



Trail use

Common users of Segment A include e-bikes, cyclists, and ATVs.

Top destinations along the route include Yukon University and Porter Creek. Recreational destinations farther north include the Takhini Hot Springs, Bean North Coffee Roasters, and Muktuk Adventures.

There are no major developments planned for the near future along the route.



Key challenges

Key challenges in Segment A include:

- Sections of the trail segment must be reduced to 3m width, rather than the standard 4m width.
- The trail is interrupted in four instances, by a truck rest stop, an ATV trail, and two intersections.
- Sections with steep gradients require adjusting the trail location.



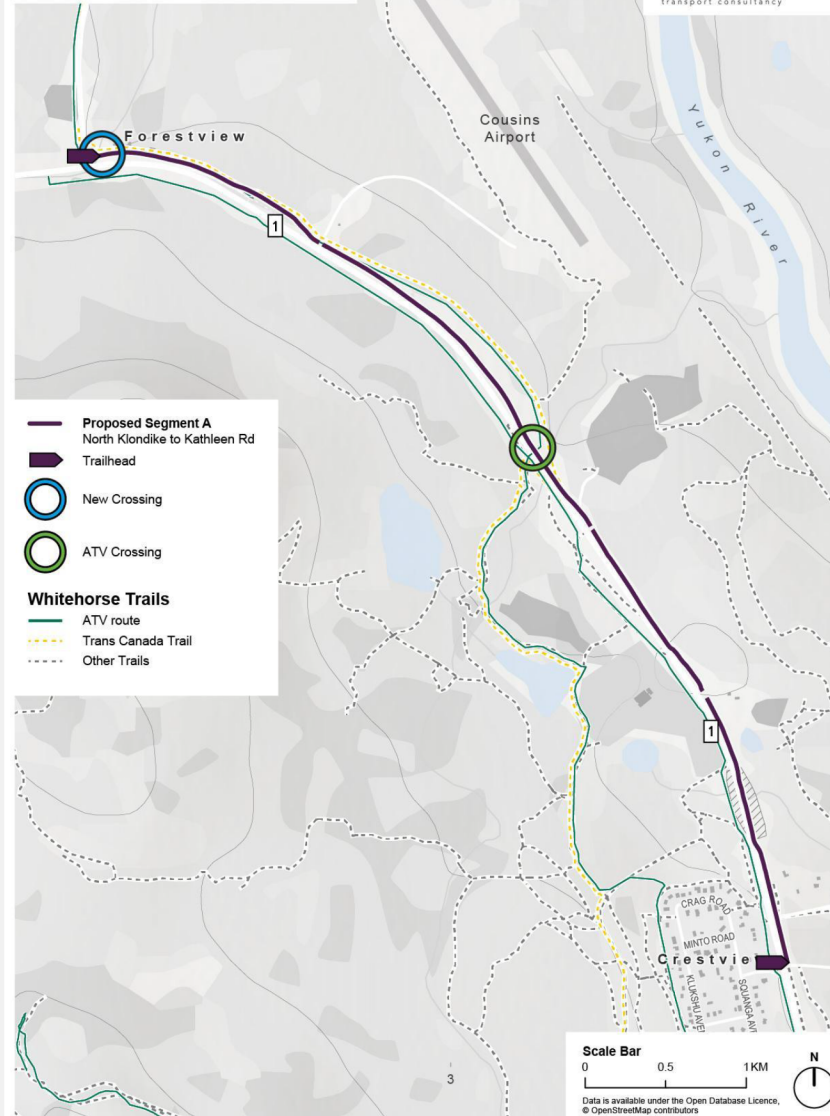
Proposed design

The trail is proposed to be aligned on the east side of the highway to reduce the number of crossings required. A 4m wide trail is proposed where possible. The trail will reduce to 3m for ~800m where space and gradient are constrained. The existing, separated ATV trail for motorized vehicles will be maintained.

Due to the narrowing of the trail in this segment and its location closer to the highway (within the 6m buffer for snow clearing) adapted snow clearing operations will need to be implemented.

A new highway crossing is proposed at the Klondike Highway. An additional crossing point will allow the trail to intersect safely with the ATV trail between Cousins Aerodrome and Cobalt Construction Inc.

WHITEHORSE CORRIDOR PROPOSED SEGMENT A TRAIL





Trail use

Common users of Segment B include pedestrians, e-bikes, cyclists, and ATVs. A top destination along the route includes the amenities at Porter Creek.

Two future First Nation developments are planned within Porter Creek—on both the eastern and western side of the highway.



Key challenges

Key challenges in Segment B include:

- Sections of the trail segment must be reduced to 3m width, rather than the standard 4m width.
- The trail is interrupted in five instances by access roads and larger intersections.
- Four sections may require minor earthwork to be accessible to all trail users.

Of note, the Yukon Government has decided not to proceed with the double lane highway expansion between Centennial Street and Kathleen Road.



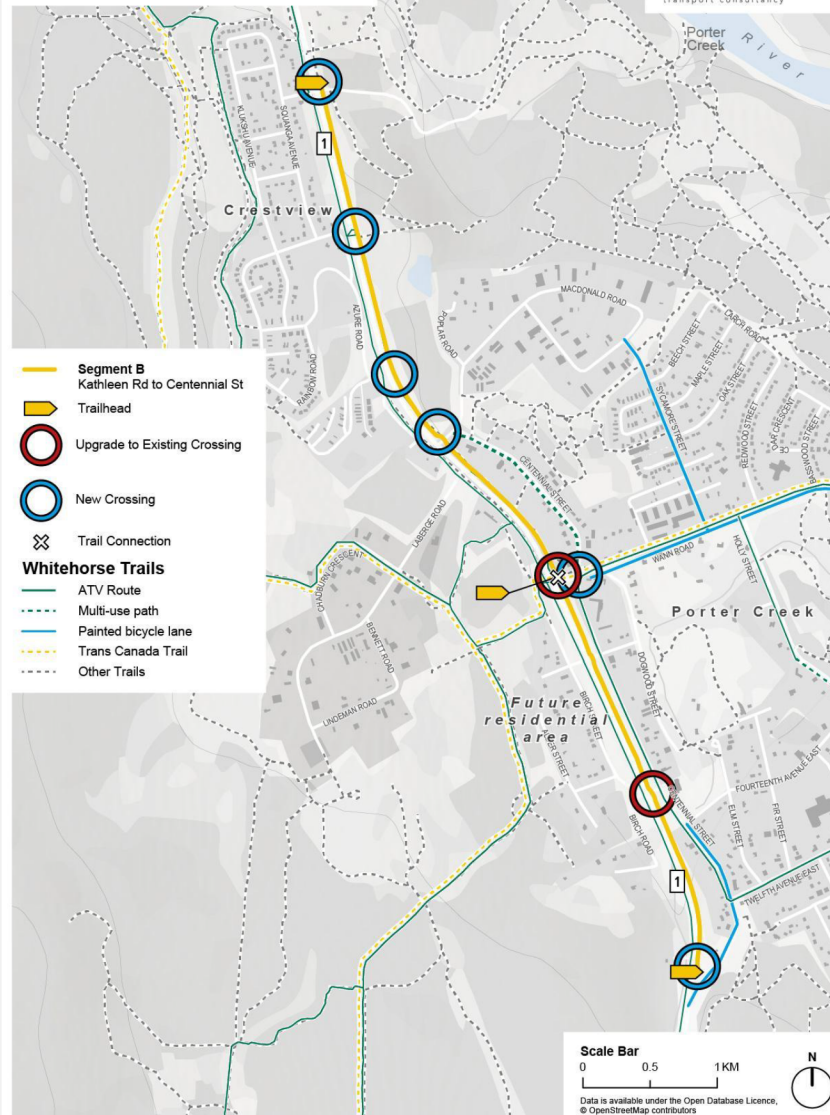
Proposed design

The 4m trail is proposed on the eastern side of the highway, adjacent to the existing ATV trail (which will be retained). An extension to the existing trail on the west side of the highway is also proposed. This would be provided along Birch Road between the intersections with Wann Road and 15th Avenue.

Due to the location of the trail in this segment, road safety considerations are required—such as the installation of barriers on the highway.

Key highway crossings include at Wann Road, North of 15th Avenue, Kathleen Road, Rainbow Road, south of Azure Road, and north of Centennial Street.

WHITEHORSE CORRIDOR PROPOSED SEGMENT B TRAIL





Trail use

Common users of Segment C include pedestrians, e-bikes, cyclists, and ATVs. Top destinations along the route Kopper King (where residents often access amenities downtown).



Key challenges

Key challenges in Segment C include:

- Sections of the trail segment must be reduced to 3m width, rather than the standard 4m width.
- Along War Eagle Way to Kopper King gas station, the trail may need to be moved farther away from the highway (to 15.5m from the highway, as opposed to the standard 6 m).
- This segment of the trail is interrupted by the Two Mile Hill intersection as well as a car park.
- Snow removal and storage may present a challenge where the trail is close to the highway.



Proposed design

The trail is proposed to remain on the eastern side of the highway. A 4m wide trail is proposed where possible. The trail will reduce to 3m for ~300m near McIntyre Creek and ~650m along Rabbit's Foot Canyon.

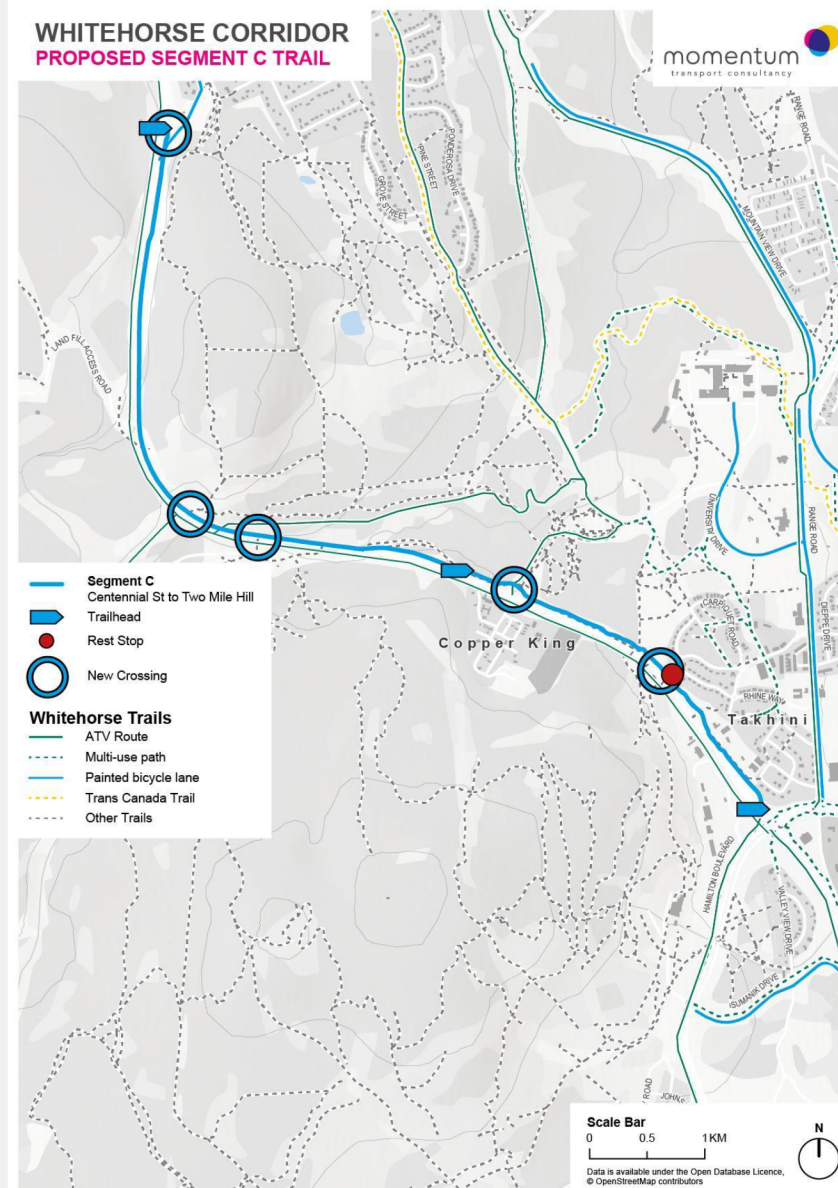
The existing, separated ATV trail through Pine Street for motorized vehicles will be maintained. As there is no space for an ATV trail on the western side of the canyon, the canyon access for the trail would be dedicated to active transportation users.

Several mitigation measures are proposed to reduce vehicle speeds and improve trail safety. These measures include new landscaping, rumble strips, and safety barriers.

Of note, Rabbit's Foot Canyon is a top priority for implementation in the Trail Plan, reflecting traffic safety concerns and the priorities that we heard from the community.

Key highway crossing points include: Fish Lake Road, War Eagle Road, Kopper King, and the Takhini neighbourhood.

WHITEHORSE CORRIDOR PROPOSED SEGMENT C TRAIL





Trail use

Common users of Segment D include pedestrians, e-bikes, cyclists, and ATVs. This is the busiest segment of the trail due as it runs parallel to downtown Whitehorse. Connectivity east to west is particularly important in this segment and since future development is planned on the west side of the highway.

Several highway upgrades may be considered at a future time (separate from this Trail Plan):

1. A crossing at Two Mile Hill (the north end of Segment D).
2. A crossing at Robert Service Way (the south end of Segment D).



Key challenges

Key challenges in Segment D include:

- A narrow right of way near the airport that does not provide the standard 6m for snow removal.
- This segment of the trail is interrupted by five intersections and the Whitehorse Weight Station for trucks.



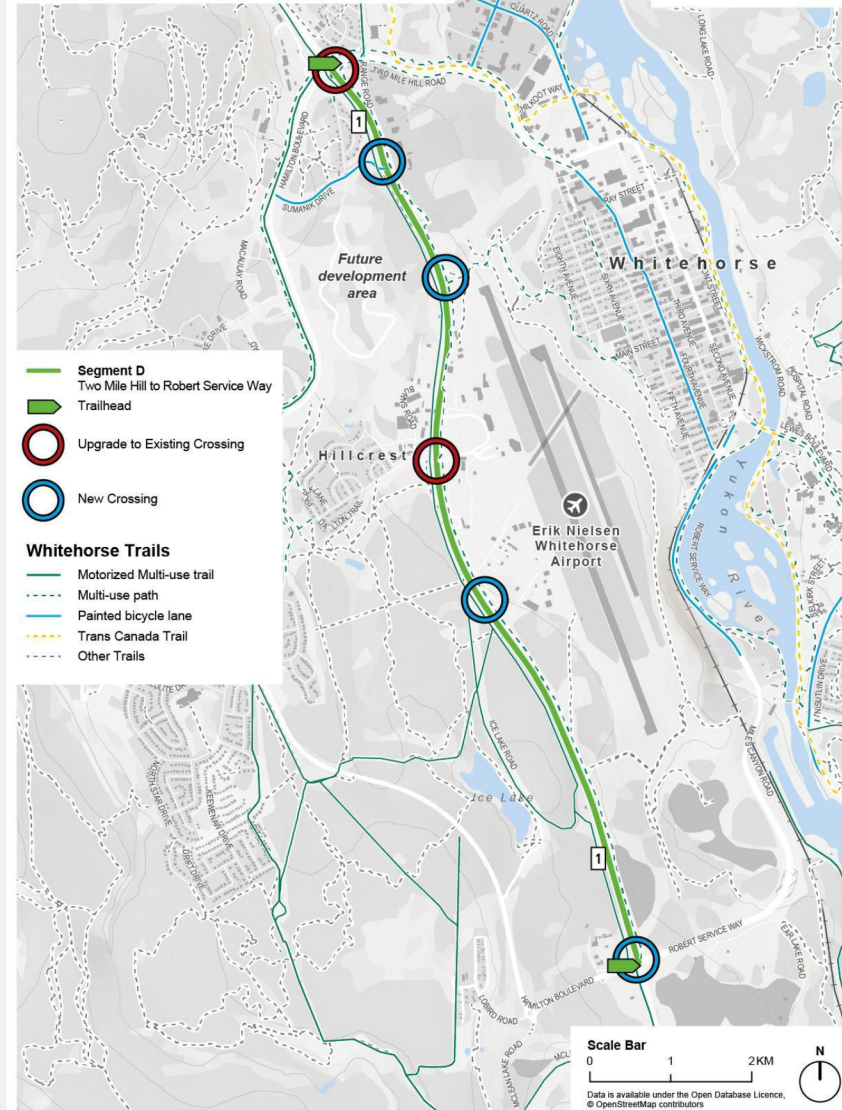
Proposed design

The trail is proposed to be aligned on the eastern side of the highway. A 4m wide trail is proposed along this segment.

To mitigate key challenges, the Trail Plan recommends improving markings and raising the trail to create a continuous sidewalk (to reduce vehicle speeds and minimize gravel on the trail). Furthermore, the portion of the trail near the airport will require adapted snow clearing operations (since the trail is within the 6m buffer required).

Key highway crossing points include: Two Mile Hill, Sumanik Drive, Hillcrest Drive, north of Hillcrest, Ice Lake Road, and Robert Service Way. Two additional crossing points will allow the trail to intersect safely with Range Road and Burns Road.

WHITEHORSE CORRIDOR PROPOSED SEGMENT D EXISTING TRAIL





Trail use

Common users of Segment E include e-bikes, cyclists, and ATVs. Key destinations include schools, Mount Sima, and Miles Canyon. Future development along the segment includes the South Growth Area on the west side of the highway and the expansion of McRae.



Key challenges

Key challenges in Segment E include:

- Sections of the trail segment must be reduced to 3m width, rather than the standard 4m width.
- Creeks demand careful attention to drainage on the highway and trail.
- This segment of the trail is interrupted by 14 driveways and 10 intersections.
- Significant changes in gradient would require earthwork to ensure they are accessible to all trail users.



Proposed design

The trail is proposed to be aligned on the eastern side of the highway, where there are fewer grade changes. A 4m wide trail is proposed where possible. The trail will reduce to 3m for ~9km where space and gradient are constrained. The existing, separated ATV trail for motorized vehicles will be maintained on the western side of the highway.

To maintain acceptable gradients, the trail may have to be realigned closer to the highway where feasible, or earthworks may be required to reduce the slope and ensure accessibility for all users.

Key highway crossing points include: Miles Canyon Road, Mount Sima Road, Railroad, Cronkhite Road/Nansen Drive, Fireweed Drive, and Carcross Cutoff.

WHITEHORSE CORRIDOR PROPOSED SEGMENT E TRAIL

