWee Hill for motorized and non-motorized users could be considered.

I think at least some of the magnusson double track trails/roads should be open to MMU during summer months only to provide some options/loops for motorized use.

While I personally would prefer non-motorized trails, I think a reasonable compromise it to allow motorized users some access points to get out of the City limits. This is fair. I am less keen on proposed MMU trails designated as loops and more supportive of linear routes that take motorized users away from the majority of trails. I have some concerns but will share them below.

Some trails could be restricted in winter for skiers. Do not see any point in restricting during non-skiing season.

Overall we have no problems with the proposed trails. That said the two maps you've referred us to in this question (EY01/EYR02) do not have trail names written on them (or if they do it's not legible) which makes it very difficult to reference one trail or the other.

The one point on this map we have issue with is the MMU access point situated near/around/on (seriously unclear) Hart Crescent. We feel the location (or what we think the location is meant to be) could severely hinder traffic on such a small street. Since anyone using this access point not from the street in question would likely be taking their truck and other vehicles to transport snowmobiles etc. and using the street for parking. We have no problem with using the powerline as an MMU, however there would be plenty of parking at the end near Chadburn Rd. which would not interfere with local residents and this should be the only access point on this end of Riverdale and the other end near the Grey Mountain Rd. could be the other main access point.

I oppose motorized use on any trails within the Riverdale residential area, specifically the lower powerline and the corridors behind Bell, Boswell, Firth, Hart, Hyland, and Pelly Road.

I stand outside at the Canada Games Centre and see the snowmobiles on the MMU trail scream by at speeds greater than that allowed on Hamilton boulevard. Do you see pedestrians and bicyclists using these trails? Do you see children being pulled in sleds? Would you let your kids play on a freeway? The City sees this as such a success story they want to expand it?

I have often taken my children to toboggan at the "V" in Riverdale. It is a terrifying feeling to be there with several young children when a 14 year old boy buzzes the crowd with a snowmobile. There is no time to react. I can't run up the hill fast enough to protect the kids. Strongly oppose motorized trails close to residential areas and lakes- these should be preserved for uses that will not deteriorate them further and protect them in the long term (particularly damaging are ATVs and dirtbikes).

I have little confidence in sufficient bylaw resources being allocated to monitor proposed motorized use ( it hasn't happened to date) & the proposal as is stands will just encourage more use, leading to more off trail use resulting in further degradation. Let's keep the wilderness in our wilderness city!!

I am oppose the MMU designation of the route up Peewee Hill to Hidden Lakes for the following reasons:

1./ The grassland area and ponds accessed by Peewee Hill is a place where multiple trails converge and where people access trails. It is where I meet the most hikers, dog walkers and bikers. It is one of the place most likely for conflict between multiple user groups to arise. Prohibiting motorized access up Peewee Hill will reduce this conflict.

2./ Furthermore, this area already needs some restoration, otherwise the entire area will be tracked and eroded and the grasslands will be comprised. There are multiple double track trails there and more have evolved recently. I have seen 4x4 trucks back there. Restriction of access will help these issues.

If the fishing spot on Hidden Lakes is popular enough to warrant motorized access, then it could still be possible through Roller Coaster from Grey Mtn Road.

Most or all of the MMU trails proposed are very close to/the same as trails used by non-motorized users, and in my view the two uses are incompatible and should be a last resort. I use these trails a great deal, on a bike in the summer and skiing in the winter. It massively lessens my enjoyment to hear or smell (in the case of snowmobiles in particular) off road vehicles nearby.

Lower roller coaster has some blind hills on it where if a mountain biker was at the bottom and a motorbike was going fast enough that's a natural jump point

I am very concerned about motorized vehicles cutting behind the houses on the Riverdale crescents. I am also concerned about motorized vehicle on the power line cut and up Peewee Hill. This past summer I saw two vehicles, a pick up truck and an SUV driving along the power line cut. I spoke to one of the drivers and he said he got lost after driving to the hidden lakes and if you can believe it, he drove a pick up down Peewee hill! I was thinking to myself, where's Bylaw? This is a major concern, that there will be NO enforcement. Further, I have recently seen ATV's driving along the smaller trails in the woods between the power line cut and the Chadburn Lake road. I walk my dog along those singletrack trails. Again, if you open the doors to motorized vehicles on the power line cut, operators will encroach onto the smaller trails too and the city will not be able to enforce the bylaw.

The whole idea of allowing MMU vehicles to go up and down Peewee hill is absolutely unacceptable. Operators will not respect sped limits and this will be a safety hazard for people on foot. I am concerned about the erosion that is happening on peewee hill and other areas around Riverdale. In the spring that area is extremely slick and slippery and vehicle use will cause rutting.

Let the motorized vehicles use the Chadburn Lake road and Grey Mountain Road as exit points. Also I feel allowing vehicles on the Yellow ski trail is a bad idea too.

Lower Roller Coaster is already being torn up by motorized vehicles. The gradient is very steep and the tires and tracks of motorized vehicles dig through the surface down to the gravel. Already multiple tracks are being created/used instead of riders staying to one trail. I also have a concern about using Peewee Hill as an access route. (See below on this survey.) The "Other"

from #1 above refers to dog walking, which is very different from people hiking/walking on their own. The Peewee Hill route is a highly used dog walking route. People are frequently seen with 2 or more dogs, many off leash by the time they get to the hill. This area needs to remain safe for people to walk their dogs.

It would be nice to be able to ride on more of the recreational trails in the Long Lake and Boogaloo areas. They are not heavily used by hikers and are far enough away from residential development.

Too many MMUs criss-crossing south of Riverdale (e.g. the ones in the area to Hidden Lks, Roller Coaster, Long Flat, Grey Mtn). The OCP recommended "out and away" trails to provide access for motorized users to move away from neighbourhoods into the hinterland. I do not see the need to encourage motorized users to loop within or close to neighbourhoods when there are a lot of areas away from homes they can use. Fewer, more direct routes are preferable to reduce noise disturbance for residents and reduce user conflicts. Grey Mtn Rd and Chadburn Rd, and existing roads are preferable for motorized users. I would support some upgrades to these routes for ATVs and snowmobiles.

The trail over PeeWee Hill to Hidden Lks is the best route for walkers from Riverdale. Hiking clubs (Blue Moon), the Bird Club, Riverdale residents, and anyone wanting to walk along the ridge tops and to Hidden Lks use this route often. It is close to homes so increasing motorized traffic there will also increase noise bouncing off the hills into the basin which is the Riverdale neighbourhood.

The "V" behind the hospital might become too noisy for hospital patients and the trails above this area are pleasant for walking in the Spring and Summer because they dry out quickly, provide great views of downtown (which I have taken visitors to see including the crocuses covering the hill), and are easily accessible for people from out of town who are visiting hospital patients and want a quiet place to walk. Maybe downtown residents use them too since they're so close and aren't as steep as getting up the clay cliffs (for those with older knees who can't do a lot of stairs or steep climbs).

The Chadburn ski trails should not be motorized. Motorized use causes rutting, even in summer such as when it rains. Rutting makes use of trails nearly impossible. There is an example of this on a trail off Alsek Rd in Riverdale where even several years later, it can't be walked and even the ATVs are now driving on a parallel path to avoid the ruts that are about a foot deep. It becomes a creek after heavy rain. Damage to the ski trails would at minimum, delay the ski season until more snow has fallen to fill the ruts. This would push the season later into the colder temperatures, and shorten the season at the other end as the snow decreased in the ruts.

The proposed connection between Chadburn Lk and Cantlie Lk Rd should not be considered until a management plan for Chadburn Park has been completed. Overall broadscale planning should occur before piecemeal changes in use are considered.

Motorized trail use is difficult to regulate. Increasing ATV. Want to go for run one noon hour this week? Five miler perhaps. Wednesday or Friday? Dirtbike use unsustainable re erosion and hazards in key access points such as PeeWee Hill.i. Blind corner on Lower Riverdale trail (hydroline). Atv or snowmobile users generally more hostile and difficult to connect with re helmets (no eye contact), and power of machines.

Having MMU trails so close to Riverdale is wrong. Get them on roads (Chadburn, Cantlie, Grey Mtn, Long Lake etc) and get the motorized vehicles away from the non-motorized areas. The noise, dust and possibility of collisions with non-motorized users is just too much.

Sharing of several arterial routes (Long Flat, Lower Roller Coaster, Bypass) by motorized and non-motorized users is going to cause problems, especially Roller Coaster. It's heavily used by mountain bikers.

Summer-only MMU designation of a doubletrack section of Chadburn Yellow ski trail with a small loop through the "Twin Fields" area is inappropriate. The Chadburn Yellow ski trail runs parallel to the Chadburn Road - why not keep the motorized vehicles on the road? In addition, the Chadburn Yellow ski trail is used by runners and cyclists trying to get away from traffic on the Chadburn road. Having a loop through the "Twin Fields" is just going to encourage dirt bikes to use the general area, and will lead to them going off MMU trail onto other trails.

Let's get the motorized vehicles as far away (but in a safe and efficient manner) from the Riverdale mountain biking and running trails. Mixed use is not going to work, and it's only going to encourage more motorized use on all trails in the region (whether they're designated MMU or non-MMU). The trails in the study area are, by and large, intended for non-motorized use.

I oppose the MMU status of the Lower Powerline Trail, but have no objections to the other trails, so long as the environmentally sensitive areas and trails that are not MMU-permitted are clearly marked and are patrolled by the City to ensure that violations are prevented or kept to a minimum. My objection to the MMU status of the Lower Powerline Trail is simply that it is the best way of ensuring that the various connecting trails in the area aren't also used by motorized traffic.

I do not support the use of any motorized vehicles on any of the trails in the city limits. Have had close encounters with snowmobiles, dirt bikes and quads over the years. There are motorized vehicle operators who are responsible and drive safely. However, they are a minority in my experience.

The motorized vehicle drivers in question are more often than not are young and drive fast. Have been on single track bike trails with dirt bikes flying by across intersecting trails, not slowing and apparently no looking out for other trail users.. Many seem to have contempt for non-motorized users of the trails and anyone who opposes their use of the trails. In one instance I politely asked 3 dirt bike riders on the trail called Rip if they could not ride on the single track trail. They rudely indicated they have more right than anyone else to be on the trail.

Take home message here is there are only going to be more conflicts between non-motorized and motorized users if there are designated motorized trails. The motorized vehicles already abuse the use of trails now. My view is if the City can't enforce the trail use laws now how will they police the motorized vehicles who stray off the motorized trails onto non-motorized trails.

The City will be doing itself and most of the residents of Whitehorse a great service by not allowing use of motorized vehicles in and around non-motorized designated trails.

If Whitehorse truly wants to live up to its motto the "Wilderness City" it will have to not just talk but walk the walk and protect the wilderness. Motorized is not part of Wilderness.



Motorized and non motorized users should be able to coexist on the current trail network. Motorized users help maintain the trails to some degree, ie snowmobiles pack the trails in the winter and tav/dirt bikes keep them from growing in

Only one single track dirt bike only route seems very limiting.

The main MMU routes and sharing the arterial routes will work well for motorized vehicles to Get away from Riverdale but they'll need more challenging single track to ride. Is the thought then that the dirt bike riders will build new trail further away from the mountain bike trails as oppose to using some of the current trail network?

If this is the case then new trails will need to be marked as dirt bike only at the time of construction so they aren't taking over be the non-motorized users in the future. To provide a little context, I actually spend 7 days a week walking/mountain biking with my dog and/or kids on the trails and get out occasionally with a dirt bike, but during those times I want the ability to go somewhere besides driving down the power line or Chadburn/Cantlie/Grey Mountain road. I also would like the ability to teach my kids how to ride close to home should they be interested in a couple years.

Concern with ATV use on yellow ski trail, I fear trail will get rutted and chewed up

I think there should be limited motorized use trails. Dogs and kids and bikes and atvs don't mix safely without a high level of responsibility that is not often shown by folks on the trail

I support the motorized use of the long flat, cantlie lake road, fat tire fever, upper powerline, dog house and grey mountain road. I do not support roller coaster or lower powerline road behind the residential areas. These are major access routes for mountain bikers and other non-motorized users to the upper Grey Mountain trails. Access to the Hidden Lakes can be reached by the Chadburn Lake road and does not need to be accessed directly from Riverdale.

I would hope that there would be sufficient enforcement and education to encourage responsible motorized use so that this will not lead to user conflicts, trail degradation, illegal use of other trails and resulting safety issues.

The city should recognize, protect and promote the world class mountain biking and recreation area you have here on the East Yukon River area. Visitors, residents and mountain bikers come here from all over the world to ride the trails, walk the network of trails and enjoy the wilderness of the area.

The MMU use of the power line behind Riverdale would not be a problem if it was restricted to daytime use only and if there were sound restrictions on vehicles. Also, some of the mechanized drivers are rude and reckless, creating a safety problem for pedestrians and pets. If it is not possible to police the power line, I would say to restrict it's use to bicycles and foot traffic.

The area within the Hidden Lakes being studied for MMU is out of the question. The slopes of the hidden Lakes are delicate and easily eroded. Noisy vehicles should be prohibited here. The quiet peace that most of us seek in this area would be ruined.

The V area is used in winter by families with very small children - it should not be used by motorized vehicles in winter.

Some of the MMU trails seem designed to move ORVs away from residential areas as per OCP guidance but a number look like short loop trails near and within the residential core and environmentally sensitive/protected areas.

I do not support the use of Roller Coaster, Long Flat or Lakes Trail by motorized vehicles. In general I would like to see fewer MMU trails and would prefer only a few main arteries to channel the motorized use further away from residential areas and from non-motorized use activates.

MMU access at the small V (off Alsek) - this area is heavily used by children in the winter and there are regular weekly near-accidents between them and the motorized vehicles (that currently are not supposed to be there but regularly do use this access point).

I oppose the following trails to be MMU trails:

- access point B - PeeWee Hill. This area is heavily used by (dog) walkers, runners and mountain bikers and motorized traffic on this hill would be dangerous;
- I support access from Grey Mtn road to Long Flat on Rollercoaster, but I don't support the rest of Rollercoaster, Upper Riverdale Trail and the access to Hidden Lake to be a MMU trail;
- the feasibility study on a trail from Grey Mtn Rd to Chadburn Lake Rd. The area doesn't need more trails built and the Lakes Trail that it would connect to is too narrow to support ATV & snowmobile traffic;
- use of the Bypass trail;
- I support part of MMU trail in the V area - however I think it should be limited to the trail in from the powerline and out to Grey Mtn Rd.

As a non-MMU user, I'm not enthusiastic about having to share trails with MMUs, however I realize they have rights to and it's inevitable. I appreciate that at least there is dialogue so that all sides can be looked at.

It does frustrate me to see MMU on the most accessible trails (to Riverdale) including the lower trail and powerline trail. MMU can range much further than people on foot.

I should add that sometimes cyclists are not great to share trails with either. It would help if MMU and cyclists were more considerate of pedestrians.

Without enforcement, allowing Motorized vehicles on some trails means that many ATV and dirt bike riders will likely use all trails. Also even the proposed MMU trails are very popular routes for residents walking dogs or cycling with small children, and there have been regular instances where careless riding and high speeds create dangerous or at the very least very stressful situations. My recommendation would be less MMUs overall - and a plan and budget for the enforcement of the new designations.

I would like to see all the trails shared by every one .

Roller Coaster is very heavily used by mountain bikers and runners, if there would be motorized use available, it would make that area dangerous. Cantlie Lake road is enough for Motorized users in my opinion! People, we are going out there to have piece and quiet, reallocate motorized traffic where there is not many biking trails, or conflict of biking and motorbiking..As a mountainbiker you still have to access single track trails via certain wider trails..I can't imagine safe traffic if dirtbikers would be there too.. I am offended that the City even considers trail sharing , where there is not much visibility around the corners. It's simply too dangerous.

Lower roller coaster - could be dangerous for non-motorized users in the winter if encountering motorized users unexpectedly. I am concerned about possible collisions. It might help, however, if the same provisions were placed on this trail as are being placed on Pewee Hill.

As I understand the original purpose of developing a MMU trail network, is to provide opportunity for motorized users to have "out and away" options. I support this intent but this plan does not fulfill that purpose.

Clearly, this network includes more, as routes intended for local recreation purposes rather than transport to travel out of the city. The ultimate result of this will be more local "playing" by motorized users with the concomitant destruction of local trails (more maintenance and environmental degradation) more noise in the local residential area and more conflict with non-motorized users.

I can see a need for trails to access routes away from Riverdale but not local riding and playing opportunities. This trail system is extremely popular with non-motorized users and for areas close into town, the health lifestyles and residential aspect of neighbourhoods should be maintained.

Where you have a second motorized access to hidden lake, this makes this a destination for a very short ride. Why? Where is the need? There is existing access off of the Chadburn lake road. This will quickly create (become) a loop as only a select few users will make use of the lake but quickly will try to use the trails on either side of the lake to make a circle route. This is already the case for some (more than enough) motorized use where it is currently not so designated.

I can only imagine what it will look like if the proposed designations are advanced. No amount of enforcement or education will turn back the clock once this plan is put into place, so why open this door. It is not required!! There are so many places where ATV, Bike and Snowmobile use can be supported and currently exist. Given many kms of non-motorized routes there is a significant amount of motorized traffic on them. Formal designation will result in so much more activity. Likely the work that has gone into the local residential trail system has been extensive and expensive and now are successfully being used. These are exceptional trails and essential to city of whitehorse active living. This supports the many who do not have resources or desire to go motorized.

My vote is to approach this plan with caution and not undermine or lose what we have in them. Most of loops and other motorized stretches are so short that they will be "fun for a bit " but adult and serious riders will want to get out to more significant riding. This will become a mecca for youth learning how to ride in our backyard or attracted to riverdale because there is a "new trail system". Also, this will make the Riverdale an attractant and a playground for users all over the city. This makes no sense. How many bylaw officers and how many calls will it take before you perhaps consider this was not such a good plan after all. The plan needs a reasoned approach to "out and away" trails and this is not it yet.

If this is the way it will be, then please ENFORCE it. Motorized use is currently accessing the trail system from every which way, and COW never enforces any of it. I live adjacent to Lower Rdale trail and I hear and see motorized use all the time. Get the bollards up, monitor use, and enforce your designations.

Riverdale is surrounded by hills. To get up those hills, motorized vehicles will have to engage a high level of throttle which will in turn produce a high level of noise. I would very much like to

see studies carried out on the levels of noise that would be introduced and how far the noise would penetrate into the residential areas. Furthermore, introducing non-motorized permission to motorized trails is relatively safe because walkers, runners, dog owners etc will perceive those trails as unsafe and therefore not use them to begin with. Doing it the other way around, however, is another matter entirely.

Getting really sick of participating in these 'consultations' when we are not listened to. Seems like my participation is no more than a way for the bureaucrats to pretend they did 'consultation' while there is zero intention to listen. So, I am participating with ambivalent feelings about giving this process credibility through my participation, while seeing over and over that my views and those of many others with my perspective are being completely ignored. Not sure why I am bothering even wasting my time writing this. You are probably reading it, shaking your head condescendingly with a patient smile thinking 'Oh those dinosaurs. Well, well, we will just pretend along and do exactly what we want anyway.'

This process has been a scam and a waste of my time. I have no respect for the outcome and feel lied to. My partner is saying what I wrote is 'pretty harsh', but 'it is the truth, there is no question about it.' I don't really care anymore about being polite. I think having my time wasted and being messed with by your process has been 'pretty harsh', and if you dish it out, you'll get it back.

Disappointed, and wiser for seeing how things work at the City of Whitehorse Planning department. Just like I was told by others, you will do exactly what you want in the end regardless.

I do not think motorized vehicles should be on any trail, as it makes it unsafe for all the walkers and runners, not to mention the noise people have to put up with. motorized things should be hauled out of town and ridden where there are no residences to bother. As for this being able to ride on the street they should not be allowed, because they do not ride slow or quiet and no one makes them follow rules. 2am getting woke up by skidoos roaring up and down the street for example. I used to live in Riverdale but left there because of the noise.

There seems to be no discussion about speed limits or stop signs, especially where MMU trails cross other trails or combine with other trails. I don't mind the trail system proposed but I am concerned about where they cross with recreational trails. Some of the MMU trails have blind corners and I would be concerned with accidents in these areas. This can be easily solved with some clearing for visibility, clearly marked signs for motorized vehicles when they are coming to an area with recreation trails and some stop signs in area's that are high traffic. I was also concerned over the ability to make new trails. You don't require a permit to put in a trail as long as it is below a certain threshold and new trails (mainly mountain biking) are showing up all over the place. Some areas are very sensitive to erosion and this is not being addressed in your plans so far.

Question 3 is designed such that my only options are to say that I disagreed in question 2, or agreed. I chose "neutral" in question 2, so please disregard my response from question 3. I chose "neutral" because the supporting documents are of no use--they are poorly designed and I cannot see what the proposal is.

I agree that the core of Chadburn Lakes could remain non-motorized. However, Chadburn Lake and Grey Mountain Roads are just that, roads. They are not trails and provide little or no recreational value to motorized users unless they are used to access other trail networks. Grey Mountain is particularly useless as it ends at the top of Grey Mountain. It is a beautiful spot and

our family goes up there regularly to hike, but there are currently no other options for motorized traffic to leave the summit other than to come back down the road.

I support moving motorized traffic away from non-motorized (N-M). I understood one of the main goals was to design and implement a trail network that allowed motorized users to "get away" from N-M, i.e. encourage them to access trails beyond those readily accessible to N-M users. Fundamentally, I don't see how two dead-end roads (trails) accomplish that.

Connecting Chadburn to Cantley is a good idea and would provide for one loop. If south of Riverdale will essentially be MMU, then perhaps all of the area north of Riverdale should be MMU? Access should be provided around Grey Mtn School and behind Peewee Hill to a relatively direct transit corridor that allows motorized users to traverse to north of Riverdale.

I am particularly concerned about the use of motorized vehicles on singletrack trails, such as the one you are proposing to use to connect Cantley Lake Connector and Chadburn Lake Road. I think the trails will become widened, damaging forest more, and widening the trail so that it is less challenging and enjoyable for running and biking and hiking. I am also concerned of safety in terms of meeting up with atv/dirtbikes while hiking or biking or running, especially as this enables motorized users to more frequently be travelling up hill on the single tracks, and most likely, will be meeting on the double track trails you are proposing which I use frequently to travel uphill with my bike and running (roller coaster, long flat, etc.) I would be scared for myself and my dog, as well as my daughter who is just getting into mountain biking to collide with a motorized vehicle tearing down the trail that I am travelling on. I am also concerned of the safety issues that come with the use of motorized vehicles in places so close to Riverdale, where I am frequently going walking or playing or sledding or skating or ice fishing or biking with groups of children such as the Sandy V just behind Alsek near FH Collins and the trails behind Hospital Ridge, and Hidden Lakes and the trails coming from Riverdale to access these spots. Lastly, I am concerned of the noise and pollution that comes from more use of motorized vehicles in places that my family and I go to find peace and wilderness.

People should drive at least 15 km to use their motorized trails.

I do not want people driving their MMU on my street, I do not want to hear them in my backyard and I certainly do not want to worry for my young kids when they are on the green belt around Riverdale.

I speak as a Riverdale Resident who is property owner and rate payer. I have not been in the thick of this process until now but feel it is important to speak up as the average resident of this neighbourhood. Not sure if the various groups active out there right now filling the silence with their positions/postures (Community Association, Klondike Snowmobile Association, Contagious Mtn Bike ) represent me so here is my view as regular Riverdale resident. I strongly oppose only two of the proposed MMU trails identified or proposed for study (i.e., Hidden Lakes and proposed future linkage to Chadburn Lake XC ski area). To be clear I am not opposed to all the other shared use areas as I feel the potential for conflict between user groups (use/enjoyment, injury) will not be as great.

Specific MMU's proposed that I am opposed / have concerns include: opening up motorized access to 1) Hidden Lakes and 2) study for proposed / future linkages to bring motorized users on to or near popular XC skiing areas near Chadburn Lake

I feel opening these 2 areas up to non-motorized use will result in greater potentials for conflict and injuries between motorized and non-motorized users (or should I say injury to non-motorized user) AND potential public safety impacts on walkers and skiers AS WELL as increased incidence of illegal motorized use bleeding over on to adjacent non-motorized trails designated

under city zoning as environmentally sensitive (zoning established through extensive past consultation processes with residents and entrenched in zoning in City's existing longterm forward looking Trail and Community plans to be set aside for use and enjoyment of citizens and rate payers in manner consistent with environmental sensitivity of place....).

Re- my point above about possible bleed over of illegal motorized use on to walking trails in adjacent enviro sensitive trails- It is on these adjacent non motorized trails where we see families walking with their small children and/or family dogs without worry of encountering motorized vehicles. Furthermore our property (like many others in this neighbourhood) backs onto to green space in these environmentally sensitive area (Lower Riverdale trail area)...we all paid premiums for this privelege when purchasing our homes and were assured upfront through existing city zoning / plans on the public record that this is what we get for that extra investment. I have no confidence that city's current protective/bylaw services can regulate these illegal uses and protect walking / skiing / bike riding families frequent those adjacent non-motorized trails from this sort of bleed over use. This feeling is compounded when I see language used by City Planners in this survey that says "environmentally sensitive areas GENERALLY off-limits to multiple use".... what is the fine print / catch here? Is this initiative the beginning of a slippery slope where these exclusive non-motorized trails will be in the City's sights in the next round as the very persuasive motorized user community that seems to have the ear of city officials (elect reps and municipal staff alike) wants more and more (and from this current process likely will get what they want). Use of this phrase "ENVIRO SENSITIVE AREAS GENERALLY OFF-LIMITS TO MOTORIZED USE" in survey and supporting documentation makes me very suspicious of City's future plans.... When we bought our home in Riverdale our decision was informed very strongly by existing Community and Trail Plan documents and the corresponding zoning that emerged from these plans as longterm visions for city growth and development. We knew what we were getting buying a property that backs on to green space (lower riverdale trail) of an environmentally sensitive area that prohibits motorized use and allows us to enjoy peace and enjoyment being so close to wilderness in heart of the city. I believe that this actually is a key selling feature and adds great value to our property investment. So you can imagine how words like "GENERALLY" can make a ratepayer uneasy (loss of quiet enjoyment and decrease in property value) as to what the City may have up their sleeves for future....

Yes the city does offer up some sound mitigations on paper to limit these impacts on use/enjoyment and safety (education and signage, trail modifications to separate user types, bylaws / signage, enforcement). However I have little confidence that these mitigations can be successfully delivered in practice for Hidden Lakes, at XC sking areas near Chadburn Lake, and to deal with inevitable bleed over of illegal motorized use on to non-motorized trails in enviro sensitive zones adjacent to these new MMU areas. This point of view is based on City's existing poor track record / capacity to manage this issue on the few existing trails they do manage / police for this --- i.e rampant illegal motorized use on Millenium Trail that is very accessible to bylaw service officers continues so how can I feel confident bylaws will be successfully enforced for these more isolated trail areas AND city seems reluctant to try to refine and improve upon recent pilot measures used successfully in other jurisdictions such as bridge structures to prevent motorized vehicles from crossing over while allowing free access of all other user groups).

RE- Hidden Lake MMU- At a recent public meeting I heard some good suggestions that some city officials want to make Hidden Lakes more accessible to elderly and infirmed...I can support that ... we can still make this possible through issue of special access permits (like current handicap parking permitting system) that allow those select individuals assessed by city based on standard application can use m)otorized vehicles to get to these fishing spots. However I do not support all-out use by able bodied motorized users for reasons stated above (quiet use/enjoyment and public safety to non-motorized user)

RE- Chadburn Lake Linkage Study - I am disappointed that elected officials disregarded their own longterm planning / guidance documents (Trail and Community Plans) informed by extensive past consultations to instruct their city staffers to open up East Yukon River area to more motorized use...seems backwards to suggest we do this and then fix guiding documents afterwards. On a related matter they are moving forward with proposing changes in use/zoning of Chadburn Lake area without completing more comprehensive park planning process they approved to happen a couple of years ago. This knee jerk approach to planning and development is highly irregular and interest groups like KSA should not have such great sway to take us off track of process and long term comprehensive planning / development views of this city and its neighbourhoods

I would like to see a small number of snowmobile-only MMU trails. I do not want to see any ATV or dirt bike trails. I especially do not want to see ATVs/dirt bikes in the Hidden Lakes / Chadden Lake / Chadburn Lake area, including Long Flat trail and Cantlie Lake Road. I would like to see the powerline to Grey Mountain Road, and on northward, a snowmobile-only MMU trail. As it stands now, I am sick of choking on 2-stroke fumes as I bike up Pee Wee Hill and the rollercoaster trails. Please enforce the current plan/by-law. Get the ATV's and motorbikes out and away as quickly and conveniently as possible. It is not possible for pedestrians and mountain bikers to safely and enjoyably use the same trails. One of the worst things I saw this summer was 2 dirt bikes on the Miles Canyon trail into Canyon City. Absolutely ridiculous place for anyone to even consider riding a motorized vehicle.

I oppose motorized use of Long Flat, Lower Roller Coaster, Chadburn Yellow for starters. There is no enforcement of bylaws today and motorized use will just spread to other trails. Who is going to be out there to enforce? As a general point of clarification, I disagree with the use of any on-road type vehicles in the trails (cars, trucks, mini-van, etc).

Things are fine how they are.

ORV's should be trailered and taken to out and away access points so as not to add to the noise and motorized traffic intensity. No new trail should be added by Chadburn Lake.

Question 3 is a poorly designed question as I oppose some MMU but would also like to see some added.

I don't support the Lower Powerline for MMU use other than snow machines. This area is frequently used by walkers/bikers and there is limited visibility in many areas during the summer (tree foliage) that is better during the winter. Snowmobiles also help to pack walking trails. Further, I understand that City Engineering may be interested in extending the paved trail network in this area.

Map EYR02

Does "MMU Trail Feasibility Study" notation on the map mean these trails will be motorized? Or only the solid lines are included in the proposed changes?

Overall, I would like snowmobile access to each stocked lake in this area for ice fishing purposes.

Map EYR03 is confusing. Are dashed lines indicating motorized trails? If so, I oppose.

Reasons for opposition are a) too close to existing housing/walking trails; b) potential infill sites in OCP, creating "official" trails here will cause further conflict in future; c) are this many motorized connections required?

Not that anyone with a motorized vehicle will listen to these rules or regulations but there is no need to have a motorized recreational vehicle such as a ATV or dirt bike running all over Riverdale. Everything in Riverdale is accessible through walking or riding a regular bicycle. I'm

personally tired of seeing the damage in and around Riverdale done by people with these types of motorized vehicles

- do not support summer use of Chadburn yellow ski trail - likely to cause erosion, widening, rutting, damage to vegetation.
- do not support connection between Chadburn Lk & Cantlie Lk Rd - seems excessive to have this loop when several other routes pr

Survey definitions biased in favour of motorized use.

The less entry points you have, means certain neighbours get all the traffic. There is quite a gap between points meaning more on street usage needed. Atvs and Snowmobilers just want access to the wilderness they don't want to play close to town. For us it's no effort to be patient enough to get out of generally populated areas. A very expensive bridge was built for foot and bike traffic yet no thoughts of anything with a motor? Most of the trails deemed hiking and walking trails, I wouldn't even try.

Seems a lot of loops for atvs etc. (Roller Coaster, between Hidden Lks & Riverdale, behind the hospital). Why aren't they directed to just come and go on one route? I thought atvs and snowmobiles weren't supposed to be on ski trails (Chadburn). aren't atvs and snowmobiles supposed to use residential trails to get away from neighbourhoods to reach farther off trails away from people's houses (reduce noise and running into people walking on residential trails)? why so many in and out points from Riverdale? Can't they use the roads?

Powerline behind Bell, Hart etc will be way too noisy--it already is and driving on them now is NOT allowed---

There are a couple of spots that the motorized vehicles can drive DIRECTLY up the Chadburn road so they spend almost no time behind peoples homes!

I oppose motorized vehicles on the Millennium Trail basically for safety reasons. On occasion, we have encounter all-terrain vehicles on the walking bridge in winter. The vehicles were speeding and we didn't know which way to turn. We remained on the right side of bridge trail, but felt unsafe. The bridge is not wide enough for both walkers and motorized vehicles. Another problem area is along the waterfront between the SS Klondike and the Welcome to Whse sign.

The majority of those trails in Riverdale have been created by atvs/dirtbikes. Mountain bikers seem to think that it is their right to give attitude and dirty looks to motorized users, even when they slow down and treat the passings with the utmost respect. I have been riding bikes and dirtbikes in riverdale for over 15 years and considering how often you actually come in contact with the other parties (or anyone at all), I am curious how you intend to curb the use of motorized vehicles on these trails that have been in use by atvs for 30+ years. I am in support of special designation for all newly created trails for mountain biking, but leave all the others alone like they always have. I still feel like there is not a high enough density of users to warrant banning atv and dirtbikes (other than the obvious sensitive areas).

I live on the greenbelt in Riverdale north, where snowmobiles and ATVs traverse our back fence. The south end of the "V" area has a toboggan Hill where on weekend afternoons we witness potential collisions between snowmobiles ascending as kids are descending. And snowmobiles regularly play in the steep sided depressions that are over the hill from the hospital. The roar of engines fills the small valleys which are also loved by people on foot and skis and snowshoes. Noise drives both the wildlife and people away.



MMU trails need to be limited in number and separated from other trail use and greenspaces.

There are too many MMU trail access points planned for Riverdale. There are serious problems with ATV use in Riverdale including noise, drinking and driving and stunting. An outright ban is preferred. Next to this please limit access to roadways that go to trailheads. Two trailheads is more than enough for Riverdale. Limited trailheads will foster better enforcement. Please protect existing greenspaces. They are too easily damaged by ATVs. Skidoos need to be also limited to two access points. It will be difficult to backtrack and protect areas after ATV use. Having said this, some damaged trails can be restored. More effort is required to plan and protect special greenbelt areas.

Grey mountain and Chadburn Lake road should not be used as they are dangerous due to much larger vehicles using them. If they are exit points they should only be used until the nearest trail could be accessed.

I do not support motorized trails along Schwatka Lake, too many people walk and hike and have children and pets in this area.

Pee wee, and any loop trails. allow for 1 or 2 out and away trails. high density mixed use is dangerous for the non-motorised users. and unpleasant due to excessive noise and air pollution.

MMU trails should be severely limited in number. The vast majority of people use trails in the EYR and other areas within the city for non-motorized activities. The number of MMU trails should be limited and in many cases trail access should be via city streets and roadsides where possible which will promote both compliance and enforcement. MMU trails should be seldom be located within greenspaces and trails within environmentally sensitive areas should be limited to non-motorized use as is outlined in the 2010 Official Community Plan.

I live on a greenbelt that is a mmu trail. I strongly support this plan as the motorized traffic behind my house does not cause disturbance or issues.

Peewee hill is too steep for motorized users (increased erosion concerns), too narrow to share with walkers, too close to houses to encourage more traffic noise. One of the best routes for walkers to get back to Hidden Lks from Riverdale and to ridge wa

I very strongly oppose MMU access on Long flat and Roller Coaster during the summer. My concerns are the same as I have set out below at question 8. We are advertised as a wilderness city, so let's keep it that way! Access up on Grey Mountain road is good because it takes the access away from people's residences, which means greatly reduced on-foot human traffic.

MMU access through powerline corridor behind Pelly, Hyland, Hart, Firth, Boswell, Bell. This trail is heavily used by neighborhood children for play and biking. Motorized access would be dangerous.

I have a problem with ATV's using the proposed "PeeWee Hill" as an access point. The way ATV's tear up areas, especially hills will make the existing trail with foot deep or more trenches which will make the trail very hazardous for mountain bikers and walkers/hikers. The trenches will be especially dangerous when the ground is wet and when made slippery by snow cover. Also the trail is not particularly wide, creating a very dangerous situation when ATV's and bikers

or walkers encounter one another. There is also poor visibility from the crest of the hill for the first 20 or 30 feet and this will create an extra hazard in this section of the trail. The other access points, Chadburn Lake Rd. and Grey Mt. Road are already access points to the trail system and will provide access to the same trails that PeeWee Hill will allow without causing a hazard.

Re Doghouse Trail: I don't think it is necessary to make this a dirt-bike only trail. These vehicles can be heard coming from a long way off, giving bikers and walkers lots of time to move off trail.

Re Yellow Trail: On the map, the first part of this trail is designated as a motorized only trail in the summer. Again, I don't believe this is necessary, as you can hear these vehicles approaching in time to get out of the way. As well, it's a great trail for less technically advanced MTB riders and it would be a shame to deprive them of this option in the summer. Re Long Flat Trail: Does this need to be accessible to motor vehicles if access to Cantlie Lake Trail can be had via Grey Mtn Road?

I am concerned about Peewee Hill

Access to the trails via Pee Wee hill is a problem for a number of reasons:

- horrible environmental damage
  - risk to non-motorized users a. trail damage makes the hill treacherous for hikers and bicyclists
  - b. inconsiderated motorized users often force hikers, snowshoers etc into the woods in a very dangerous fashion
  - there are reasonable alternatives such as the Grey Mountain Road and Chadburn Lake Road
- MMU trails out of Riverdale should take motorized users beyond comfortable walking cross country skiing range and leave the closer trails for folk who do much less damage.

Most of the damage done and risks created are the result of generally young, un-trained users of ATV and snowmobiles. Training folk, perhaps even requiring licensing might reduce adverse interactions between pedestrians and motorized recreational devices.

Do not support MMU designation for the smaller of the hydro right of ways behind Boswell. The larger right of way marked Powerline, which provides vehicle access to water works is ok if speed is controlled. I don't see the need for access points on the long sides of Boswell Crescent.

History has demonstrated that once a trail is opened up then the curious mind wonders where the other trail goes and suddenly what was once a single track is now an ATV trail. I have seen running trails with trees pushed down for ATV access. That running trail now sees ATV's on a regular basis.

It seems ridiculous to designate trails as motorized use only, as is suggested on the maps. I believe many, but not all, trails should be exclusively for non-motorized use, as motor vehicles damage singletrack trails. On the other hand, pedestrians and bikes do not cause damage to trails used by motorized vehicles. If there is concern on the part of motorized users regarding conflict on the trails with non-motorized users, then I would support the designation of some trails as "Motorized Multi-use Priority", meaning that non-motorized users could use those trails but should be prepared to yield to the motorized users on trails so designated. It is very easy to hear motorized vehicles coming so there is always plenty of time to get out of the way. This designation would give some moral support to motorized users; one would hope that it may encourage their cooperation in keeping off non-motorized trails and yielding on shared trails. It is unrealistic to expect hikers and bikers to stay off any trails, as it is not that common to meet motorized users on most of the trails. By the way, I think allowing dirt bikes, but not ATVs on Doghouse is a good idea. Trying to keep mountain bikes off it is just silly. I'm happy to move my

mtn. bike to the side to let a dirt bike pass. Conversely, there are trails that dirt bikes can do a lot of damage to, notably those with steep climbs. Dirt bikes make these trails very loose and unrideable. For your information, I use the trails for mountain biking and running/walking only.

The Riverdale Community Association asked that the applicable sections of the OCP and the Trail Plan be placed in the survey for perusal. In addition, the applicable sections of the two new bylaws that deal with ORV use should have been included. As well, applicable sections of the (\$20,000) 2009 Riverdale Neighbourhood Plan should also have been made available (People do not have the time to read these entire documents, but the City should ensure that people are aware of the sections that pertain directly to this issue. Otherwise, it is difficult for one to make informed comments with regard to this survey.)

In addition, we are about to begin review of the Protected Area Bylaw. Changes to this bylaw may have major implications with regard to the use of ORVs in our City which may make any decisions with regard to motorized use on the east side of the river impossible to realize.

Virtually the entire area under discussion is designated as a potential park (Chadburn Lake Park 8,050ha) under the OCP. Yet here we are making major decisions with regard to motorized trail use before we even have a park management plan for the area. Such an action is prejudicial to any future park plan and is contrary to any sensible planning process.

The Chadburn Lake ski trails are off limits to ORV use under the current ATV and Snowmobile Bylaws. A "summer-only MMU designation of a double track section of Chadburn Yellow ski trail with a small loop through the "Twin Fields" area" is in contravention of the previously mentioned (new) bylaws and should not even be under consideration.

Unfortunately, it seems that a way will be found to "run around the rules" as the song goes, in order to avoid changing the newly passed ATV and Snowmobile bylaws. If this is done it will serve to further undermine public confidence in the bylaw process.

The OCP and the 2007 Trail Plan suggest the designation of "out and away" trails in order to get ORVs away from the urban area and beyond City limits. The previous council authorized City administration to carry out the suggestion contained in both plans on the east Yukon River side. Instead it appears that the direction given with regard motorized trails on the EYR by the two plans and by the previous Council are not being followed.

The Riverdale Community Association asked that the applicable sections of the OCP and the Trail Plan be placed in the survey for perusal. (The summary the City provides on its website with regard the ATV and Snowmobile Bylaw is incomplete and somewhat misleading.) As well, applicable sections of the (\$20,000) 2009 Riverdale Neighbourhood Plan should also have been made available (People do not have the time to read these entire documents, but the City should ensure that people are aware of the sections that pertain directly to this issue. Otherwise, it is difficult for one to make informed comments with regard to this survey.)

In addition, we are about to begin review of the Protected Area Bylaw. Changes to this bylaw may have major implications with regard to the use of ORVs in our City which may make any decisions with regard to motorized use on the east side of the river impossible to realize. Once again the maps provided for this survey are extremely difficult to read. Surely the City has the technology required to provide better maps.

The only acceptable motorized trails are ones that would qualify as "out and away" trails: I support the use of the Bypass trail and Fat Tire Fever as both a "loop trail" and as alternate "out and away" routes leading north.

Other "out and away" trails:

Take the Alsek Road to the Grey Mountain Road to the North Powerline Trail to where Fat Tire Fever crosses the Powerline Trail and then northwest to where the trail connects with the Long Lake Road. Turn south and go back to the parking lot at Long Lake and then enjoy off vehicle use of the area. Or, turn north and continue along the Long Lake Road. Apparently, the shores of Lake Laberge can be reached via a number of trails beyond City limits.

Take the Alsek Road to the Grey Mountain Road and follow it to where it branches off (south) to the Cantlie Lake Road (near Southpaw Trail). Then follow the route all the way to Cantlie Lake (about 24 kms) from Whitehorse. There are routes from the lake that could take one further. Take the Alsek Road to the Grey Mountain Road and then use the road to access the top of Grey Mountain.

Take the Chadburn Lake Road from Nisutlin Drive and follow the route until the cut-off road to Hidden Lakes, then enjoy off vehicle use of the area. Continue along the road to Chadburn Lake then enjoy off vehicle use of the area.

The routes we have selected would result in the least contact with non-motorized users. They should also be more environmentally sustainable than any other routes contemplated.

ORV operators argued during the two bylaw reviews that they did not want to trailer their machines to access points for two reasons: it was too inconvenient to load and unload their machines, or they did not have a trailer or truck to pull or haul their snowmobile. They also argued for the use of City streets to get to permitted areas and out and away trails.

The routes selected also allow for better enforcement. Owners would be more inclined to follow the rules when operating on City streets and their activities could be monitored more easily by local residents. The other major advantage of having all ORVs accessing the Grey Mountain Road off Alsek, or the Chadburn Lake Road off Nisutlin Drive, would be that City Bylaw could more effectively enforce City and territorial laws with regard to their use. A bylaw officer could be stationed at these points on numerous occasions to ensure compliance with the applicable City and territorial laws, and thus reduce enforcement costs.

Unfortunately, snow machine operators can use virtually any non-motorized trail to get to where they want to go. Simply asking snow machine operators to please take the recommended routes to access "out and away" trails is not going to work.

The building of more connector trails should be curtailed. Money should be spent on consolidating what we already have. Numerous trails should be closed off to make it easier for users to negotiate routes and to prevent the establishment of new trails. We have 700 kms of trails. Do we really need more?

Thank you for consulting Riverdale residents regarding this issue. I am concerned with motorized access via PeeWee Hill. The usual access points for cyclists, walkers, runners, hikers to the hills and trail network above Riverdale are PeeWee, Grey Mountain Road and Chadburn Lake Road. With the new proposed MMU network, these three access points are ALL designated for motorized and non-motorized use. I would like to see PeeWee designated as non-motorized only in order to leave at least 1 access point completely free from motorized vehicles. PeeWee Hill is a sensitive ecological area, is very narrow, is possibly the busiest access point in Riverdale for cyclists, walkers and runners and is also the most central access point for people living in Riverdale. Nearby schools also use PeeWee Hill as a quick access to more natural and wilderness areas. PeeWee Hill's proximity to houses and numerous trails, including its location in a more dense and vegetated area affords it special consideration as a non-motorized trail.

If motorized vehicles have access to Chadburn Lake Road and Grey Mountain Road, they already have quick, easy and safe access to trails where there is already motorized traffic and where non-motorized users expect and are used to sharing the road. Adjustment to the new trail uses on Grey Mountain Road and Chadburn Lake Road would therefore be relatively hassle-free and safe whereas PeeWee poses far more dangers and far greater risk of motorized and non-motorized incidents due its steepness, isolation, narrowness and overall condition. Please do consider these comments seriously as the concerns I have noted have been expressed by several fellow Riverdale residents and reflect much thought and discussion.

Do not support any additional MMU access to Hidden Lakes. DO not support MMU trail connecting Cantlie Lake and Chadburn Lake  
Do not support sharing by non-MMU and MMU on Long Flat, Bypass, lower Roller Coaster.  
Should be left to non-MMU use only.

I have been going into Cantley lake for over 15 years. As of today the City of Whitehorse has turned me as well as many of my friends and colleges into outlaws. By turning the complete eastern area, so far according to your maps, non-motorized area.

There is room for more shared trails with motorcycles that largely built them. E.g. Broken truck, lakes trail, etc. should consider some ski trails too, it keeps the foliage down too. Nice to see some access though

Seeing nature and trails being destroyed by vehicles is quite disturbing for me, especially if I walk along these trails. It could also lead to displacement of small animals habituating around the area. Are we to continue to destroy nature little by little and then regret it in the end?

Lower Roller Coaster - MMU would effect safety of people on foot Whitehorse Bylaw enforcement of motorized infections (e.g. ATVing in protected areas, or non-designated area) is extremely poor & lax. Allowing new MMU routes will give ATV users a window to ruin and terrorize our many new areas in Riverdale.

I am strongly opposed to any MMU usage in Riverdale. Riverdale is a densely populated urban residential neighbourhood - really more like an extension of the downtown core. These "off road vehicles" are too offensively noisy to be allowed in this kind of residential setting.

I do not support Pee Wee hill as a MMU. Motorized vehicles should use Chadburn Lake Road to access motorized trails further out. Pee Wee Hill is a very busy trail with walkers, dogs, small children etc. and would be extremely dangerous to have any motorized things on the trail. There is also no need since Chadburn Lake Road is right beside it and gives access to further out areas.

Dirt Bike trail in Chadburn Lake ski trail area - too tempting for dirt bikers to want to stray. Eg: just this past week a dirt bike went on the green trail, shredding the berries & moss. I haven't seen that in years. Vehicles belong on roads in urban area. These are urban trails.

I prefer no motorized use.

PeeWee Hill should not be MMU until an alternate route is in place for walking traffic.

Lower Roller Coaster #17 #11 Peewee, accessed by children & Elderly, stop terrain, non motor public can hear and generally avoid conflict but motor traffic can't fear or see public on this steep terrain with limited space. Motor traffic should have specific speed limits to help limit injury to public.

1. There is an access to Hidden Lakes with a parking area on the west side. Perhaps a permit to be provided for anyone who must use the access by PeeWee Pond. This route is already very damaged by motorized vehicles. 2. Summit use should be limited to dry season - should not begin Apr. 1. If this is chosen it should not be extended at anytime to other ski trails.

Grey Mtn Road and Chadburn Lake Road should be MMU - nothing else.

I am ok with motorized use on Grey Mnt Road and Chadburn Lk Rd. Absolutely opposed to motorized use of the greenbelt and particularly PeeWee Hill and Roller Coaster. Haven't the ORVs and dirt bikes done enough environmental damage yet? Motorized vehicles should travel on roads that are built and maintained for that purpose. There are hundreds of miles of road for that user group. Strongly opposed to a motorized trail connecting Chadburn Lk with Cantlie Lake Road. What is this feasibility study about??

PeeWee hill is not a good access point, Lower Roller Coaster is steep and is being chewed up by motorized vehicles who get here by coming up PeeWee Hill.

My concern is that the MMU Trails be for enough from houses so as not to be a noise nuisance yet at the same time not be too destructive of wildlife habitat.

Also, the V is a heavily used pedestrian/dog walking area not conducive to motorized use.

I disagree with any MMU trail that conflicts with non motorized recreation close to the points of access to the hinterland. The official community plan, 2010 which involved extensive consultation with Riverdale and other residents indicates the following:

18.5.1 "Where feasible, consideration shall be made to separate multi-use trails (which accommodate motorized and non-motorized recreation) from non-motorized trails. Future multi-use trail development shall avoid environmentally sensitive areas wherever possible."

18.5.2 "The Trail Plan recommends the creation of a map of "out and away" trails for motorized recreation vehicle usage. This map shall be designed to strongly discourage the use of all terrain vehicles on non-motorized trails and in environmentally sensitive areas."

My concern with the EYR North Riverdale map indicates a MMU trail beginning at the snow dump, continuing along the water and line cut line/trail towards the hospital. There are loops on parts of the Broken truck trail as well as in the cut area for an old golf course. These are not out and away trails (which is what the original mandate was for the committee and of course the Official Community Plan referenced above) but are within the non-motorized users prime areas of less than 30 minutes walking but only 1 min by motorized vehicle. These areas already have seen considerable abuse with debris, smashed trees and bush, creation of new trails and erosion.

I understand that the situation south of Riverdale is even more dire from an environment point of view. The consideration of MMU trails here are clearly contrary to the OCP recommendations and with the wishes of the majority of Riverdale residents.

I have written before to City Councillors and the City Parks and Recreation Dept. (Jan. 25, 2013) to indicate that there could be one or two motorized areas northeast and southeast of Riverdale for loops or identified trail heads with suitable parking (similar to Mt Mac cross country ski club, Chadburn lake ski area etc.) large in area and dedicated for the use of skidoos, trail bikes and ATV's (although not necessarily all three). These trail heads need to be at least 5Km away from any developed residential area.

These motorized trails could be supervised and maintained by the respective clubs. If there are bicycle and hiking trails in the area they would be either parallel for a short distance with fencing or they would cross motorized trails at 90 degrees.

Too many homes back on to lower powerline, youngsters using greenbelt for outdoor play!  
Popular evening dog stroll & walk - I have had gravel sprayed in face by dirt bikes & full speed snowmobiles almost run over child - Fully Helmut they are unrecognizable.. We do not have the adequate policies to ensure someone not badly injured.

Do not believe environmentally sensitive area will remain - THERE IS NO ENFORCEMENT NOW. Chadburn Lk ski trails should remain Non-Motorized. Don't believe sharing routes will work for those not on a motorized vehicle.

Long Flat, Lower Roller Coaster and PeeWee Hill - Will motorized users respect & stay on these trails only? OR will they use them to access the rest of the single track mountain biking trails?

I still want to put in a plug for non- motorized trails being the obvious choice for a sustainable, green city - which apparently we are spending lots of money on developing. I feel forced into choosing "something" or being labelled racial. I like the idea of a handicap permit for people to access the Hidden Lake by 4 wheeler. I'm ok with the access routes to Cantlie being MMUs including long flat. I question the usefulness of the very short loop on the yellow trail for MMU as per the motorized rep at one of the meetings. Definitely single track non-motorized - These trails are suffering significant degradation with the increased mountain bike use. Great that the Chadburn area is declared environmentally sensitive.

I oppose Lower Roller Coaster for motorized.

As a resident of Hyland Cres - I hike up PeeWee Hill everyday. Often there is a buzz of activities - hikers, bikers, dog walkers, daycare outings, runners; in the winter you can add skiers and snowshoers. Adding any motorized activities in the PeeWee Hill area, Roller Coaster trails and Hidden Lake "boat access" is creating an opportunity for serious accidents. There are several blind corners and slopes - this can only lead to disaster. Small children, hikers and dogs will be injured - it's just a matter of time. this area is a true sanctuary for hundreds of people. Let's keep it that way and protect your citizens.

Strongly oppose MMU routes PeeWee - Roller Coaster - Long Flat as explained on question C.

There shouldn't be any motorized activity. Parks in the US are starting to ban motorized activity as they realize this is damaging to the environment. Not to mention the danger it poses to people and animals.

I support the MMU community using the proposed network outside the Riverdale containment area Except for (A.) the proposed trail around PeeWee Pond down to the first Hidden Lake. (1)This area has already been terribly eroded. The scant cover needs time to recover. (2)It is an environmentally sensitive area. (3)It is very popular with walkers. (B)The summer - only loop on part of Chadburn Yellow ski trail sets a precedent for incursion onto the rest of the Chadburn ski trails and significantly, is so ridiculously short it would be of no interest to MMU Users.

The majority of the trails in the Riverdale Urban Containment area should be allocated to N.M. users. Many of the propose MMU Trails are in environmentally sensitive areas eg. Hidden Lakes. Some of the trails have been eroded, vegetation damaged and should be off limits to motorized users.

I have great concern about motorized users on Millennium Bridge - Please make enforcement! Please leave one area in the city that is Quiet!

I don't understand the designation of the Chadburn Yellow ski trail to summer MMU. This is a loop, but I'm not sure that it would have much appeal for motorized folks - no hills, no "excitement".

We need a clearer definition of Environmentally Sensitive. What does "generally" mean?

Good idea for a feasibility study for MMU trail bet w. Chadburn and Cantlie Lake Rd.

Names of single track trails biased toward Mtn. bikers - how about having walkers name some? I'm concerned about many (30-50) Mtn bikes out on a single track trail for a race. Who maintains these trails that will be subject to heavy use? Perhaps a \$5 fee for biking on a trail for a race? When these are large numbers of riders.

Millennium - bicycles - skiers anything with a motor do not fit where seniors walk. Mostly because they do not know what sharing means.

Opposition for 2 reasons: 1) Off road motorized vehicles destroy ground cover and I would love to see them banned altogether BUT I know that's not possible. 2) Enforcement: no matter what "rules" are debated/selected/posted the non-readers and non-compliant do what they want anyway - so what's the point?

I oppose the proposed trail joining Chadburn Lake Rd and the Cantlie Lake Rd (designated 20 on MAPEYRO2) My reason is that Cantlie Lake Rd is already accessible from Riverdale by two routes and another route would not be necessary. It would only increase traffic to otherwise peaceful areas by creating a loop for motorized traffic to use. Also wildlife in the area would be adversely impacted.

Trails that are along or by the fences of homes should remain non-motorized due to noise pollution.

Noise level to high with multi use for hikers, skiers

I support the MMU but have concerns involving the speed of these vehicles.

Strongly oppose MMU designation for: Powerline south of Grey Mtn Rd & Lower Powerline, Pee Wee Hill & All trails between Pee Wee Hill & Hidden Lake, Upper Riverdale Trail, Roller Coaster, Long Flat, The trail off Chadburn LK Rd & adjacent Blue Loop, Dotted "pink" trail between Chadden Lk. & Chadburn Lk, The "V" & other trail between Hospital & Grey Mtn Rd, Doghouse. Reason for opposing MMU designation for above trails: Too close to residential areas, in or next to sensitive areas, within local green spaces highly popular with non-motorized users, ski trails, too close to Hospital, all these small loops near Riverdale will encourage the repeated driving in & out of Riverdale.

Motorized use should be kept out of Hidden Lakes area and from behind peoples houses throughout Riverdale. "Environmentally sensitive" needs to have a broad definition, to avoid further damage. "Wider double track" is too broad. Single track trails are being widened by motorized use at a fast rate.

Oppose MMU trails in the "V" and connecting to the Powerline. - Plan needs to be supported by greater enforcement to prohibit MMU on non- MMU trails. MMUs currently frequent trails in lower Riverdale Trail area and Pelly Meadow.

I worry about safety, motorized vehicles move quickly and sight lines are poor on most trails. I also worry about noise as these trails are behind my house. Also motorized vehicles tear up the trails inhibiting most other uses.

Oppose: - motorized access to popular fishing spot at Hidden Lakes. - Summer only MMU designation of Chadburn Yellow Trail - feasibility study for MMU trail to connect Chadburn with Cantlie Lake Rd. - areas are sensitive and should be protected. - it is very peaceful walking in these areas and more ATV or motorized traffic could change that.



Millennium trail - entire loop should be closed to motorized use. It is dangerous to combine motorized vehicles & walkers or bikers, especially along the edge of the river. It is unhealthy for walkers to breath in fumes from motorized vehicles especially in winter.

These are very confusing and conflicting statements and I cannot in truth answer. Please re-word and adjust this survey or people will give up and not bother responding.

I am opposed to any designation of PeeWee Hill and the Powerline unless it can be diverted around PeeWee Hill.

Use Grey Mtn & Chadburn Lake Roads more, trails less for MMU

MMUs should only be used for work or emergency purposes and should not be used recreationally or for hunting.

Snow machine access to the "V" Long term popular sliding hill allowing snow machines will create a dangerous conflict. Summer access to the "V" is acceptable. Access to same trail can be accomplished up Grey Mtn Road.

PeeWee Hill shouldn't be MMU. Too steep, too narrow, too fragile.

Many of the proposed trails are used by people with their dogs for exercise. It is extremely difficult to have your dog off-leash if you need to be worrying about motorized vehicles. This is especially important on the trails closer to the residential areas.

NO motorized trails within city limits!

My preference is for no MMU trails, but the MMU network is reasonable balance with motorized trail users. - The trails around the "V" (and elsewhere) are "porous", there are many parallel trails that will be difficult to sign or barcode adequately. Caution!

### **8. If you indicated concerns about specific access points/routes, please explain in as much detail as possible:**

Peewee hill should be main access point as it always has been. Construction of nmu singletrack adjacent to peewee is a great idea.

As I mentioned above, the access point on Grey Mountain Road seems almost if you're inviting MV use of the lower riverdale trail. As enforcement is extremely low, why invite (through design) something that is not allowed by putting the access point there? It seems like a bad idea. Have the access point by Coaster – this can be used to access the powerline to the north – and lots of MV terrain. The "V" is within the high use "Walk zone" and shouldn't have MV access. The pee wee hill access is a high use area for walkers. This should not be a MV use. Ideal access would be Parking area by "B&S" for Cantlie Lake Road. I think a general principle when planning the MMU should be to not mix MVs with the "Walk zone" (areas closed to residences where people walk, bike, children play, toboggan etc). This should not be a hardship for MV users – they have motors to get them easily beyond the "walk zone" to access lots of terrain. Mixing MV with the "walk zone" however, will result in decreased quality of life/access/safety etc. for users in the "walk zone".

Motorized use is not compatible with other uses and the proposed motorized access points means motorized vehicles will be very close to backyards. I believe that the small Vee off of Alsek will become a de facto access point even if not designated as such (it already is). The Small Vee is also home to Baikal Sedge, a plant listed under the federal species at risk act, and this population has already been impacted by motorized impacts.

I do not support PeeWee Hill or lower power line for motorized use for safety and noise reasons. This approach would eliminate the noise issue behind houses for people who live in that area.

If motorized users really wanted these routes, they could have offered to adhere to noise limits on their vehicles, but no such proposal was made.

If the noise concerns and safety concerns are dealt with, separate agreed-upon routes up PeeWee Hill for motorized and non-motorized users could be considered.

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I think Lower Riverdale trail should also be MMU. There is more and more traffic on Grey mountain road already, and forcing motorized users to use the road is just dangerous. The bottom portion of grey mountain road is narrow and blind, and there seems to be a constant flow of traffic on it, both vehicles, and bikers and walkers.

I have concerns for Peewee Hill. I understand the solution lies in design, but I am lukewarm on the idea. I understand the area is an optimal access point, but the geography affords few options. If the City chooses to go ahead, I would advocate for community involvement in the design. This can be a positive.

All access points should be MMU. By trying to close some of will create problems. Motorized users should not be restricted anymore than non-motorized.

As stated in our above commentary on access points we are opposed to the access point in/around/on Hart Crescent but only if the proposed access point is actually in/around/on Hart Crescent. If the proposed access point is closer to Grey Mountain school and that there is significant opportunities there for users to park without disrupting the parking places of local residents we would not be opposed to this.

Your maps are unclear though so giving a very firm "yes" or "no" to this access point is difficult. Some images on site have legends but then few actual labels to show where the access point is, while other clearer images have letters and lines and no legend to go with them.

Looking at map EYR03 the access points are made a bit clearer but other things are not really explained. What are the dotted red lines (on either side of Grey Mountain School) meant to show?

Proposed Access Point A and C are easy enough to understand. The point we are most unsure about remains Access Point B (Peewee Hill). The point is right behind residents houses, with a steep hills on 2 sides, the power line to the other and the only "established" path to this point being a trail to and from the frog pond on Pelly. So we're not entirely sure what sort of disruption to local residents this will create and would like clarification.

I strongly oppose designating the lower powerline for motorized use, as well as Peewee hill, and all the corridors behind Riverdale residential streets. Access to trails should be limited to Chadburn Lake Road and Grey Mountain Road.

Enforce existing laws. Make these motorized recreational vehicles get out of town. Do not allow them in our neighbourhood. Riverdale is a bowl. The noise from one motorcyclist will cover the entire subdivision and it can be very loud.

There is no enforcement of any kind that I can see. One one teenager on very loud motorcycle will subject the entire area of Riverdale to the awful scream of his 2-cycle motorcycle or snowmobile for hours and hours. As I understand it, most of this activity is presently illegal and now there is a proposal to legalize it. Why do 4,000 residents not have as much "right" to a peace and quiet as one teenage boy has to rip the environment to pieces with his extremely powerful and noisy motorcycle? I have a question for those that have proposed this - "Would you let your 10 year old daughter ride a bike on a forest trail knowing that there is a high likelihood there will be group of teenage boys racing their motorcycles on that trail." This motorcycle, ATV and snowmobile trail use is not about people responsibly accessing corridors from their homes to access the wilderness. It is about racing, pure and simple. Video games with real engines and exhaust. Strongly oppose the consideration of Peewee Hill as an access point - UNSAFE, too close to residential areas, too steep and narrow and constricted, erosion concerns - also object to a bypass being constructed.... do not want ANY motorized vehicles on this hill!!!!

I am concerned about the proposed MMU access point up Peewee Hill and its access to Hidden Lakes for the following reasons:

- 1./ Motorized access up Pee Wee Hill is too dangerous with multiple types of users of different speeds. Visibility is poor between the top and bottom of the hill.
- 2./ Even if a separate trail was built for hikers and bikers, Pee Wee Hill is too slick in in the spring and winter for motorized vehicles to climb without environmental damage. I don't believe there will be any enforcement capable of ensuring that seasonal closures will be effective.

I am also concerned about motorized use of the Lower Powerline and opening up 5 "lanes" behind houses in Riverdale for access to the Powerline. Firstly, I am concerned about noise. Noise of snowmobiles in particular, travels far in Riverdale in the winter. You can hear them many blocks away. Five "access lanes" seems generous.

Further, on the Lower Powerline there are many other user groups who are not able to travel as far as motorized vehicles to recreate in their neighborhood. Designating Lower Powerline as MMU increases the chance of user conflict and changes the nature of that greenspace.

Restricting motorized access to trails to 2 points (Grey Mtn Road and Chadburn Lake Road) will help minimize the above. I appreciate that there is a challenge in how to get snowmobiles and ATVs and dirtbikes to these access points if they are not street legal. But in the same way, that I can't ski right from my doorstep, residents shouldn't expect that they can use motorized recreational vehicles right from their doorstep. There are very few cities the size of Whitehorse where that would be possible.

PeeWee Hill is a bottleneck. It will cost the city considerable resources to have a save multipath trail developed and maintained at PeeWee Hill to accomodate ORVs, bikers, walkers, people and their dogs. If speeds will be managed than so can noise - the biggest irritant. The egress point and area above PEEWEE hills sustains conflict between multi users, skidoers and motor cyclists doing donuts ripping up the terrain, irritatingly accelerating to get out of sight of walkers. ( I have seen all of this on many occasions). The hill to the left of the top of the pee wee hill already has three highly eroded trails by ORVs)

The proposed access routes will compromise safety for people walking behind the houses. It will also create noise for the residents. but my biggest concern is that these routes funnel the vehicles to the power line cut and to peewee hill. As noted above, I feel peewee hill should be protected from motorized vehicle traffic as it is already significantly eroded.

I support the above network EXCEPT Pee Wee Hill. I believe Pee Wee Hill should be non-motorized all the time. It is used by walkers, runners and cyclists, and I am concerned about possible encounters with motorized vehicles that are travelling too fast. Motorized vehicles can use Grey Mountain Road or Chadburn Lake Road as access points to the area behind Riverdale. With a motorized vehicle, it would not take too long for a person to reach Chadburn Lake or Grey Mountain Road from any home in Riverdale.

I support only the Grey Mountain Road and Chadburn Lake Road as access routes. They are already developed, motorized roads and therefore using them is preferable to using trails through sensitive, easily eroded terrain. I do not support the Hyland access route to Peewee Hill because motorized vehicles would cut right across the path of a steep hill (which is on the left below the powerline) which children slide down in the winter and which they bike down or run down in the summer. Right now it is a fun, safe play area for children. Sometimes children even play here on their own because parents must think it is a safe place for kids to play unsupervised and yet be close to home.

If Peewee Hill should happen to be designated as an access route, the adjacent sidetrack trail would need to be snowshoe and dog-walking friendly. Stairs would not be acceptable as an adjacent trail. Many people using Peewee Hill have 2 dogs on leashes (some dog walkers have as many as 4), so that trail would need to be wide enough to allow a person with 2 dogs on leashes heading up meet a person with 2 dogs on leashes heading down.

Lower Riverdale Trail MUST remain non-motorized.

Lower Powerline is so chewed up. Why does using a motor vehicle also mean disrespecting the trails and areas that are used. Also, find it too bad that the access points access the peaceful trails and backcountry we need to escape motor vehicle use and the built and developed environments of human beings ... back into nature, peace and quiet.

Good that Lower Riverdale Trail will be designated non-motorized.

The map lists 3 access points, however, if you include the 5 street access points there are actually 8 access pts being proposed. That is too many. The 5 streets are also on the south end of Riverdale. If it is ok for the rest of Riverdale to have fewer access pts, why are so many proposed for this area? All this access will lead to motorized use of the Lower and Upper Riverdale Trails because human behaviour dictates that the easiest, shortest routes are chosen. Even walkers don't always stay on paths. This will become an enforcement nightmare. Areas closest to homes should not be motorized. Residents need to be able to take their children and dogs to nearby greenspace for walking, skiing and snowshoeing without having to drive to get there. These greenspaces provide unstructured play areas and early introductions to nature. Having Environmentally Sensitive Areas behind our house that do not allow motorized vehicles is the MAIN reason we chose our home and paid more than houses not backing onto the trails. I want to be able to have family walks on these trails or sit in our backyard and enjoy the quiet. It's easy enough to put our snowmobile in the back of our truck and drive a short distance away from homes to use it. Trails near homes should be reserved for those that can't afford or aren't physically able to get farther away. Peewee Hill a choke point not an access point. Grade not sustainable for this type of use. Need better support for non-motorized users: staircase for example. Hidden Lakes and Schwatka important birding habitat. Noise effects amplified near water and along escarpment

I do not support any use of Peewee Hill as an MMU. It should be open to non-motorized traffic only due to the narrow size and amount of non-motorized traffic it receives. I have no concerns about the use of Grey Mountain Road or Chadburn Lake Road.

Lower riverdale trail to be motorized

My support for Pee Wee hill is conditional on the implementation of all the outlined management conditions including construction of an adjacent single track trail and I would prefer tath new trail be for walkers/hikers/skiers/snowshoers only and not for non-motorized vehicles like bicycles

MMU access points should not exist with the premise that specific motorized only trails are created.

It's good to see there are plans to manage Peewee Hill - the access needs lots of improvement. I have difficulty seeing how the present trail can accommodate both non MMU and MMU use. It's a tight corner, steep trail, can be dangerous if someone is coming down out of control (whether MMU, skier, cyclist or whatever).

I use the lower trail to get to the upper trails. However, others can only manage walking on the flat. A complete lower loop around Riverdale for pedestrians would be ideal for this. If the powerline is MMU, a designated walking trail alongside it would be an ideal compromise. The problem with making the powerline MMU is that it's very close to housing. I'm glad I live further in Riverdale and don't have to deal with the noise, exhaust etc. on my back door.

As an owner and rider of a dual purpose bike, I strongly feel that recreation of motorized vehicles should be kept well away from residential areas for many reasons. Noise is a big one, both while people are inside their homes and especially while outside. Stress and disturbance while walking close to residence, which is the beauty of living in Riverdale, is the other big factor. Less MMU's, less access points, only to roads not trails close to other trails used by cyclists, hikers, runners, and enforced speed limits and designated MMU use is imperative.

The use of Peewee Hill for motorized access makes no sense. Over 99 percent of the use of Peewee Hill during any given year in non-motorized (hikers, mountain bikers, skiers, snowshoe folks, dog walkers, bird watchers, foreign visitors, etc.). The motorized use represents less than 1 percent and is primarily teenage boys on ATVs, motorcycles and Skidoos. This 1 percent causes 99 percent of the damage!! The trails leading to Peewee Hill have been intensely impacted over the years by motorized use and now when it rains the entire area turns into a MUD BOG. The trail up to the PeeWee Hill Saddle is at the best of times a dangerous place. But the real problem is not getting up Peewee Hill - the problem is at the TOP of Peewee Hill. Environmentally it is turning into a desert as ATVs, motorcycles and Skidoos have been ripping the grassy slopes to bare dirt. This has intensified over the last few years with emergence of more ATVs. But most importantly the city has to realize that this saddle area is the "launch pad" for motorized vehicles into the Hidden Lakes area. When they hit this spot they go tearing in all directions, especially the dirt bikes. Over the years we have had many bad encounters with dirt bikers - teenage boys - they just do not give a damn. I have been at the saddle when they have come speeding down one hill, go roaring thru a bunch of hikers and dogs, to disappear in a cloud of smoke up another hill. This past summer we had epic motorcycle days with a couple teenage boys roaring along the trail to the memorial bench, freezing hikers in fear, as they jump of the trail and go ripping along the grassy slopes. This story just goes on and on! The idea of an adjacent single track up Peewee Hill makes no sense. All you would accomplish is to make a drag strip up the hill, with likely nasty incidents and collisions at the saddle. As things

stand now the motorized crowd is wary of Peewee Hill, but if you make it an official motorized access point - where hikers aren't allowed - well then the 1 percent has won and then you might as well just designate that portion of the Hidden Lakes area as an official motorized recreational zone.

As a taxpayer I am angry and speechless that the city has spent so much time and money to protect the rights of 1 or 2 dozen teenage boys??!! The Hidden Lakes area is a treasure to Whitehorse. In the last couple years it has got international notice as a prime mountain biking destination, it has seen a HUGE increase for winter snowshoe activity and over the last few years we have seen more and more foreigners, primarily Swiss and Germans, hiking the trail systems. Why is the city so intent on mixing teenage boys on motorized vehicles into this area????? It makes no sense. By removing motorized access up Peewee Hill the city has NOTHING to lose and EVERYTHING to gain. In removing access you are going to upset a few teenage boys who would have to go a little out of there way to get out (Chadburn or Grey Mountain roads). I realize there are responsible snowmobile users who this would inconvenience, but their number is insignificant compared to the non-motorized crowd. And they would still have easy access to the backcountry, it would just require a few more minutes to get there. And we are talking about a few minutes!!

#### CUTOFF PEEWEE HILL ACCESS TO ALL MOTORIZED TRAFFIC

For goodness sake the city needs to stop wasting money on committees and just use some common sense! Restricted access to Hidden Lakes, primarily by making the Peewee Hill trail and the Roller Coaster trail non-motorized, is only going to benefit the city. THERE IS NO DOWN SIDE!!

Oh and this is great: "Motorized access to a popular fishing spot at Hidden Lakes". Excuse me but WTF!! Popular????????????? I hike down to that end of Hidden lakes at least 200 days out of the year and I am always gobsmacked when I see a car there. It is not "POPULAR" and it is not frequent, but it does happen. You should see the mess that the put-in has become in the last couple years!! A single car coming down the roller coaster, slipping and sliding, causes more erosion than 10,000 mountain bikes racing down the hill. I once asked some folks why they drove their car down to the lake, on a rainy day, and they said they like to "4 Wheel" after work. To be clear, car access to Hidden Lake is not popular, it is not frequent, but causes lots and lots of damage. The city would be dumb to official sanction cars to come down the Roller Coaster. Why is this even mentioned????? This should have been filtered out of this questioner. It is just plain ridiculous.

As before all trails should be open to all users

Please refer to note above, it's simply not feasible or save to have walkers, bikers and atv'ers at the same trail..

The plan for a mustering point and access route through Pewee hill is flawed. The points at grey mtn and the hatchery are sensible and logical as people can access these places by road and infact are frequently currently accessed. It is great to see Mtn bikers and hikers parking there to access the trails.

Pewee hill site is not accessible and therefore should not be designated a mustering site/access point. There is no logic to this other than a convenient way to focus access through the Pewee hill ramp. This site is dangerous now when I walk my dogs on leashes and a three wheel trike (last week) comes around the corner behind me. Making this an access route is not the way to fix that and a single track trail for residents to walk on so the motorized users have a free and fast access point does not make sense. If you wish to invest in some trail making, create a ramp or switch back that ATVs and snowmobiles can make, beneath the powerline.

Pewee hill can be treacherous in winter, largely because it is polished and packed by the current fleet of snowmobiles. Also, imagine if you will, a single track beside Pewee hill, me and friends

walking dogs, are we going to go up a single track when the hill is wide open and free and clear. Will this be designated as motorized only (walkers and skiers keep off?). Once someone makes the decision to walk up the ramp or down the ramp because it is clear, an ATV or snowmobile can come screaming along (a speed limit or not - which they do not adhere to now) it will be a liability to the city regardless of the possible intent for motorized designation and the "walkers keep off" notification. I can't see people not using the hill just because there is a designation and a small trail beside it. Making this a motorized route (only) makes no sense to me and will likely be dangerous for the user and a legal liability to the city.

Let's consider a proper trail plan for motorized use which should include purpose built trails that will be clear to all, not subsuming or co-opting the existing trail network. If thought goes into the system design from intent rather than convenience or expedience then there is investment and buy in from the start. Regardless of the responses to the questionnaire and the city's ability to hide behind a "majority of respondents indicated..." you will still have many home owners, residents and taxpayers that will be reminded of the failure of the process and the ATVs, motor cycles and Snowmobiles continue to roar by their properties.

Strongly oppose Pee Wee Hill as an exit point out of Riverdale. Pee Wee Hill should be non motorized. It is heavily used by walkers, hikers, tobogannners - many of them children. There are too many safety risks in allowing motorized traffic in this narrow area. It is also an environmentally sensitive area. Lower Powerline should not be MMU. Lower Riverdale Trail should be non motorized.

The proximity to homes and daily neighborhood life is unacceptable. The muster point at the bottom of Grey Mtn Road will result in heavy acceleration to get to the top of the hill and past the graveyard. This IS the case today. This WILL be the case in the future. The bowl structure of Riverdale creates a natural amphitheatre that will direct all that noise into my house - near the base of Grey Mtn Road.

Currently there is not sufficient space for trucks + trailers at the base of Grey Mtn Road if this is meant to be a meeting/unloading location. Work will have to be done to Peewee hill - the blind corner at the top and bottom of the hill will result in conflict between different user groups.

I want to ensure MMU access to the Lower Power Line (exit points A, B & C) - IS enabled via each of the 5 connecting trails off of Alsek Road (end of Blanchard, after Boswell, end of Duke, after Hart, and after Grey Mountain School). Distributing access to the connector trail in this manner will reduce congestion at restricted points A, B, & C. It will enhance "shared trail awareness" for all users, improve "policing" thru exposure to greater numbers of concerned residents. It supports easy access to recreational areas for all users promoting active family life-styles for ALL recreational activities EQUALLY. Complicating access to the recreational site, is like presenting a General Audiences movie on the other side of a RESTRICTED Audiences ticket gate.

Two MMU trails maximum in Riverdale. Allow ATVs trail bikes and sleds use city streets to access trailheads. This will help with enforcement and it will demonstrate how feasible use of these vehicles is close to residential areas. Tolerance to ORV use in the city may change over time. Opposition may grow because of negative encounters with some ORV users and the difficulty of enforcement. It's possible that ORV operation within city limits will be stopped.

The lower riverdale trail is too important to all users, to not have it be an MMU trail. Many folks leave from their house, right onto the trail, and those folks are not going to ride to Grey Mountain and PeeWee on roads. It's just not realistic/pragmatic.

Question 7 is designed such that my only options are to say that I disagreed in question 6, or agreed. I chose "neutral" in question 6, so please disregard my response from question 7. I chose "neutral" because the supporting documents are of no use--they are poorly designed and I cannot see what the proposal is.

Pewee hill and trails coming from there such as roller coaster and lakes trails should be not motorized. there is access already along grey mountain road and chadburn lake road and cantlie lake road where motorized vehicles can use. i agree with motorized vehicles using the power line routes.

As mentioned previously, Chadburn Lake and Grey Mountain Roads, are just that, roads. They are not trails and provide little or no recreational value to motorized users unless they are used to access other trail networks. Grey Mountain is particularly useless as it ends at the top of Grey Mountain. It is a beautiful spot and our family goes up there regularly to hike, but there are currently no other options for motorized traffic to leave the summit other than to come back down the road.

I support moving motorized traffic away from non-motorized (N-M). I understood one of the main goals was to design and implement a trail network that allowed motorized users to "get away" from N-M, i.e. encourage them to access trails beyond those readily accessible to N-M users. Fundamentally, I don't see how two dead-end roads (trails) accomplish that. If south of Riverdale will essentially be NMU, then perhaps all of the area north of Riverdale should be MMU? Access should be provided around Grey Mtn School and behind Peewee Hill to a relatively direct transit corridor that allows motorized users to traverse to north of Riverdale. I'm not aware if such a corridor is practical or identifying the Lower Riverdale trail as MMU is the preferred option.

IF THERE ARE TRAILS FOR MMU, THERE IS ALSO A NEED FOR TRAILS TO ACCESS DOWNTOWN BY SKI AS WELL.

WHY WOULD THERE BE MMU TRAILS ALL AROUND US MEANWHILE THE MAIN CITY TRAIL AROUND THE RIVER WOULD NOT EVEN BE CLEARED IN THE WINTER?

WHAT IS WHITEHORSE PROMOTING? WHAT KIND OF LIFESTYLE?

Absolutely do not allow PeeWee hill to be motorized!!! It is just not safe nor wide enough to build separate lanes for motorized use. People walk there with dogs and take their little kids for walks. Who is going to enforce speed limits - that is a totally unworkable plan.

So why make the lower power line motorized - it just leads to peewee hill!

I agree with grey mtn road, Chadburn road as access - they are roads for motorized vehicles already.

I think the Pee-Wee hill (to clarify, that is the hill that climbs to the view of the little pot hole lake, that then continues on to the Hidden Lakes) is too narrow and too blind of a corner for motorized and non-motorized users to share. I think motorized users should be limited to the longer steeper hill (to the left of Pee-Wee going up-hill) that climbs to the trail that connects to ridge trail.

Greenspace around Riverdale is limited. Cutting down more trees to make separate trails, so motorized users can continue to use trails is nuts. We already have Half Tonne Trucks, often 2 at a time, ending up at Hidden Lake. Is this what we want? No!

Note how #9 below uses the assumption that motorized users must be served in the area, gives no easy way to oppose that=survey design bias.

Providing one has all required documentation some street driving is necessary as you agree and would therefore be done in a lawful way.



peewee hill is too steep for atvs and snowmobiles without creating more erosion which our tax dollars will have to be used to fix. peewee is too close to houses to be encouraging even more atvs and snowmobiles to use the powerline. my family wants peace and quiet when we are in our backyard and on our neighbourhood trails. We don't want our young children to be hit by atvs and snowmachines while walking on the trails. The neighbourhood trails is where we teach our children about plants and birds and enjoying the outdoors. we don't want to have to drive them somewhere to find quiet places to walk or snowshoe. are the red dotted lines on the map going to be official routes for atvs and snowmachines? we don't want this. snowmachines already use those areas sometimes and wake our kids late at night. we don't want the city to encourage more use of these routes. the signs the city put up for the trails has meant more people use them which is good but we don't want the same result from signage meaning increased use by atvs and snowmachines. these are our quiet trails near our house that are easy for us to get to. the atvs and snowmachines can easily go to farther away trails. why does the access map only show 3 dots into riverdale when the other map shows at least 5 access points (between hidden lakes and from the powerline), plus the 5 street dotted line access points? why are so many needed when the roads could be used? if the roads are used enforcement of speed limits, helmet use, licensing and age restrictions are easier to enforce than on trails behind peoples homes.

These vehicles are extremely loud and they drive behind Hart, Boswell, Bell, etc. now early in the morning and late at night and it is NOT allowed--so how bad will it get once they are allowed!!? The powerline path is close to houses so if nothing else created a road/trail up to Chadburn rd. from over by Pelly.

Issue of safety for pedestrians and hikers, especially children and seniors. We walk the trail on a daily basis and have for years. We have yet to encounter a bylaw officer anywhere on the trail. If motorized vehicles are allowed on the trail, who is responsible to monitor speed, safe passing of pedestrians, hikers, or skiers??

In our view, the Lower Powerline should not be designated MMU. The power line access road is within the Riverdale Protected Area, and is in fact gated to reinforce the message that motorized traffic is not permitted, or at least discouraged. This area is heavily used by walking people both young and older, has City water supply infrastructure that benefits from limited motorized access (will no doubt be expanded in future), and is very near residences from a noise perspective. We think that promoting motorized use of the Lower Powerline would not represent the concept of providing the shortest route to the "wilderness" trail system beyond. We believe that if Peewee Hill access is approved (site B), it should be sufficient for this purpose. If site C is being considered for access to the well used Chadburn Lake Road, we believe it should be accessed in the same manner as for all other motor vehicles, e.g. by existing streets. In other words, it appears that if an operator and machine are legal for Chadburn Lake Road, they will also be legal for residential streets.

Limited access to trail with out extensive road travel which I feel is the cause of a lot of complaints about motorized users

It is proposed that motorized vehicles leave the Grey Mountain Road at the snow dump and ascends the access road to the reservoir, and from there head out to the V (their playground), and off to the powerline trails. As a walker of this over-the-Hill loop in winter, I meet snowmobiles regularly on the reservoir access, it spoils the solitude of this quiet and secluded space I live in north Riverdale, I wish that they wouldn't (although I recognize there are a few other options north of Riverdale).

My house backs onto the firch Boswell greenbelt. Motorized traffic is not problematic nor disturbing.

I very strongly oppose access on Peewee Hill during the summer. A singletrack on the side is not enough because that would congest the hikers and mountain bikers on one spot, which would create new problems. Lots of people would probably keep riding the existing double-track anyway. Peewee Hill is very steep to bike up and people need room to manoeuvre in order to bike up it. There are also a lot of people who walk their dogs off-leash in this area, which is a long-standing tradition that adds to the quality of life in Whitehorse. It is a new hazard to have to deal with off-road vehicles when you are trying to walk your dog. Access up on Grey Mountain road is good because it takes the access away from people's residences, which means greatly reduced on-foot human traffic.

MMU access through powerline corridor behind Pelly, Hyland, Hart, Firth, Boswell, Bell. This trail is heavily used by neighborhood children for play and biking. Motorized access would be dangerous.

Speed limits and closing trails at certain times of the year is a joke. There are already signs not allowing motorized vehicles which are not and most probably cannot be enforced. The single rack will also become a motorized trail once it is there. It will provide a challenge to many of the motorized vehicle drivers to attempt to navigate the new trail.

I will keep these comments and should I or my family or anyone else become injured in this area as a result of motorized vehicles being allowed here I will ensure that they become part of any lawsuit which may arise.

I'm concerned with the limited amount of access points being proposed. As for the Peewee hill access pt. I'm assuming access is gained off of Hyland? Specifically 25 Hyland, which is were I live.

I don't believe there is a need for any regulations on these trails to begin with. I live there and use the trails daily, and i'm happy to see the amount of use they get - motorized and non-motorized. But if we are going to regulate use and control access I'd rather the access was spread around rather than funnelled into one spot. There are lots of houses with easy access to the powerline corridor and lots of easy access pts. I feel it would be way less disruptive if residents took the closest route from their house rather than everyone driving through riverdale to get to my house.

I feel residents should be able to take the shortest route possible between their house and the designated MMU trail. By that I mean the people living on alsek as well should be able to drive straight through (shortest route) to get to the closest mmu trail.

I'm afraid that if access is authorized, traffic will increase. Motorized vehicles already use Peewee Hill. Some dirtbikes are exsively loud as they ascend, and can be heard until they're well away. Many dirtbikes use the power line only for racing back and forth. Enforcement won't be available to curb this. Four-wheel drives use this access at all hours of the night and early morning too, waking us up in the summer while windows are open. Some of these parties leave trash and fire debris down by the Hidden Lake. There is currently access to Hidden Lakes for fishing via Chadburn Lk Rd. I don't think they need the Peewee Hill access. Access to the Long Flat Trail or the Cantlie Lake Trail can be had via Grey Mtn Rd.

Lower power line trail and Pee Wee hill are a problem. There is too much oppportunity for dangerous interaction between the motorized and non-motorized user. (see comments above) However, it would be almost impossible to break folks of the habit of using this route and the suggestions for control listed above may make sense.

I would prefer that all of the hidden lakes area be restricted to non-motorized use to protect a very fragile environment.

Oppose mmu designation for smaller hydro right of way behind Boswell crescent. I don't see the need for access points on the long sides of Boswell Crescent. In particular, the westerly access route goes right beside a playground and the area at the south westerly end is frequently used by 8 - 10 year olds for bicycle jumping.

Although I have indicated support, I do have concerns about the enforceability or effectiveness of speed limits and closures on Pee Wee. As I indicated above, however, it appears unlikely that this route would remain non-motorized, so some limits are better than none. I strongly support keeping the lower Riverdale Trail non-motorized. I pity the residents of Firth, Boswell, Hart and Bell having to deal with the awful noise and dust created by the use of motorized vehicles along the powerline, not to mention that this is heavily used dog walking area for many residents.

In the Access Points document it mentions the Heynen Hill which is not listed in this section. I OPPOSE this as an access route. This is a "toboggan" hill as stated in your document. Too much risk of children being struck by a snowmobile. Speed control will not mitigate the risk as kids come out of all sides on that slope and have minimal control of their sleds.

I also oppose Pee Wee hill as an access route. It is not possible to see to the bottom of the hill and kids, dogs and older folks are walking up that hill at varying speeds. A snowmobile going fast or slow down may be put into a slide if the brakes need to be applied to avoid a collision, which may result in an uncontrolled collision. As well, to get to the top of the hill some speed must be carried and if encountering someone coming down on skis or a toboggan there will be a collision as there is no quick exit.

stick to the road for access.

I am opposed to motorized use on the powerline, as the noise of dirt bikes and ATVs is very annoying. Having said that, I understand that it is impossible to keep them off that trail, so at the very least a slow speed limit should be posted. How about photo radar!?

Does Lower Riverdale Trail need to be MMU? I'm happy if it isn't but I am just unclear about how MMU riders will get over to that part of Riverdale?

I feel that the access points are sufficient, but my only concern is whether the spring closure of peewee will be enforced. In two years of living on Hyland, the vast majority of motorized users were respectful save for a small handful who caused heavy damage to the trail up the power line during spring melt.

I once again want to state that PeeWee Hill should be limited to non-motorized users only. With four provisions proposed to mitigate damage and conflict on PeeWee Hill (signs, speed limits, temporary spring closures....), it's obvious that this proposed access point is contentious, questionable and undesirable.

I suggest that the City of Whitehorse go ahead with Chadburn Lake Road and Grey Mountain Road as access points and leave PeeWee Hill to non-motorized users. This will provide motorized users with two very good access points at both ends of Riverdale while preserving PeeWee Hill and preventing/limiting any further damage to its already fragile state. I believe this solution meets most stakeholders' wishes and is therefore most beneficial to the future of the trails and user relations in Riverdale.

Do not support MMU access via Peewee Hill or designation of lower power line as MMU route.

Peewee may be contentious for dog walkers, consider power time hill but fix trail, add Haynen's hill near grey mountain parking lot

No matter how much signage, speed limits etc. are going to be put up in these proposed routes, will there be someone literally standing, seeing or even apprehending violators? Even so, are these people who want to use these trails really doing this for a cause? or just for the fun of it? They can afford to buy these "toys", why not but a trailer to take their "toys" to the places they want to use it.

PeeWee Hill is a construction part and inevitably will degrade the experience for hikers, runners, dog walkers etc. as ATV and dirt bikes row past. "Speed Limits" are a joke given Bylaw cannot even stop ATV use on Millennium Bridge!

These routes are too close to homes! The off road machines are noisy and offensive. The proximity to houses and offensive noises is in fact a form of trespassing on the soundscape of my property! Why should the majority of non users tolerate the obnoxiousness of the minority of off-road vehicle users? And why should I? Are they too lazy to put their toys into a trailer and take their off-roading joy rides to a place where people don't live?

See previous note re: peewee hill. It shouldn't be "managed" - just should not be motorized. It would be very dangerous.

No motorized use please

PeeWee Hill should not Be MMU until an alternate route is in place for walking traffic.

PeeWee Hill and area, for south east residents, this would increase loud traffic of motorbikes on hills with high revs uphill. Too much potential for children/elderly and non motor traffic to have conflict and injury. Motor safety issue.

PeeWee Hill no goo - only support CLR & GMR. Do not support MMU designation of Lower Powerline.

PeeWee not wide enough for MMU

All management measures should be put in place and tested before designating PeeWee Hill as a motorized route as it is currently quite dangerous. I think the City would be unwise to designate as it is.

No motorized access to PeeWee Hill only Grey Mtn Rd and Chadburn Lake Rd is for motorized access.

Keep ORVs off PeeWee Hill! Dozens of walkers, hikers, bikers and dogs use these trails everyday. The motorized abuse of the back count, accessed by PeeWee Hill is enormous. ORVs must not be allowed in any green area surrounding any subdivision. That area should be reserved for walking access, for the residents to enjoy some peace and quiet. Motorized vehicles can easily travel a few miles (over roads) to access their play area but not pedestrians.

Lower Riverdale Trail MUST be designated non-motorized!! Only the Grey Mtn and Chadburn Lake Rd should be the primary "exit" points out of Riverdale. I oppose PeeWee Hill due to the increase of the use of snowmobiles and dirt bikes on Pelly & Hyland to get to point B on map EYRO3 to get to PeeWee hill.

I feel that Lower Riverdale Trail will be used by motorists regardless of the legislation. Perhaps making a system to blend motorized and non-motorized traffic in a safe and fair manner would be advantageous.

PeeWee Hill - High pedestrian usage not suitable for motorized traffic - Also environmentally sensitive

I disagree with any MMU trails designated by the city for environmental, safety and liability reasons. The planned management of the PeeWee Hill will be a farce and it will be next to impossible to prevent further erosion and degradation of hillsides if loops are allowed in this area. This hill and area in particular is used by non-motorized active Riverdale residents, particularly children and residents walking their dogs. The costs of an incident (lawsuits, Damage, arrests etc) can easily be avoided by not allowing MMU trails here at all.

Lack of responsible/respectful motorized vehicle users, noisy disruptive and destructive without adequate powers will become a speedway with anonymous drivers.

I live near Grey Mtn , I've had ARV's snowmobiles driven by my house at insane speeds & times & I strongly feel more access is going to destroy peace of mind for those near these points. Let me see some enforcement of current Bylaws then we'll see. Complaint based doesn't work. Bylaw will never be able to enforce any restrictions.

Don't agree with corridors behind residential streets.

I am opposed to PeeWee Hill being motorized as there will be motorized users on the currently non-motorized trails. Bev Buckway's crew cut, Built & made signage for the trails. This type of planning encourages tourism and people to relocate to Whitehorse as part of our "wilderness City" and be healthy/ active. Letting motorized vehicles destroy the trails that tax payers /the city helped to fund is short sighted.

Under no circumstances should PeeWee Hill be open to motorized traffic.

PeeWee Hill not really an "access point" as no road access. Very doubtful this can be safely supported as MMU. Also I see the East Side MMU should be designed for access by local residents; not to attract people from all over the area (which I don't think I could as other areas have better trails) I see our Riverdale trails being used by mountain bikes from all over town, run all over the country and possibly as popularity increases, all over the world so that is enough "sharing" for me as a hiker. I would like to know if commercial operations are required to pay user fees on the EYR trails. Also when races are run perhaps trail maintenance fees would be collected as part of the registration fee.

Lower Powerline to be designated MMU

Due to motorized equipment use erosion on some trails is beyond repair.

Given that PeeWee Hill is already a risky area with ATVs and skidoos - why invite more? Very young people use those machine and **race up and down without any care or concerns - again, this proposal is inviting disaster, injuries and possible fatalities.** Keep the area free of motorized activities. It is a jewel in Riverdale - let's cherish it. **Sadly signage will be ignored - guaranteed.**

Strongly oppose PeeWee Hill exit point out of Riverdale as this is a very sensitive area, also noise pollution (gunning your engine to get up the hill). I think the powerline gives necessary access to fishing area on Hidden Lakes via Chadburn Lk Rd. Rules in this area would be hard to manage. Also you could eliminate Roller Coaster and Long Flat trails as you have Grey Mtn Rd to access Cantlie Lk from the look out parking or on the road parking which they do most often. Make it simpler and easier to enforce.

There shouldn't be any motorized activity. Destroying the environment just for the sake of "leisure" is not morally acceptable.

1> PeeWee Hill remains an area of great concern. Notwithstanding the proposed measures described above, its use for MMU traffic contradicts the ATV Task Force guidelines in terms of environmental protection (surface is NOT durable, drainage is poor, trail not wide enough subject to erosion etc) and social sustainability (problematic sightlines top and bottom; safety concerns.)

2>I cannot support the Lower Powerline because access to it must come from the "access corridors". I would not want MMU traffic behind my property. Secondly, the lower powerline is immensely popular with walkers, dog walkers, runners etc. Increased motorized traffic that is likely to develop AFTER official motorized designation puts pedestrian users at risk.

I strongly oppose the use of PeeWee Hill as an MMU access route. We are all aware of the damage already inflicted on the hill and our safety concerns. The hill should have been carefully surveyed for safety & environmental sustainability before it was proposed as an access point.

I feel for those residents who purchased (at premium prices) lots adjacent to "green belt" only to have noisy smelly motorized vehicles roaring by. How green is that for your dollars?

The Lower Powerline is one of the best walking /hiking/skiing trails in this area. Could the snowmobilers not make a trail for themselves alongside as most of them did last winter? I did not appreciate having to move off to let one by.

PeeWee Hill "managed"?? This is silly and unmanageable. Homogenizing our trails into an urban environment. Also there are many children and dogs in this area (on and around PeeWee Hill) that an accident is inevitable. Unauthorized use is already not "managed", putting up speed limit signs is laughable.

Oppose to b - PeeWee Hill to much noise for the residence.

No MMU designation for PeeWee hill & Lower Powerline: It's the only non-motorized route out of south Riverdale. Too close to residences. Extremely well-used by non-motorized users, who are the majority. ATVs & snowmobiles noise bouncing off the cliffs around Riverdale.

PeeWee Hill should not be motorized use to protect Hidden Lakes area. Lower Powerline goes too close to houses to be motorized use.

Access "a" will encourage increased use of non-MMU trails in Lower Riverdale. This is already a problem.

Please see my answer in Q4. In addition unless there is a bylaw officer present speed limits will not slow motorized vehicle traffic. How will speeders be accountable will that be non-motorized users responsibility?

Oppose PeeWee Hill access - surrounding area is sensitive and closer to walking & ski trails.

Danger to walkers & bikers of all ages, especially the very young and seniors. Trails are too narrow to allow for combined use.

ATVs and snowmobiles do not belong on city streets or on trails where families/children/elderly people walk.

All trails should be open to every one.

I can live with Grey Mtn & Chadburn Lk Rd.

Powerline close to residences should be off limits - noise, safety.

MMUs should NOT be used for hunting access or for recreations.

PeeWee Hill - not suitable for motorized traffic.

b) PeeWee Hill should not be MMU, many kids, loose dogs & people use that area. They should NOT have to worry about being plowed down by a motorized vehicle on that trail. Someone is bound to get hurt.

NO motorized trails within city limits!

I do not support on MMU PeeWee Hill & Powerline. I think the safety, erosion and noise issues will be difficult to mitigate. When factoring in new access to the Powerline and increase traffic on the powerline, motorizing PeeWee Hill does not seem worthwhile.

### **9. Additional access ideas:**

Make it 50/50 so that walkers have somewhere to feel safe from kids on rec vehicles

Subject to restricted hours, limited noise levels, limited speeds, no loitering and plying around.

Limit the # off MMU access points

No corridors in the green belts should be designated

All Powerline Corridors should be designated MMU. Distribution of general access improvements.

I think there are to many access points and this could be narrowed down

NONE We don't want to hear MMU in our backyards, we are not in country living style, we are in the c

Designate a few key outbound routes only.

No access from residential streets.

All powerlines

Shortest route possible from the resident

Lower riverdale trail

corridors that go directly -shortest distance to a road--extremely low speeds find - lower the noise

I support the Lower Powerline for snowmobile access only.

Proposed Gray Mtn and Chadburn Lake Rd offer adequate backcountry trail access... that is enough

Access to the Lower Riverdale Trail, with BIG posted speed / 1st gear speed limits

Street access only

Reduced speed limits posted for all motorized use.

Chadburn lake road and grey mountain road

Lower Riverdale, all easements, and clay cliffs at Klondike

## **11. Please share any comments you may have with us**

Overall this is well thought out however many more trails that have been used and built by motorcycles for decades should be added. Restricting the ones close to peewee/hidden etc where dog walking is frequent and the narrow recently built mnt bike single track is a good idea. Emphasis should be also be put on behaviour. Co-existence is key.

Why no Lower Riverdale mmu. Roads are getting increasingly busy. Adding MMU to Chadburn and Grey Mountain roads a safety concern.

There needs to be out and away trails for rec vehicles such as snowmobiles.

The powerline road is a road for motor vehicles - not a walking tril therefore you cannot restrict rec vehicles on it or designate it non-MMU. A parallel trail just for walking is another matter and is up for discussion and consideration.

And, of course - enforcement is an issue as it is kids on fast machine that are creating most problems.

I think this seems like a fair and balanced approach. Good job team.

I live on Alsek Road in Riverdale. I use the trails for many purposes, including with my young children. I will also add here the comment of my young son when he heard that motorized uses were being considered. He asked that his voice be included as well. He does not want MVs on the trails behind the "little v" (area roughly behind Kluhini Cresc.) or at the "V". He likes to play in these areas, and MVs scare him. They come up quickly and are loud. We have several times had to leap out of the way of MVs here already -- and they are not even allowed (yet - but I hope not in the future either).



Don't create a new trail up PeeWee hill - there are already too many trails.

I feel the process was unnecessarily complicated and time consuming. It created unnecessary concerns and is reported to have made enemies out of friends. More preparation is requested in conjunction with community associations, etc. for future consultations to avoid at least some of the problems encountered.

I live on Boswell Cr backing onto the power line. I have no issues with ATV's. The odd time one goes by, it is no louder than traffic on the street. I wish I could say the same for the small aircraft that do laps upon laps above Riverdale, or some of the vehicles that roar up and down the Chadburn Lake Road.

I don't use the trails often, but my husband and kids run and bike and walk the dogs on them all the time. They are now criminals and face fines if they go for a short family ride on their atv's after work. This is wrong. A child should be able to ride an atv of suitable size as long as he is with a parent. It is far easier to teach a child to ride respectfully and responsibly when they are young than when they turn 16.

I hope there is some consideration of modifying the new bylaw with respect to this.

I think you folks have done a good job balancing the trail uses on the maps. If anything, the motorized groups are under-represented though. The number of trails non-motorized users have access to by far eclipses what the motorized users are allowed. I have a hard time believing there is no way to accommodate everyone and do not understand where some of the more self righteous Riverdale people get off trying discredit and ban those who enjoy some form of recreation other than their own.

I have no problem sharing the trails.

I think that there should be a few more MMU trails around the V.

There is plenty of room on our vast trail network for all forms of recreation. I use the trails all the time, year round, almost exclusively on foot or mountain bike, and never have any negative encounters with motorized users. In fact, I very rarely have ANY encounters. A small but vocal group has been lobbying for a ban on motorized trail use for a long time. These folks have been poisoning this whole trail designation process from the beginning and do not represent Riverdale, even though they fly the RCA banner. They are simply, and very corruptly, using the RCA name to push their extremely biased, selfish, and narrow minded views on everyone else. Please stop catering to them.

Using Nisutlin Drive seems like a logical means to funnel MMU traffic to Chadburn Lake area. Seems simpler to manage, more open (better sight line, less chance of collisions/accidents) and already supports a vehicular traffic.

I believe allowing motorized access along the power-line road a reasonable compromise. However, I do not support motorized access along the spur power-line routes adjacent to Hart, Boswell etc. They are not necessary and I believe they would encourage motorized vehicle use in areas not legal to ride, such as public streets and the designated protected areas. Further, these green spaces are frequented by young children, dog walkers, and seniors.

In sum, I believe the spirit of this exercise is to allow reasonable linear access from Riverdale to the motorized trail networks that exist largely beyond City limits. I do not support, nor do I believe the intention, is to facilitate motorized recreation within City limits. While optimal for some, I believe increased motorized activity would be incompatible and detrimental to most. In addition, I would like to express concern over enforcement of any by-law changes. Regardless

of how Council decides to move forward, there needs to be more resources sunk into better enforcement and education. Everyone knows there is currently copious illegal motorized activity within the Chadburn Park Reserve. Let us not make a mockery of the law. And, I would be prepared to pay higher taxes for better enforcement and education. This is 'the wilderness city', so let's take this seriously in the context of a growing population.

Finally, I would like the City to develop a Park Management Plan for Chadburn and the surrounding area. Respectfully, isn't it premature to make decisions on recreation and trail use without an over-arching plan for the area? Wouldn't it be better to first have a plan in place outlining core principles and guiding values, and then making decisions on use? I am glad the 2010 Official Community Plan makes mention of developing a Management Plan for the area. We would all benefit from it, the sooner the better.

Thank you for the opportunity to comment.

The best strategy is to not create points of friction. Attempting to restrict the Powerliner corridors will do that and seems completely unnecessary due to the width of those trails.

While allowing ATV traffic on the corridors behind residential streets will likely be met with opposition from those that live along those streets, I think it is best to spread out the traffic amongst numerous corridors as well as limiting the distance people have to travel on the main thoroughfares to get to other access points (e.g. along Alsek).

Hart Crescent is too small to handle outside traffic for this sort of use. There's not enough parking available (getting out of the street in the morning is crazy as is, people parking on both sides of the road).

Access through Chadburn Lake Road and/or Grey Mountain Road would be sufficient for motorized use of the trails.

Please do not allow any more of this motor madness in our community.

How can any environment in which underage, unlicensed, uninsured, unregulated drivers of motor vehicles (who have repetitively proven that they will obey no laws or restrictions) are expected to share trail usage with hikers, bicyclists and cross country skiers, be considered safe? These motorized marvels can take their riders miles away in minutes. Why are they not required to get far away from town for their recreation?

And the noise is incredible. One teenage boy's afternoon of pleasure means an audio hell for hundreds of Riverdale residents who are pursuing outdoor activities.

In an attempt to accommodate a few we are risking ruining a wilderness jewel. Please let us get this right and preserve this amazing wilderness area in our backyards by limiting motorized vehicle use adjacent to water and residential areas!!!

For anyone with motorized interest what their thoughts are doesn't matter in this city as the city really does not like any motorized recreation. Bikes are the only interest in the city and they have no rules and can travel anywhere. On trails they can do damage to plants etc. but no one cares about that. All trails that allow wheeled transport should be for all wheeled vehicle bikes or atv's etc. Since in the winter for snowmobiles everyone who walks hates snowmobiles but walk on the trails so it is easier walking so maybe all motorized trails should not allow walking to reduce that conflict. Bikes should have a road license course as for me I am going to have to take 2 and pay for it this city really should supply the license course for free as money paid to run motorized vehicles is paying for more funds to the city. If any one wants to talk to me about this feel free to contact me at 335-9755. Yes I was told by a by-law at the trade show that maybe I should move out of the city if I want to atv or snowmobile glad I pay taxes for coments

like that. Time city council started to treat all the same not just little special groups. For the record to me if motorized vehicles are so evil then why is it that they are used to do ski trails etc. may they should be done by hand then I could support some of the rules. No I think that motorized vehicles should not ride on ski trails but maybe skiers should not be on trails that are motorized.

The questionnaire is in general too complicated for many people (based on feedback I have received). There should have been a section on what is it that truly matters, the values of both ORV's and non motorized users. Some people are both. This would make it easier to accommodate the wishes of both. The questionnaire as structured tends to heighten an already polarized situation. Nevertheless thanks for the opportunity to comment, and thanks for the work of the staff who are doing the best they can.

To me quietness in residential areas and on trails, preservation of the environment, consideration for future generations are paramount. Whatever approach is used - have a trial time period before casting into stone a policy for a generation. Consider non motorized days. It does not have to be a yes or a no. Be creative. The survey should have also be conducted right on the trails - approaching users directly for their comments. Remember, the hills and lakes, and the birds and foxes and deer that inhabit the area, and the wildflowers and berries, all make this a real jewel for the City of Whitehorse (at least for those who take the time to quietly enjoy its beauty). Do the right thing!

This MMU proposal has "slippery slope" written all over it. MMU trails approved today will inevitably grow into new and/or extended MMU trails in the future, either through additional designations or just random "fanning out". The residents of Riverdale are truly fortunate to have this network of non-motorized trails so close to home--within walking distance. Let motorized users use their engines to take them--with motorized ease--to designated trails farther away. This proposal opens to the door to much heavier use, and with heavier use comes the sure events of reckless and disrespectful use. Our valued trails will never be the same again--on or off the designated motorized routes. The access corridors shown in red on map EYR03 are major people walking, children playing, and dog walking areas. Already there are young people riding dirt bikes and snowmobiles at excessive speeds on Hyland. There are quite a few families on this street with very young children. It would be wonderful if they could play street hockey or other street games safely.

The access corridors shown in red on map EYR03 are major people walking, children playing, and dog walking areas. Already there are young people riding dirt bikes and snowmobiles at excessive speeds on Hyland. There are quite a few families on this street with very young children. It would be wonderful if they could play street hockey or other street games safely.

I understand the reasoning behind designated MMU trails and areas. I just wish we didn't accommodate or encourage motor vehicle use as a recreational past time. It seems destructive to both nature, and the human spirit.

I strongly believe we should preserve areas such as the East Yukon River area for non-motorized use. This area is heavily used by many non-motorized groups. Motorized vehicles are a nuisance to both trail users and residents, due to their noise and exhaust, and they can be a danger to non-motorized users, particularly the elderly.

There are some destinations such as Cantlie Lake that should be accessible to motorized users. As such, I support Grey Mountain Road, Cantlie Lake Road, Chadburn Lake Road, and power lines not within 500m of residences to be used by motorized vehicles.

A lot of the ski trails go unused in the summer, and make good riding trails. I also like to run on the trails so appreciate that aspect as well. I do realize that both interests should be

accommodated.

The designation of trails East of the Yukon River as motorized will greatly increase the use of these areas by users from throughout Whitehorse. The choice of routes should have had more consideration of the impact on the Riverdale neighbourhood than has been shown with the current process. Motorized users should be provided access that directs them away from homes and out into the hinterland, as recommended by the Official Community Plan (OCP). Surveys have shown that the majority of trail users within neighbourhoods are not on motorized vehicles, so why is this majority only represented by half of the membership on Task Forces and in views presented during this process? Why is the OCP and Trail Plan not being utilized more? They were developed through years of public consultation. Multi-use should only be considered when it doesn't negatively affect the other users. The OCP recommended separation of motorized and non-motorized trails, not MMUs. As a property owner I do not want my taxes going up yet again to pay for a minority of trail users when they can use most of the rest of the Yukon.

As population ages some segments of population will seek more use of orvs. Increasing use is likely to have negative impacts on land and community and is not sustainable. Initial focus of Trail Plan was on active healthy transportation. As people age they will need non-motorized trail access closer to home..in greenbelts and perimeter and not be fearful of atvs and snowmobiles. City undervalues positive effects of natural areas near communities. City needs more Millennium Trails ( perimeter trail around Riverdale) and disabled access to these areas. As a neighborhood with many elementary schools and low-income housing nonmotorized users should have preferred access. People who can afford ORVs should be able to afford to trailer to trails that can support this use such as TCT above the airport.

I live adjacent to the green belt and powerline, at the narrowest point of the Lower Riverdale Trail where it meets the Lower Powerline trail. It is a very active place where little room and I want to ensure that it is not open to motorized traffic. My dog has almost been hit on this trail by a motorcycle travelling at high speed, as has one of my neighbour's young children. I would like to make sure that the Lower Riverdale Trail, the Lower Powerline Trail and the powerline immediately behind Hyland, are absolutely closed to motorized traffic.

My main use of the trails are non motorized and have never found the non motorized/motorized use a problem. The situation seems to be blown out of proportion and classifying each trail as one or the other is excessive and not required. I want my kids to be able to access the trails both non motorized and motorized.

Not living on the above corridors I feel that I don't have as strong of an opinion however I've indicated all of them thinking that it would spread out use and reduce the frequency that one specific location would see if it was regulated.

I strongly support the use of lower powerline and peewee as it is used already for MMU I would also support lower Riverdale trail if it was an option as it is my backyard.

the powerline corridors are only small single track walking trails (have you looked at them?) except for a few months every 3-5 years when Yukon Electric comes through and does clearing other than the people who actually have homes backing on these corridors I don't think these corridors make it significantly easier for most Riverdale residents to access the Lower Powerline, it is just as easy to go to Nisutlin (or skip the Lower Powerline and Pee Wee hill and come to Hidden Lakes via Grey Mtn Rd and Roller Coaster)

local trails currently used for self propelled activities do not lend themselves to motorized use

We just purchased a house on Boswell Cresc. at great expense that backs onto the greenspace/powerline so that we could enjoy a quiet space away from the airport, highway and traffic noise that occurs in so many of the residential areas in Whitehorse without having to move out of town. The lower powerline area is used extensively by pedestrians, mountain bikes and dog-walkers. Motorized use on the lower powerline is incompatible with all of these activities. The design of the powerline (e.g. straight, flat, open) will also encourage high speeds and reckless driving. All residential areas should have a buffer from motorized use to reduce the noise pollution from ATVs, dirtbikes and snowmobiles. Motorized use of the lower powerline will reduce the enjoyment of recreationalists and unduly submit residents to motorized vehicle noise.

We've been woken at all times of the night by noisy machines roaring past on the Hydro Line. We can even hear them when they are up on the cliffs. People have had to jump out of the way of some of these vehicles during daytime hours. While most of the ATV's users on the trail are polite and respectful, there doesn't seem to be any way to police those who are reckless or drive the noisier machines. The erosion on some of the trails by these machines is unacceptable. As a community, we need to do better.

I am not sure if the powerline corridors behind all listed streets are suitable for motorized vehicle use but since I don't live on these streets but elsewhere in Riverdale I cannot say for sure.

Whitehorse, and Riverdale in particular, are uniquely blessed with adjacent wilderness areas. Providing non motorised access supports appreciation without significant detriment to its natural qualities.

Not unless there's something you can do to keep ATVs and snowmachines off city roads and cyclists off sidewalks.

I really don't care what trails motorized vehicles use as long as they are not speeding around like idiots. If you are on a shared trail you should be respectful of all users and not go tearing around the trails right behind houses where a lot of children play.

The Hidden Lakes area is a jewel. Trail access into this area is 99 percent non-motorized. Motorized vehicles are 1 percent but cause 99 percent of the damage, annoyance and danger! Motorized trail use in the summer is almost entirely teenage boys. For the snowmobile crowd, those that primarily ice-fish, access from Chadburn Lake would just add a little inconvenience. The city council and mayor should turn the Hidden Lakes area into an official non-motorized park and then promote the hell out of that fact to the tourism industry. The Hidden Lakes area could provide untold financial benefit to the city. But how do you promote an area like Hidden Lakes if it is motorized. YOU CAN'T.

Also, MMU is completely, absolutely applied wrong to this issue. You have motorized MMU: atvs, motorcycles and snowmobiles and you have non-motorized MMU: hikers, snowshoers, skiers, mountain bikers, runners, etc. To mix motorized and non-motorized into a made up class called MMU is ridiculous. It is either motorized or it isn't. At least be honest!!!!

The motorized backcountry crowd makes a lot of noise and has had much too much influence on city council over the years. They're like a bunch of lobbyists in Washington! As Whitehorse stands we are the largest official snowmobile park in North America!! Our entire city limits is basically a huge snowmobile park (the snowmobile bylaw). I think it is time that the city council gave the 99 percent one small area that is completely non-motorized. PLEASE!!

In the end I would ask city council why, in an area like Hidden Lakes, do the non-motorized users, the 99 percent, have to fight so frantically and for so long to keep out the 1

percent????? Why is it not the other way around?? Why are you not on our side????  
P.S. and please quit wasting our taxpayer money on protecting the rights on teenage boys!!

I live at 51 Pelly rd. on the green belt side my living room is at the back towards the green belt and I have never had a problem with any noise.

I am concerned about the noise that will be created by motorized traffic in residential areas.

I have been here a few years now and there is a regular level of ATV and snowmobile activity which is noticeable daily. My recommendation is definately not to create access routes behind residential streets. These are so few and service only a small fraction of Riverdale - whereas the balance of users will need to travel on roads anyway.

Why does the lower Riverdale trail warrant non-motorized status? A plan to simply widen to ATV standards would fix that quickly unless those residents somehow warrant different treatment. If green belt access routes can be considered (and should not be advanced) then why not have the trails group build better access behind riverdale on the lower trail. I like to ski and walk dogs on that trail but there seems a basic inconsistency in approach.

The city should take pride in the 125 km of non-motorized trails. Residents come from all over the city to make use of these resources, ski trails, walking trails and basically enjoy a healthy outdoor experience. Why is that a bad thing? Why would you undermine this by doing more than legitimizing the basic premise of getting mortorized traffic out of our back yard.

I believe that the multi use trail network plan should follow the guidelines outlined in the 2010 City of Whitehorse Official Community Plan which clearly states the problems with permitting motorized and non motorized traffic in the same area. The trail plan recommends that out and away trails should be allocated for motorized recreation vehicles separate from non motorized trails where they will not be a nuisance for non motorized users. The plan strongly discourages the use of all terrain vehicles on non motorized trails and environmentally sensitive areas. This should be expanded to discourage all motorized vehicles on non motorized trails and environmentally sensitive areas.

I believe that the proposals outlined in the current Multi Use Trails Network Plan allowing motorized vehicles on non motorized trails, close to residential areas and in environmental sensitive areas are not reasonable. Motorized vehicles cause noise and air pollution, and environmental degradation and will negatively affect the enjoyment of non motorized trail users and residents living near these areas. I believe that if motorized vehicles are permitted on these trails that the increase in traffic through these areas with motorized vehicles will create safety risks and more problems for all users.

Improving your skills on motorized vehicles equates to increased speed. Adding this element to traditionally non-motorized trails seems absolutely crazy. It is very, very surprising to be told that no studies along the lines I mentioned already have been carried out. Surely that would inform the decision making process?

This is all very nice but it must be backed up by enforcement. I have never seen a bylaw officer on any of the trails, anywhere. Motorized users appear to have free and obnoxious reign.

The current proposed MMU trails that extend south lack destination options. There are only out-and-back 'trails' (riding Chadburn Lake road - seriously?). These boring options will result in motorized users seeking more entertaining routes and result in conflicts with the quite vocal non-motorized user groups.

Take existing double track and make the suitable, well built, trails MMU. Ensure there are no blind corners/hills so high speed dirt bikes, ATVs and snowmobiles will not conflict with non-motorized users and create loops that don't result in motorized users poaching non-MMU trails

and increasing conflicts. I have no issue with motorized users of many of the trails on East Grey Mtn but I do have issues with erosion, excessive noise and litter.

I live on Bates Crescent which also has an established Powerline corridor directly across from my residence. It is a vacant lot extending between Alsek and Bates. It has been used frequently over the past 30 years as a means of access to the Alsek powerline corridor. I am not opposed to this use as MMU (with posted reduced speed limits for MMU use).

- 1) Any and all former roads should be MMU.
- 2) As a dirt biker, single track is why I ride. I dislike ATV trails. More MMU/"Dirt Bike Only" single track should be allocated. Particularly between Long Lake and Chadburn Lake.
- 3) Most of my riding is in 20-30 minute rides after work. The current overview indicated in EYR02 is of little interest.
- 4)The go forward, as indicated thus far, is not balanced.
- 5)The ski trails could be used by dirt bikes without detriment in the summer.

The supporting documents that you have on your website--particularly the maps, such as EYR01 and EYR02--are very poorly designed. First of all, their resolution is much too low to see any sort of detail. Asking that the user just use "CTRL +" to zoom in is lazy, and will not increase resolution. Why not just upload a higher-resolution document instead? 600px wide is not adequate for a city map. Secondly, and more importantly, the colours used to designate EXISTING trails and PROPOSED trails are so similar I cannot tell which is which, and therefore I have no idea what the draft plan is. Are the proposed trails thicker than the existing lines? The legend seems to indicate that they are the same width. This is very misleading, and is a poor design job. I get that the colours are supposed to look pretty, but in this case it is form over function, not the other way around. For what it's worth, the PDFs are of higher quality, and the colour rendition makes it a bit easier to see, though these are old documents.

I don't understand, Riverdale is not "country living" we do not have acres between each other and between our houses and the green belt, this is "city" living and MMU do not have there place in the city. Those people who like to spend money on gas can afford to drive to use their MMU at a reasonable distance away from our houses.

Would you like to have MMU on your street or backyard, or where your kids play?

As I said I have not been involved with this process over the last few months. Consultation processes are intended to be inclusive, non-biased and provide clear info up front to make informed contributions to process.

I am disappointed by a few things:

- elected officials disregarded their longterm planning / guidance documents (Trail and Community Plans) informed by extensive past consultations to instruct their city staffers to open up East Yukon River area to more motorized use...seems backwards to suggest we do this and then fix guiding documents afterwards. On a related matter they are moving forward with changes in use/zoning of Chadburn Lake area without completing more comprehensive park planning process they approved to happen a couple of years ago. This knee jerk approach to planning and development is highly irregular and interest groups like KSA should not have such great sway to take us off track of process and long term comprehensive planning / development views

- I see as some bias among city staffers and their contractors delivering this process.... they state at public meeting that process must be without bias but City staff and contractors continue to make statements in these meeting supporting motorized position and / or challenging or diminishing contributions/comments by non-motorized folk. I have yet to see City official or contractor provide a counter perspective of non-motorized views but are always quick to say we need balance or make plug for motorized view. To be fair my advice to city staff/contractors is

don't make any stmt that supports either point of view...just deliver the process and let reps from motorized and non motorized camps say what they have to say.

- your first survey was incomprehensible with sheer volume of options presented and confusing maps...not sure how you can base anything on this. That said your current second attempt is a vast improvement that drills down to issues and support materials to understand what is proposed has improved. Survey language can be improved though so it doesn't come across as so pro-MMU (e.g number of choices offered in Sections B and C read "I support most of the proposed MMU network... "...this is a bias phrase used to evaluate two diverging points of view ... either asking "... but strongly oppose specific MMU designations" or "... strongly oppose specific routes for non-motorized designation"). I also applaud that you supported paper survey to be mail dropped to Riverdale residents however what you failed to do was provide needed context/background on that paper survey form so folks can make informed comment. I understand that you don't want to overwhelm folks but you can at least add a sentence that says "supporting information can be found at our website [www.whitehorse.ca/trails](http://www.whitehorse.ca/trails) OR come by our office at...." I fear that some folks who got that survey in their mailbox where not given the direction where they can learn more...that would have been a very easy thing to do by adding a single sentence to that paper survey delivered to residents.

Thank you for this opportunity to take part in this process and share my views. Don't hesitate to contact me if you want any clarification on my points of view

I love using the trails on the east side of the Yukon River with my family. They are fantastic. I have used trails all over Canada, and Whitehorse is the leader of the pack when it comes to trail systems. Let's keep it that way.

I am discouraged by the amount of motorized use I currently see in this area, even though none of it is permitted. I have not seen any enforcement action of the current by-law, and am concerned about the city's ability to enforce a MMU approach.

Opening the area to motorized use is not something I support. If motorized use must occur, I support a VERY limited snowmobile-only approach, as indicated above.

Thank you for your consideration.

Please work hard to get this right. Motorized vehicles simply do not belong on pedestrian trails near the city. While my preference would be to have motorized vehicles taken by trailers to more appropriate sites outside the trail network adjacent to neighbourhoods, I understand this may not be practical. Therefore, it is my preference to see 1-2 designated main routes for motorized vehicles to get them quickly and efficiently outside of areas accessible to pedestrians. Thanks.

Motorized vehicles need to take roads (grey mtn or Chadburn) well out before getting on trails. It is not safe behind the houses and people race up and down the power line with no enforcement. Especially after dark! My dog (on a leash) has almost been hit.

Also your maps are very difficult to interpret - the colors coding is difficult to match to the legends.

This is very expensive and not where I want my tax dollars spent, spend this money on bus shelters please. Recreational use of ORV's is a luxury, you might as well fund Sima if you are going to fund this.

As I said earlier, not that anyone will actually follow any of the rules but I see no reason to have these things operating in the neighbourhood period.

There is already enough noise from atvs and snowmobiles (especially kids under 16) on the lower powerline without the city encouraging more use of it. Since the city cannot enforce the



bylaws now, with only occasional atvs and snowmobiles, how are they going to enforce it when there are lots more?

The problem is not so much whether motorized vehicles use the trails but how they use them. Excessive speed, carelessness around people on foot, zooming around off-trail or on narrow trails are behaviours that are potentially dangerous to others. They are probably dangerous to the perpetrators, as well. One hopes that the latter might help with gene pool issues.

I am not by default against some motorized access to the trail in and around Riverdale, but I think it would be a real shame if motorized vehicles got the acces that is suggested here. Part of the reason, I think, that people go out on these trails is because it's a relativelt undisturbed terrain. Not busy. No noise. No motors. Any motorized vehicles would ruin that aspect completely, I feel.

However, with that being said, I think that "remote" trails such as fat tire fever, cantie lake road etc are fine for motorized vehicles, but the ones closer to riverdale, not.

we bought our house backing onto the trails specifically because of the trails so that we can take our children for walks back there. we also run on these neighbourhood trails. riverdale is an older neighbourhood where people are used to having the trails as quiet areas. why does this have to change? we don't want our tax dollars paying for 1 type of trail user (atvs when there's no snow, and snowmachines when there is snow). the nearby neighbourhood trails should be for the majority of users which are not on machines. they are walking, running, snowshoeing, and biking. the machines will need wider trails, they will damage the plants and increase erosion, and need enforcement people, all of which will cost more to tax payers.

We do not want our property value to go down because people will not trailer there motorized recreational vehicles away from Residential HOMES. The noise is unbelievable and very irritating for people who do not ride/drive motor bikes, snowmobiles, ATV's---I understand people want to ride these environmentally destructive vehicles but there are hundreds of kilometers of trails, paths, and roads that they can restrict the damage and be away from the ear piercing noise in residential areas!

I live on the corner of Alsek & Boswell. The Millennium Trail is a popular trail for residents of all ages. We often encounter young mothers with their children in strollers, daycare children with their supervisors, people walking to work, seniors out for their daily exercise, etc. The use of the trail does not diminish much in the winter even though walking conditions are treacherous. A lot of tax payer monies seem to go into supplementing and supporting all kinds of sports activities for our youth and young adults. Why is nothing done to ensure the safety of a well-used and popular trail through all seasons? Thank you.

We applaud the initiative to rationalize and accommodate the mix of motorized and non-motorized use of trails. It can be a charged issue. On a pragmatic note however, the proposed usage plans seem fairly complex, and it seems that a virtual forest of new trail signs will be required to make the City's intentions clear. And, more signs will surely not enhance the aesthetics of "wilderness trails". While we all hope users will be compliant with the rules, enforcement will very likely be almost impossible as well.

I gave my opinion in the last survey in the winter & for the Riverdale Community Association survey and during the by-law changes and Official City Plan. Why isn't this public comment being considered? The City keeps asking the same questions - hoping for a different answer?

I am extremely concerned by what appears to me to be the premise of this plan; namely, that motorized users shall have equal use of the Grey Mtn trails. Multi-use is not, in my view, feasible: I do non-motorized travel and will be uncomfortable using the trails at the same time as the motorized users. Not only for enjoyment reasons (belching engines = not the wilderness experience I'm looking for) but also for safety - dirtbikes etc ripping around the corners = high probability of collisions. Motorized users have heaps and heaps of trails to use outside of town. Furthermore, as they are motorized there is no barrier to them travelling outside of town. In fact, riding their machines on the highways etc to reach those trails could be viewed all as part of their motorized experience.

We, as a city, should be encouraging healthy living and sustainable recreation. This means not placing motorized and non-motorized recreation on equal footing. The city has the means to promote the latter by continuing the designation of Grey Mtn trails as non-motorized trails. It will lead to healthier citizens, and less emissions. A responsible, progressive government would use it's regulatory powers to promote those objectives.

This summer there have been a lot of on-road vehicles (i.e. vans, trucks and cars) driving on Roller Coaster and the trails around that area. It absolutely ruins the trails to have these vehicles on them. And it is not safe. People are hiking and mountain biking on these trails. We have a lot of tourists now coming to Whitehorse for the mountain biking and it definitely takes away from the wilderness city experience for them to be encountering on-road vehicles on the trails. And the on-road vehicles take up the whole trail. Quads, snowmobiles and dirt bikes are not so bad, as they are meant to be on the trail, but the on-road vehicles are becoming a real problem.

I am a non-motorized trail user but I fully support this. These routes give motorized users access to all the areas they need to go to, and will make it more clear for all trail users. Also I live on Hart Crescent and have no concerns about the motorized activity behind my house. Most people are courteous and ride responsibly back there. Also, PLEASE stop letting the crazies run the show when it comes to trails. Some people seem to think that they should have the trails all to themselves. There are a lot of us in Riverdale who are happy to share the trails with other users, even though you don't hear from us every single day. Thanks!

This is a very difficult issue to deal with. Motorize vehicles of all kinds are coming in to common use by younger and younger persons. ALL operators of any motorized vehicle should require a license both for them selves and their vehicle no mater where it is used. The noise and smell of such vehicles in the bush make it very unpleasant for those who are just out for a quiet walk. MV are fun but they have no place (other than as a working vehicle) in a pristine environment. They damage the land, they disrupted wildlife, and they unnecessarily use hydrocarbons contributing to our carbon footprint and global warming which we in the North already see in so many ways. Whitehorse is working to becoming a GREEN City, more access for MV is not a good move.

The issue for me is the noise and dust resulting from the passage of these vehicles in summer. It is already very annoying. We live a few doors west of PeeWee Hill. I believe that once motorized access is authorized along the Lower Powerline, this traffic is going to increase and the noise will increase. I don't see that anyone is going to enforce speed limits or monitor at what times of the night and early morning people use this access. By asking people to use Chadburn Lake Rd and keeping PeeWee unmotorized, at least this disruption will be kept to a minimum.

I would differentiate between motorcycles/ATVs and snowmobiles. As much as I don't enjoy the noise of late night snowmobiles they are less dangerous and less destructive than motorcycles/ATVs. I would not object to snowmobile access but strongly object to motorcycles and ATVs. Would it be possible to have a 20:00 curfew on the use of the power line route so that folks near by with small children can have peace and quiet. And once again, I stress the need for

training/licensing. Another step that would improve the quality of life would be noise limitations on motorized recreational vehicles. I recognize that the roar of your motorcycle or ATV is all part of the machismo, but except for the riders personal gratification it is not necessary to the operation or function of the machine. Most manufacturers even spend a great deal of time and money increasing the noise level because it sells the machines to those in need of that kind of juvenile thrill. However, for the rest of us it is merely annoying.

Access to the Lower Powerline should be from Nisutlin. There is no need to provide access points directly behind houses between bell, Boswell, Firth, etc.

The noise of dirtbikes, ATVs and snowmobiles carries. And as they have lights that noise can be occurring at all hours of the night and day. Even though I live on Takhini, I can hear these vehicles behind Alsek, Boswell and Bell.

I generally feel that the city is doing its best to balance the needs of all trail users. Obviously there should be some MMU trails in Riverdale to get out to common ride places. I like the idea that there is a specific dirt bike trail too. I hope all trail sharing can be improved with communication from the city and from clubs on how to share appropriately/how to behave on trails.

As indicated above, my experience is that the vast majority of motorized users are respectful of area residents and non-motorized users. I feel that the proposals outlined here are reasonable but there must be at least some enforcement during early stages of implementation. I strongly support Nisutlin Drive as an access point as it would allow snowmobile access to the lower powerline from interior portions of Riverdale without having to navigate a maze of residential streets.

I live on Hyland, directly below PeeWee hill. Yes there are some motorized users who are disrespectful of other trail users, however I have actually had more poor experiences with walkers and in particular dog owners when in the greenbelt. If anything, I would love to see the City enforce the rules for dogs being on leash rather than created more bylaws that will be ineffectually enforced.

From attending the Riverdale Community Association meetings I get a real sense that there is a small but extremely vocal minority who would like to eliminate motorized use of the Riverdale area completely. It concerns me that this small group is having such a large impact on planning for the larger community as a whole. From what I have seen, they do not represent my views or those of my friends in the subdivision.

There are three people at this residence who share these views. I will likely not be able to attend Tuesday's meeting but I do want my comments to be considered and shared. Thank you and I look forward to continued consultation.

I fully support dirtbike riding on all existing trails not designated as singletrack that are used primarily for mountain biking.

Overall a good job consider a potential complete ban on MMU. Motorcycle use should be expanded but kept away from high hiker/dog walking areas. There are three types of trails: ATV (wide - e.g. cantley), narrower but older trails (Motorcycle/Mtb bike) and Single track (largely new mtb biking trails). Narrow (older) trails such as broken truck and lakes trail should be allowed for motorcycles as they largely created them. Consider identifying areas that non-MMU rather than naming specific trails that are included. For example everything west of peewee and hidden lakes and along ridges overlooking riverdale (backed by maps) and on specific marked trails (e.g. mtb single track).

I strongly oppose these routes because these are residential areas where most of us walk our dogs and enjoy nature at every weekend. Motorized vehicles make terrible noises, depending also on the person driving it, and can create fear & annoyance to all of us.

The East Yukon task force MMU plan is a failure. Back to square one and deal with the safety concerns of the majority of users - we should not be terrorized by irresponsible ATV on any trail - give them a trail way access will promote wider ATV use in the area.

I am extremely outraged at the thought of ATVs, snowmobiles and esp. dirt bikes accessing the green belt between Boswell Cres and Firth. This and other corridors are too close to homes!

This MMU proposal has "slippery slope" written all over it. New motorised trails approved today will inevitably grow into additional and/or extended motorized trails in the future, either through designation or random "fanning out". We are fortunate to have access to this network of non-motorized trails close to our homes - within walking distance. Let the motorized users use their motors to access - with motorized ease - their designated trails farther away. This MMU proposal will bring heavier use to these trails, and with heavier use comes the sure events of recklessness and disrespect. Our trails will never be the same - on or off the MMU routes.

Lower powerline shouldn't be motorized too much noise for residents.

The residents of these neighbourhoods should have the most say on this. The big concern is speeding and the combo of pedestrians and vehicles.

Please keep these trails quiet and non-polluted. Thanks

Motorized users should take streets from residences to CLR or GMR to trail heads that are actually out and away. Street/road travel time would only be 10min or less to a trail head. This reduces safety issues and conflict issues.

Can't they take the streets? Mixing motorized and non-motorized not safe.

I strongly recommend some of you (in charge of this process) spend some time on PeeWee Hill and interact with the many users. Please take a bit longer perspective on this issue. What do you want the lake district to look like 25yrs from now? We are so blessed to have such beautiful quiet natural area so close to Riverdale. Any motorized use of the area (by a few) is such detriment to the enjoyment by so many!

The access corridors shown on map EYRO3 are used primarily by families for non-motorized use ie. Walking, children playing & people walking their dogs. These access corridors are not suitable for MMU use. We don't need any more noise pollution from the loud dirt bikes.

Your maps EYRO1 & EYRO2 were difficult to interpret as your colour keys using shades of red in both recreation & trails, ski trails AND MMU purposed trails made interpretation difficult!! EYRO1 was blurry and impossible to read even with a magnifying glass. Frustrating!

I am not a resident of these areas but I feel that I should support a complete ban on the use of motorized users along the power line corridors. These residents should not have to bear the degradation of a natural right to peace and quiet in their house or yard so that a few individuals can have easy access to "out and away" trails.

Generally: I have concerns that the City is undertaking another survey which seems to push the

issue of the motorized groups trying to get under and around any community plan or the wishes of the majority of citizens. This will lead to further conflicts such as the potential use of motorized vehicles creating a loop trail through Chadburn Lake Park - clearly a gem in the "wilderness character" of the City. The Administration, Mayor and Councillors must take a stand to stick to the Official Community Plan, protect the environment, and rights of its citizens to a safe and peaceful community. I would suggest that designated trail heads some distance away will be the key to avoid conflict.

I am OK with MMU for powerline but I strongly oppose powerline corridors behind residential streets like mine (Bell). The corridor behind my house is used by many families with small children to access the park. I don't think this is compatible with MMU. ATVs can access powerline from Nisutlin Rd.

I came across a dirt bike as I was mountain biking on Blue's Brother's (Sept 2nd, 2013). He did not hear me coming and had to react quickly to slow down. This is considered a non-motorized trail yet the dirt biker did not respect those limitations. I could see the amount of trail damage left behind. If motorized vehicles are granted access to the wider trails, they might see that as a gateway to other non-motorized trails as the above mentioned dirt biker did and not respect the different trail designations. Mountain bikers ride with a lot of speed down hills to have momentum uphill. It is a safety factor dirt bikers to be on the same trails.

I lived on Hyland for 15+yrs, and support all proposed MMU trails being motorized. I do not think a separate single track only trail on PeeWee Hill is necessary. Besides the MMU trails are already used regularly by motorized users and will continue to be.

My suggestion may be considered totally off the wall but how about access at the top of the Chadburn Hill, across on a reusable track to lower roller coaster and avoid PeeWee hill altogether. Quieter for the above neighbourhood and solves the PeeWee prob. Landscape the powerline in such a way to discourage motorized use to return peace to that neighbourhood. eg rocks/mounds/ditches so people can't tear along the powerline, at least slow them down. Another "outside the box" suggestion, I have been told what the motorized users really want is across the river access to trails. Can any arrangement/adjustments be made to use the dam to cross? As I remember walking across there when I first came to Whse.

My concerns are for parking and noise that will effect residents. My main concern, however, is safety. This trail is well used by walkers and bikers. Children use the trail for playing. MMU will put an end to this use. It is one thing for me to share the trails, I will not allow my children to play there if MMUs are allowed. Goodbye bush forts and neighbourhood Hide and Seek games. Trail access is important but so are neighbourhoods.

Thanks for the consultation!

There is no room between Bell & Boswell for a walking trail and motorized access. The trails behind the crescents in Riverdale are used by dogs, children, adults. They are well used. Motorized vehicles are incompatible with use by walkers/runner/bikers. PeeWee is not wide enough to be shared. It gives access to very popular walking and bike trails that would be destroyed by motorized use.

Again - Small children, families, dogs, runners etc. use the powerline trail - all day long. This DOES NOT MIX with any motorized activities. I have seen it many times that people race up and

down dog chasing the machines, blind corners or hills. WE WILL HAVE ACCIDENTS OR WORSE UNDER THESE PROPOSALS.

It would be wonderful if Whitehorse took the lead to be a "wilderness City" with much respect for the environment.

We should never designate motorized trails near residences & access points should be limited to Grey Mtn and Chadburn Lake Rd, not located on residential streets.

Consideration should be given to allow people to push motorized units across the millennium Bridge. There can be very limited reason to not allow this. It just makes good sense to allow access to both sides of the river. Using miles canyon bridge is truly not a realistic option for many reasons.

The powerline corridors when cleared give some of the best visibility and safety when using a multi use trail. I have been using these trails for forty years. I was confused over maps 1 & 2 - is scale the only difference? Also are the old roads off limits?

The noise level will be for to high to have any MMUs close to any residential properties.

Refer to #4 & 8

Two access points 1) Boswell & Pelly 2) Hyland & Firth

I would only support the Pelly entrance that goes up behind Grey Mtn school.

Everybody needs to respect each other. If there are people abusing the trails, punish those people, not everybody. We should be able to work together.

I believe in the shared use of specific trails and access points such as Chadburn Lake and to Powerline. Access points such as Hyland Crescent would invite loud motorized vehicles access late at night, this would not be good. Also all motorized vehicles should obey a speed limit in a shared area or trail for the safety of all.

wiser to use city resources to upgrade Grey Mtn Rd & Chadburn Lk Rd where they climb the cliffs to make it safer for all users. - No MMU trails near planned densification! - This survey misrepresents the outcome of the 2012 EYR task force: consensus was far from achieved on the 2012 EYR task force. - this survey is promoting MMU designation that contradict guidelines from the OCP 18.5.2 "...out and away trails... shall be designed to strongly discourage the use of all terrain vehicles on non-motorized trails and in environmentally sensitive areas".

I don't support the use of corridors located behind Pelly, hyland, Hart, firth, Boswell and bell. As I think/understand that it will only benefit the few motorize users living on these streets and might encourage people living elsewhere in Riverdale to drive motorized vehicles on the road illegally to these streets to gain access.

Would be pleasant to keep east side of YK river free of MMU trails. Too many of the noisy, smelly useless machines running around already without adding trails on this side of the river.

I don't think this survey was written from an unbiased perspective. I do not mind the powerline being used but the other trails being used for motorized vehicles will hurt the quiet enjoyment

of the trails. And it will be stressful when I am walking my dog or biking as I may be hit by a motorized vehicle coming fast around a corner or at night.

Motorized use brings unacceptable noise and environmental damage. It also frightens away wild life and scares kids (ask my 4yr old) I routinely like these trails and would be appalled by encounters with motorized vehicles. When I do, I am always upset! People with motorized vehicles have the resources to do their motoring away from town. Please DO

We don't want motorized vehicles using any of the powerline corridors behind any of the residential streets. These powerline corridors are actively used by non-motorized users and in order for these users to be safe motorized vehicles have no place in these corridors. Motorized vehicles should not be permitted right behind everyone's back yard.

Since I live on one of the above stated streets, I don't want motorized users ripping through the greenbelt behind my yard. Our greenbelt is very active with non-motorized users & hate to think that the possibility of getting hit by a speeding motorized vehicle while stepping out of my backyard! There is no please for motorized users on the greenbelt paths or on the side streets where children play & neighborhoods enjoy walking.

The residential streets are fine to use as long as those residents are in favour and as long as they are used for through traffic only.

The Millennium Trail is a popular loop for commuters, walkers, hikers, and bikers. It is highly used through all seasons. Why can't a percentage of the monies donated to great variety of sports activities not be used to keep the Millennium Trail clear of snow and ice in the winter?

I live on a corner. I do not like the loud and often aggressively driven snowmobiles/ATVs screaming up the street, driving over our lawn and nearly knocking over pedestrians. Snowmobiles and ATVs need to be monitored more closely by Bylaw/police/citizens on patrol.

I strongly support all user groups on all trails and the side of road ways. Bylaw don't enforce bike laws or dog crap laws. These two groups think they own all the trails.

While my preference would be to have fewer MMU trails and access points, I believe that what is being proposed is a reasonable compromise. However, to be effective, this plan will require clear signage at certain locations to advise motorized vehicle users that intersecting trails are off limits.

Please don't designate any trails or access points for MMU use. Not only are MMU destructive of our vegetation, they also create noise pollution which fragment wildlife population. Also MMU operators are NOT respectful to our environment or to hikers who use these trails. I worry for the safety of my children when walking trails irresponsible people are allowed to operate MMUs!!

My only concern would be granting access to some trails by SOME users. How will motorized traffic be kept off non-motorized trails? Who will monitor and enforce usage? A complaint system will not work.

I tried to do this on line but the entry code was too indistinct to read.

Proposed access between Bell and Boswell is to close to the little park near Asek between Boswell and Firth and the other end of that proposed access is know to local kids as "the jumps"

and they frequently play there. - I appreciate the argument that many access routes diffuses the motorized traffic load but I would prefer motorized traffic to stay on the streets.

Many pedestrians, children, dogs use the lower powerline on a daily basis. The points of entry for motorized vehicles should be kept to a minimum.

Our family walks our dog, hikes and bikes on many of these trails. We realize that the trails are clear and in good condition for walking because the motorized vehicles have created a good, wide path. This is particularly true in winter when snow machines pack down the trail. This is good as long as riders respect walkers, hikers, skiers and slow down.

Using motorized recreational vehicles is ruining our beautiful "wilderness City" by destroying the environment and by the horrific noise of these machines. The beauty of peace and serenity is ever eroding! Shame, shame!!

Why bother with surveys and bylaws if there will be no enforcement?? Right now no one is enforcing bicycles on sidewalks or long boards on Main Street so why would this be any different??

If I was a resident with a lot backing onto a powerline corridor, I wouldn't want motorized traffic behind my back gate. - I find the corridors behind Pelly and Bell/Boswell especially troubling because they pass an elementary school and a playground, respectfully. - These discussions should have happened with the EYR taskforce.

Just let us have fun outside these trails are great - make them so everyone can use them. - more so in the winter.