

A man wearing a helmet and a grey t-shirt is riding a blue and white recumbent trike on a paved trail. The trail is surrounded by lush green trees and foliage. In the background, other people can be seen riding bikes. The Whistler logo is visible in the top right corner of the image.

Whistler's Recreation Trails Strategy

A GUIDE FOR DECISION MAKING



RTS Phase 3

Community Engagement Results

Introduction

This document summarizes the community engagement process undertaken and the community feedback received during Phase 3 of the Recreation Trail Strategy (RTS) development process.

RTS Project Overview

The RMOW is leading the development of a non-motorized Recreation Trails Strategy (RTS) that will guide future decisions about how we develop, improve, access, fund, and manage trails and trail amenities (e.g., staging areas, signage, etc.). The RTS will not specify the number, location, or types of trails. This will be the focus for a future and more detailed non-motorized Trails Master Plan.¹

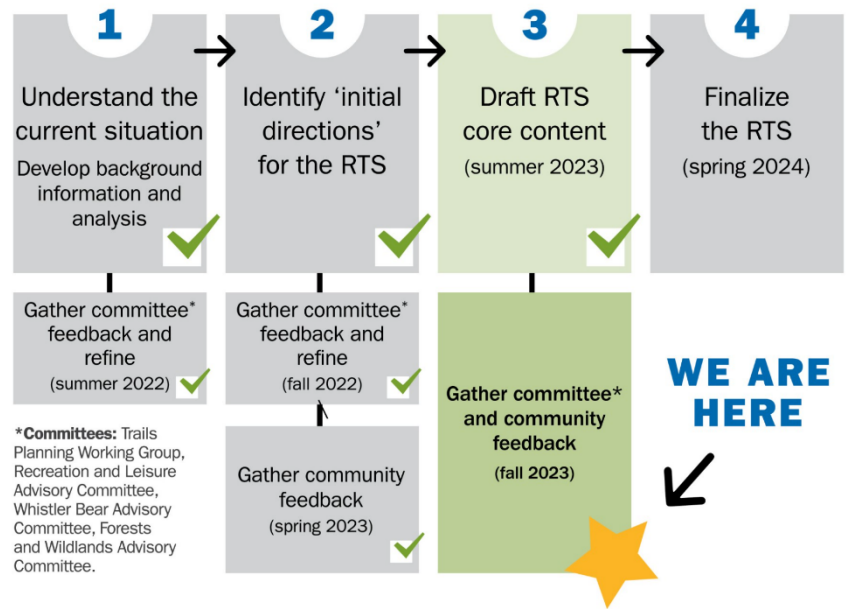
The RTS will provide the background information, inventory, guidance, and some tools that can be used to plan and assess trail and trail-related amenity (e.g., staging areas) development moving forward. Some examples of what will be delivered as part of the RTS include environmental suitability guidelines, trail access and staging inventory and guidelines, suitability analysis for potential future trail development in Whistler's trail areas, as well as considerations for trail funding, communications, and commercial and event use.

¹ The Trails Master Plan will build on the RTS and use the RTS guidance and tools to identify locational-specific gaps and needs in our existing trail network and prioritize improvements. Examples include identifying where new staging areas are needed, where improved trail connectivity from neighbourhoods to trailheads is required to encourage active transportation, where investment in green and blue level trails could go to reduce the pressure on Lost Lake Park, and where modification and development of trails for accessible mountain biking and new rider skill development could be located.

Engagement Overview

Phase 3 engagement focused on gathering feedback on the draft suitability analyses and recommendations for each of the 12 trail areas in Whistler.

1. Brandywine
2. Callaghan
3. Cheakamus
4. Cougar Mountain
5. Lost Lake Park
6. Rainbow/Emerald
7. Westside – Rainbow
8. Westside – Sproatt
9. Whistler North
10. Whistler Valley Bottom
11. Blackcomb CRA and Whistler CRA



The engagement was conducted between October 13th and November 15th, 2023, and consisted of the opportunities described in the table below. Communication channels used to promote the events occurred between October 9 to November 15 and were released as follows:

- Whistler Today: October 19, October 26, November 2, November 9
- Facebook (organic): October 16, October 24
- Facebook (paid), October 14 to 18, October 26-October 29
- Mayor's Report: October 24
- Print ad (Pique): October 13 and October 27

Engagement Opportunity	Description	Number of participants
Online Information Session	On Wednesday, October 18 th from 5:30-7:00pm, staff and the consultants provided an overview of the project, process, trail area suitability analysis and recommendations, and then responded to questions from participants. The intent of the event was not to gather input – participants were directed to provide input using Engage Whistler. The presentation was recorded for community members who were unable to attend.	14 attended the session 6 downloaded the recording of the session presentation.
Engage Whistler online survey	The RTS page on Engage Whistler was open for input between October 13 and November 15. The survey tool gathered participant input. The Q&A tool was also open to field questions. See Appendix A for what was presented on the platform landing page.	177 completed the survey 509 'informed' participants See Appendix B and C for details.
Pop-up booths	Staff hosted booths at two locations: the Whistler Public Library and Meadow Park Sport Centre (MPSC). Posters included information about the project, the trails areas, and instructions for how to provide input. A postcard handout was provided as a reminder to community members to visit Engage Whistler once at home. iPad and paper worksheets were also available for people to provide input while at the booth.	Approx. number of interactions with community members: Oct. 16, 2-5pm (MPSC): 4 Oct 17, 2:30-5pm (Library): 11 Oct. 18, 9-11am (MPSC): 16

During Phase 2, eight trail topics guided the work and Initial Directions were developed based on background information, a 'force field analysis,' and input from the Trails Planning Working Group, the Whistler Bear Advisory Committee, the Forests and Wildlands Advisory Committee, and the Recreation and Leisure Advisory Committee. Community engagement was also undertaken, the results of which can be found [here](#).

The community feedback gathered through Phases 2 and 3 will inform the development of the Recreation Trails Strategy and the final recommendations contained within it.

Survey Results

What was asked and how the results are presented

For each of the 12 trail areas, respondents were asked to what extent they agree or disagree with the trail suitability analysis statements and the recommendations. Responses to these questions, along with how often respondents recreate in the area, are presented in the bar charts for each of the 12 areas.

An open-ended question (also for each of the 12 areas) then asked respondents to explain why they disagreed with any of the statements/recommendations and what changes or additions they would suggest. Lightly edited² responses to this question are presented in a table in each trail section according to the unaltered³ sentiment analysis completed by the Engage Whistler engagement tool.

Note: The results of this survey will be shared with other trail and land managers (e.g., WORCA, Recreation Sites and Trails BC, Whistler Blackcomb), as some of the feedback relates to areas where the RMOW has no authority.

Brandywine

Information Presented in the Survey

Overview

The Brandywine network area (Brandywine) is located on the southeast side of Brandywine Mountain and includes the peak of Metal Dome Mountain. Its southeast border follows the Cheakamus River, and its eastern border follows Callaghan Creek north, while its southwest border follows Brandywine Creek to the alpine in Brandywine Meadows (Map 2).

This area includes the popular Brandywine Falls Provincial Park (BPP), Sea to Sky Trail (S2ST), and the Brandywine Meadows hiking trail. Access to the Brew Lake trail is also located just to the southwest of this area, above Whistler RV Park. While there are relatively few recreational trails in this area, they are all well used and important parts of the network.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

² Spelling and grammar were corrected, and any personal names/references were removed.

³ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

This area is LESS suitable for:

- Additional trails in key wildlife habitat areas
- Additional staging areas

This area is MORE suitable for:

- Trails that provide connectivity between adjacent network areas, Cheakamus and Callaghan, and to connect to adjacent area trails like Mount Brew.
- Additional Green or Blue trails to provide connectivity between S2ST and other trails and recreation destinations.

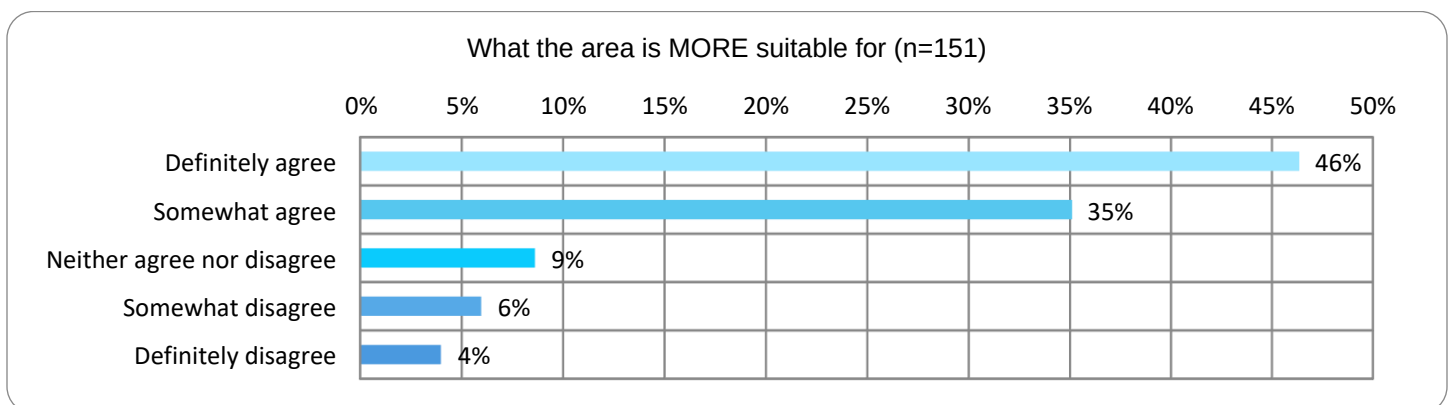
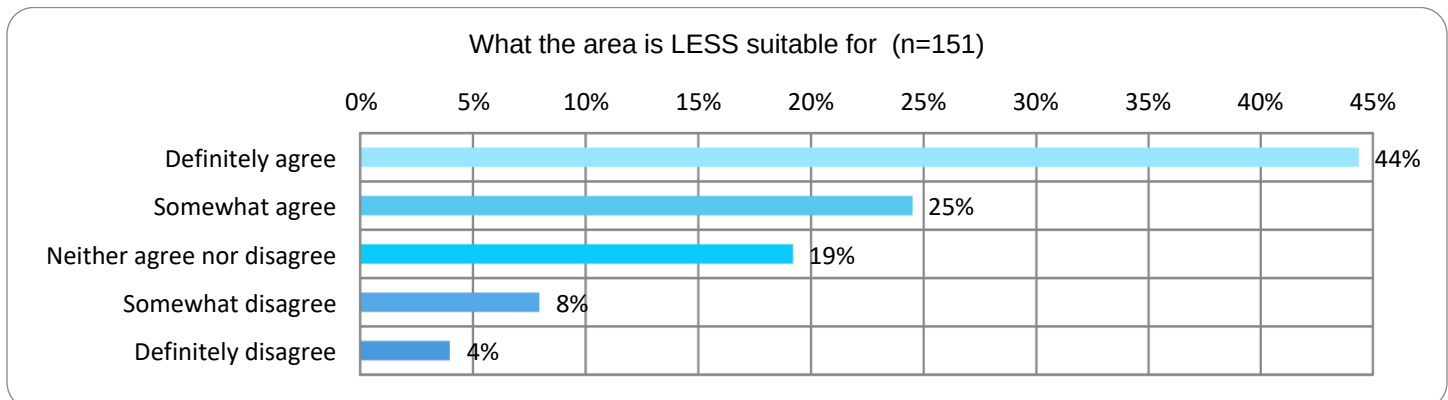
Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

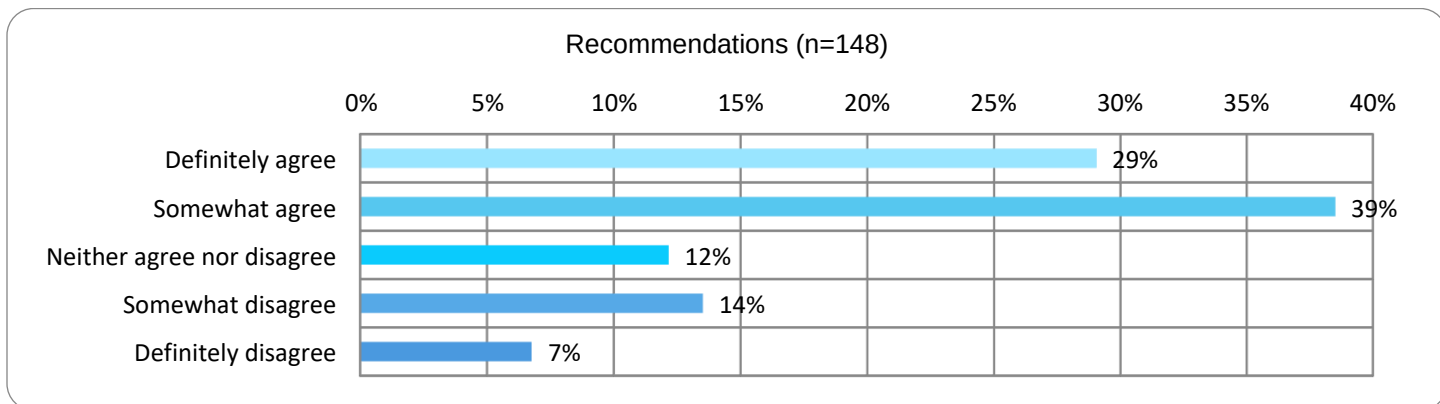
- Explore potential shuttle opportunities⁴ to BPP or Brandywine Meadows
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

See Section 2 of [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

Survey Results

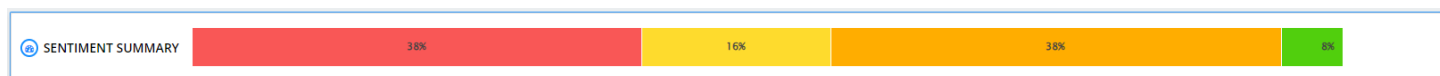


⁴ 'Shuttle opportunities' refers to a coordinated transportation service to minimize personal vehicle use and parking requirements. This clarification was not included in the survey and as a result, some respondents understood the reference to mean shuttling to trails by personal vehicle. Regardless of which type came to mind for respondents, most disagree with shuttling of either kind being added.



Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n= 50)

Note: Lightly edited⁵ responses to this question are presented in the table below according to the unaltered⁶ sentiment analysis completed by the Engage Whistler engagement tool.



Sentiment	Sentiment Confidence	Contribution
Positive	98.04%	Good area for 'tourist trap' trails because it's south of town
Positive	78.84%	As a frequent user of these trails in the area. Mainly the sea to Sky - it's a slice of heaven as it is. Although more options would be nice, it's great just the way it is.
Positive	51.42%	It would be good for the STS Trail to connect without having to ride along the dusty road to the Bungee Jump and cross the river on the bungee bridge. It would be neat to have mountain bike trails in the Brandywine Meadows area - Blue trails preferably.
Positive	45.97%	There needs to be a trail connection between Pinecrest/Black Tusk and Brandywine Provincial Park. I think this would be the completion of the sea to sky trail in this area. We are at Pinecrest, and I wish we had trail connection to Brandywine Park. For now, we ride on the highway with the cars whizzing by. I don't know how road bikers do this for hours on end!
Neutral	98.58%	Green/Blue trails indicate bike trails, what about hiking trails?
Neutral	96.87%	Build a jump trail, find new management for WORCA
Neutral	87.7%	We need more blue & green trails
Neutral	83.97%	additional staging areas possible wildlife habitat is ubiquitous; the Whistler Village and the entire valley bottom is built on prime habitat
Neutral	83.41%	Shuttling, while important to reduce cars and make trail network more accessible to those without a vehicle, without restrictions it could result in large increase of foot traffic in an area where wildlife is less disturbed than in more built-up locations.
Neutral	82.97%	Providing shuttles may help from a vehicle traffic perspective. The increase of traffic would require a huge increase in public education and sanitation measures.
Neutral	79.93%	More detailed analysis/planning would be required to inform my final decision-making in answering any of these questions. Other key points not discussed in other areas that I could find in the 115-page supporting

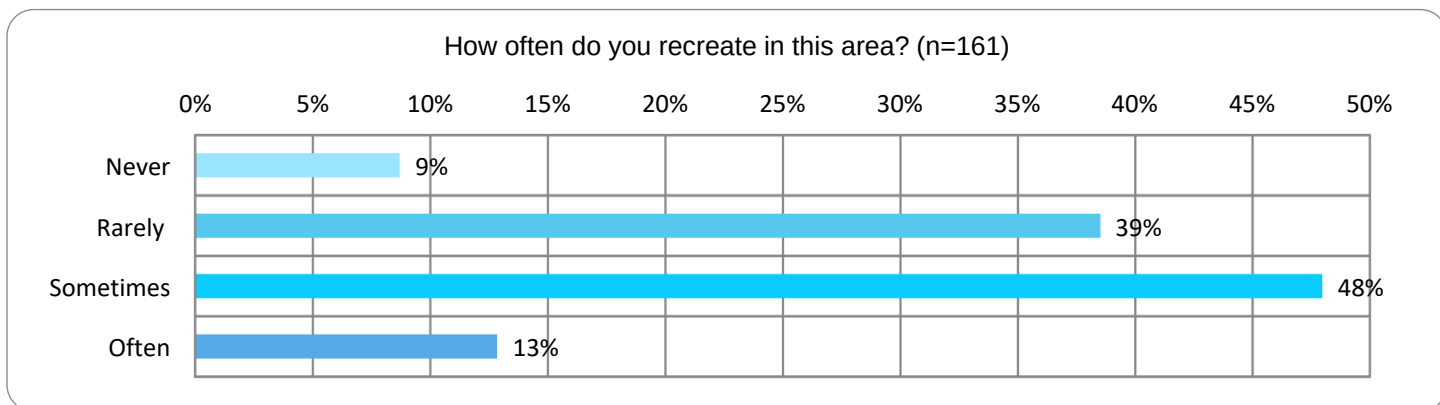
⁵ Spelling and grammar were corrected, and any personal names/references were removed.

⁶ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

		document were the connection of sections of the S2S Trail without involving highway travel and using existing, but long since decommissioned, logging roads on the west side of the Tusk to connect to other trails such as Jane Lakes.
Neutral	74.4%	Suggest more hiking trails for pedestrian access rather than MTB
Neutral	70.52%	I hike here frequently and do not see mountain bikers - why build more trails, destroying habitat?
Neutral	70.26%	What kind of 'shuttle opportunities' are we talking about? if it's municipally run, I strongly disagree. Even if it's private shuttle, I am opposed to more vehicular traffic options for movement of people
Neutral	60.81%	There is space to develop the trail network south of town while making it sustainable
Neutral	59.83%	Not disrupting wildlife people are going thru that regardless
Neutral	56.96%	We have enough trails. Reclaim existing trails back from motorized uses. Disallow ebikes will free up space as people will take longer to do the trails.
Neutral	53.57%	Concerns with shuttles increasing human traffic in some good wildlife habitat. Increasing contact with a recovering grizzly bear population to the detriment of the bears.
Neutral	51.57%	1/ keep the Brandywine parking open year-round 2/ definitely look into shuttle operators (and their 'package') 3/ yes, explore further shuttle opportunities to get traffic off the road 4/ providing a better connected S2ST is a super win - and would get MTB off the highway 5/ the 'bicycle' stripe on the highway is better considered a safety halting lane for cars, and is even for that purpose not wide enough
Neutral	49.77%	Favour Trail connectivity over shuttle offering. Shuttle option does reduce individual vehicle use.
Neutral	48.04%	We live full time in Black Tusk Village and are raising our family here. We don't feel safe enough to hike and bike on the highway, which means we're quite limited. It would be amazing if our area would be connected to the massive trail systems that are available nearby!
Neutral	38.21%	Terrain in this area is rugged and greatly impacted by the Cheakamus River. Development should be minimal.
Neutral	33.61%	Do not introduce a shuttle to BPP, the area already has enough visitors.
Negative	99.77%	Shuttles are not a useful solution
Negative	99.44%	Shuttling is bad for trails and the environment
Negative	98.66%	Disagree that it is not suitable for staging areas.
Negative	98.27%	This whole survey is rigged from the very beginning! Can't believe that shuttle opportunities would even be mentioned in this non-motorized trail survey. How much has the RMOW contributed to the road there?
Negative	94.01%	I don't believe that exploring shuttle opportunities is needed. There will not be enough interest in a shuttle to these areas in my opinion.
Negative	91.7%	disagree with shuttle options
Negative	85.61%	Brandywine Meadows is so busy it's way over used, and more access means more people damaging the fragile Heather plants, there are no bathrooms and it's damaged by overuse.
Negative	84.53%	Brandywine - Callaghan connection area is used heavily by ATVs. This does not seem like a good development area for non-motorized trails. Brandywine FSR staging areas need better access maintenance as heavy traffic takes its toll on the road system. Any alpine trail development in the area should be hiking only.

Negative	82.74%	I would like to see a formal Metal Dome trail. Can't disagree with connectivity. A shuttle is never going to happen.
Negative	79.48%	IMO, the main habitat risk from non-motorized recreation is in Brandywine Meadows. There is severe disturbance caused by trail users between the upper parking lot almost right to the hanging valley itself. Not sure who's been blading parts of what should be a minor trail, but it needs to be managed. Invasive plants such as orange hawkweed are in danger of invading the meadow and are transported by recreational users. The trail network itself is not robust enough for all the non-motorized trail use. I would prefer that other, less-sensitive destinations are favoured over Brandywine Meadows which is why I am nervous about shuttling people there.
Negative	78.68%	No Shuttles
Negative	78.49%	There's an apparent contradiction between developing trails towards Mt Brew, and the only staging area, an often-full parking lot on the opposite side of the highway. 'Exploring a shuttle' doesn't address this since there is no feasibility study to determine whether this is a realistic solution and there is no comparable service since all the park buses service parks that are orders of magnitude busier than BPP and Brandywine meadows. As such I would include the development of a staging area/drop off loop, for Brandywine Meadows while leaving the possibility to explore a shuttle
Negative	76.72%	I don't think adding shuttles is a good use of resources.
Negative	68.73%	The framing of the statement "Additional trails in key wildlife habitat areas" is deliberately manipulative. Broad form statements like that are often used in surveys to facilitate manipulation of the data analysis to support a predetermined set of outcomes. Protection of key "key wildlife habitat areas" should be table stakes and the survey should instead focus on how to identify those areas and how to keep that data current. Providing "staging areas" as I understand them, are important to contain the unauthorized use of land for meetups and gatherings.
Negative	67.37%	I think the current Brandywine Meadows hiking trail needs to be upgraded and maintained. The blowdown and hazards are brutal.
Negative	64.98%	I question how much people want to connect between different areas, as opposed to picking an area to recreate in and having that area meet their needs
Negative	58.28%	No more trail development should occur on west side of hwy 99 up Brandywine or Callaghan drainage. Wildlife values too important.
Negative	55.49%	We don't need more shuttles; brings people into areas they should not be
Negative	41.05%	No shuttle to Brandywine Meadows. but open the falls parking lot all year for snowshoeing and please stop the car towing madness!!
Mixed	99.49%	Shuttle is good, but it would be better not to rely on a shuttle. An electric shuttle would be an alterative
Mixed	93.22%	I don't like the idea of shuttling people to Brandywine meadows if that's the suggestion? Sometimes its good for areas to be hard to reach by too many people. Access is already good from the lower trailhead - just long and hard. I do agree with ideas to connect it with other parts of the network - that would be great!
Mixed	74.25%	I feel that Brandywine Meadows should remain fairly primitive. We need to maintain habitat in the alpine and into tree line. What kind of shuttle? Keeping the Sea to Sky Trail as the main system is fine. The trail from the Cal-Chek Rd. to the bridge and then from there to McGuire should be improved. It's such a great lollipop route to go through the Bungee Bridge section on part of the trip.
Mixed	73.73%	don't explore shuttle options, probably good if there is better connectivity than users could ride there
Mixed	68.92%	Shuttles are not a practical way to get people to trailheads. People need the flexibility of arriving early in the morning and leaving late at night. Better trailhead parking is the best solution.
Mixed	63.64%	There are way too many trails as is, maintain the existing ones

Mixed	61.35%	I think it would be nice to see more black trails in this area to give us another advanced riding zone. Additionally, it would help to spread things out and lessen rider impact on trails
Mixed	43.3%	The FSR serves to limit traffic to the Brandywine area (esp. Brandywine meadows, etc.). That is a good thing. Adding shuttle service risks bringing too many users to an area that still feels remote/wild despite its proximity to town. We need to avoid the Joffre effect!



Callaghan

Information Presented in the Survey

Overview

The Callaghan area (Callaghan) is located on the eastern side of the Callaghan Valley, extending from Highway 99 to as far north as Madeley Lake and the Whistler Olympic Park. Its eastern border runs along the west side of Mount Sproatt, and its western border follows Callaghan Creek (Map 3).

While there are relatively few trails in this area it provides important access to the Callaghan Conservancy, Callaghan Lake Provincial Park, and to the Sproatt alpine trail network.

Whistler Olympic Park (WOP), Callaghan Country and Canadian Wilderness Adventures (CWA) all provide commercial recreation opportunities in the Callaghan. CWA's operations extend to the alpine/sub-alpine and include both motorized and non-motorized recreation. WOP provides camping opportunities, and its tenure area includes Madeley Lake's hike or ride in camp sites from the gate at the Madeley Lake Trail trailhead. Callaghan Lake Provincial Park is not included within the study area, but it also sees significant use on the north side of the area.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Single use trails

This area is MORE suitable for:

- Trail connectivity between access points, destinations, and the existing network, including:
- Lower gradient Green and Blue trails
- Mixed trail rating development such as intermediate trails with advanced options

Recommendations

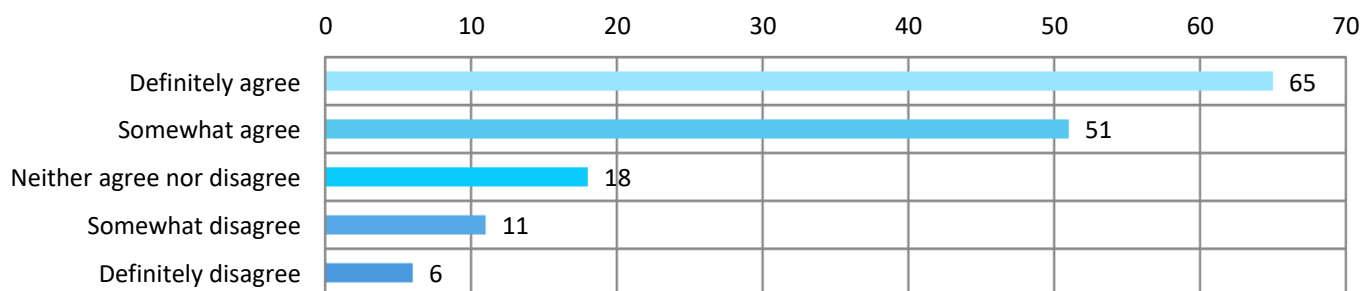
Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Complete the Hanging Lake connector trail to provide loop and connectivity opportunities from established commercial operations.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

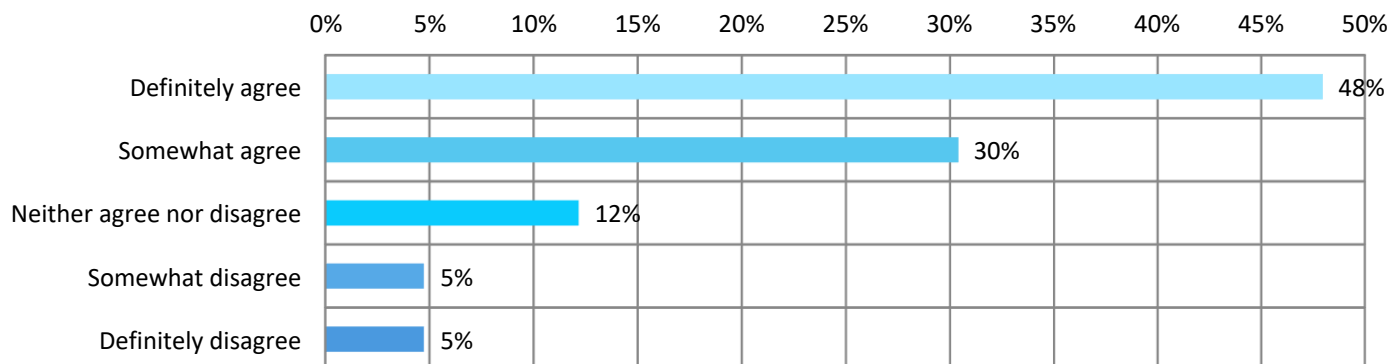
See Section 2 of [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

Survey Results

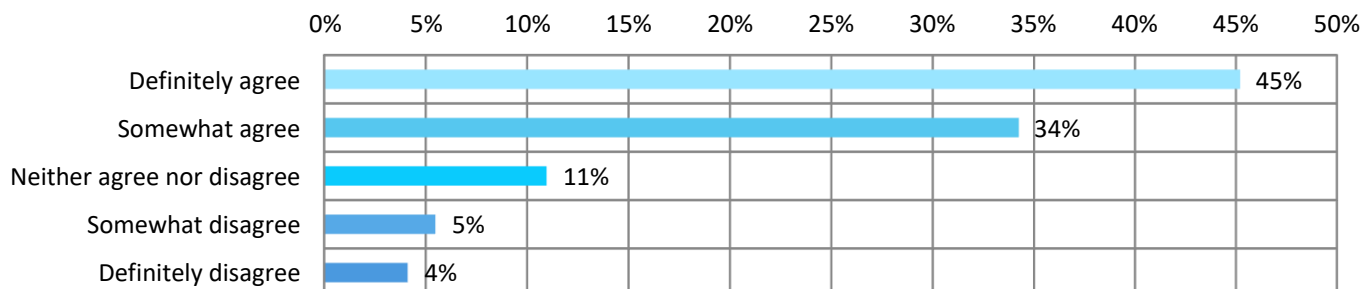
What the area is LESS suitable for (n=151)



What the area is MORE suitable for (n=148)



Recommendations (n=146)



Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n=39)

Note: Lightly edited⁷ responses to this question are presented in the table below according to the unaltered⁸ sentiment analysis completed by the Engage Whistler engagement tool.

SENTIMENT SUMMARY		
Sentiment	Sentiment Confidence	Contribution
Positive	59.58%	This area should remain somewhat intact for wildlife movement.
Positive	57.55%	Connectors to travel by bike would always be great. This area has a lot of potential for more XC type terrain which people would frequent more if was a more established area.
Positive	48.51%	I would like to see more green trail opportunities in all areas in general. For bike riding and skiing
Positive	47.63%	Should be lots of opportunity for trail development of all sorts. KEEP ACCESS TO MADLEY LAKE OPEN!!!
Neutral	99.46%	Grizzly habitat
Neutral	97.6%	by whom and how is key habitat decided
Neutral	97.41%	At what point, do you consider how commercial operators benefit from this connectivity and when does the community take a share of the revenue generated from these commercial activities?
Neutral	96.87%	Build a jump trail, find new management for WORCA
Neutral	94.47%	More detailed analysis/planning would be required to inform my final decision-making
Neutral	91.98%	Esp. consider a connection from the S2ST over to Callaghan like how to cross the Hwy safely
Neutral	90.27%	I am up there in the winter using the skate ski trails and snowshoe trials.
Neutral	78.82%	I wasn't clear if the strategy includes recommendation to make sure that there is access (i.e., to Hanging Lake) that does not necessitate pay parking at COP. Maintaining public access and trail network in areas with heavy commercial use is important. It would be good also to have a staging area closer to Madley Lakes that enable hiking on the old FRBC trail to Hanging Lake and rejuvenation of that trail.
Neutral	70.91%	Based on the commercial use, the plans make sense.
Neutral	66.32%	we need to stop building easy access trails into grizzly bear areas
Neutral	64.25%	I can only ride green trails, please consider that a green trail offers accessibility to a wider range of users.
Neutral	63.46%	The Sproatt trails were built as multi use trails at [staff's] direction. The climbing multi use trails are basically mountain bike trails as they are not suitable for hiking. Staff needs to educate themselves and plan accordingly.
Neutral	61.36%	Protect the wildlife - this is Grizzly territory and should be respected and protected.
Neutral	59.55%	Leave it natural, let the grizzlies live

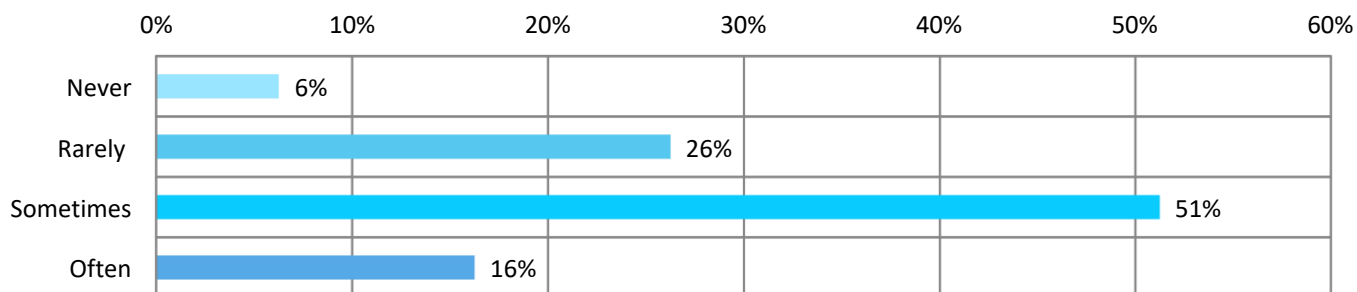
⁷ Spelling and grammar were corrected, and any personal names/references were removed.

⁸ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

Neutral	56.8%	Not sure if the MORE suitable/recommendations include connecting Callaghan with the trails near function because this interconnectivity would be important for future usage.
Neutral	54.24%	Please restore public road access to Madely Lake. It used to be a nice quiet place to camp and from which to through hike back to Whistler from via Hanging and Rainbow.
Neutral	53.57%	Concerns with shuttles increasing human traffic in some good wildlife habitat. Increasing contact with a recovering grizzly bear population to the detriment of the bears.
Neutral	41.01%	I worry about space for bears.
Negative	98.73%	The Madeley FSR gate is frustrating. How to optimize for through hiking from Callaghan to Rainbow Lake trailhead?
Negative	93.4%	I think that the access to With a Twist should be improved with a climbing trail up to the connection. The road is very steep
Negative	89.92%	so now you want to spend tax dollars on providing access for commercial operations!?! They need to pay their own way and those commercial operations are all MOTORIZED? The entire trail system there is a boondoggle spending huge tax dollars for trails that are rarely snow free and are important Grizzly habitat is the fall, by encouraging further recreation in this area there will be a negative interaction sooner or later resulting in loss of life (like recently in Banff)
Negative	89.61%	Leave the area more for nature. Definitely do not support connection for commercial users. Do not allow any more camping. Scale back motorized and ebike use.
Negative	76.17%	Why would we create more trails from commercial sites? For private operators to benefit from financially. Not sure I get this reasoning. And isn't hanging lake the lake right over the bluff from our water source, or do I have the wrong lake?
Negative	59.7%	Considering the grizzly activity in recent years I do not understand how monitoring it is not recommended. With increased connectivity that may provide further opportunity for grizzly migration closer to town. Also, the amount of feces and toilet paper scattered around unmaintained parks and trails is revolting. I would hope sanitation would be addressed in all of these areas (with or without trail expansion)
Negative	49.02%	The Hanging Lake connection would be nice. Also, a connection that is more user friendly to Pot of Gold. The road access has been destroyed by the commercial operation. Completely unrideable baby heads, I don't mind riding up the Northair Rd. but past the parking lot it's hike a bike.
Negative	45.42%	Area could use more trails.
Mixed	93.41%	The multi use trails leading up to Sproatt are really mountain bike trails labeled as multi use trails. They are good biking trails but not good hiking trails.
Mixed	90.38%	There is plenty of space in this zone for more trails however MotoX users are claiming it for their own destructive pleasures. Management needs to be applied to the area.
Mixed	89.99%	proper trail connexion from top of into the mystic down to the Callaghan Olympic Park (as of now ninja lakes loop is great but coming down from into the mystic can be rough on a gravel bike - on the gravel note, a smoother connexion from valley to into the mystic would be appreciated)
Mixed	78.07%	More trails in the Callaghan would be appreciated. It feels very under utilized in the summer. With more trails and more amenities this could take some of the pressure off Garibaldi Park. There is already a beautiful access road in this area.
Mixed	75.32%	1/ would be great to consider bike, run or hike usage in summer of the existing xc trails 2/ pls also research options to better connect to ninja lake loop 3/ WHEN better connected to trail network in alpine, shuttle/bus options would be great
Mixed	70.36%	I think that the subalpine area north of Madeley lake is highly suitable for a hiking-only trail connecting to Callaghan Lake Provincial Park. This trails strategy seems to be highly bike focussed. Bike trails are being sold as "multi use" but my experience with such trails is that the design of these

		trails does not make for a pleasant hiking experience. I tried With a twist to Pot of Gold a few years ago with my kids and found the constant back and forth winding to be frustrating (the trail felt like it had no purposeful destination) and the little ups and downs to be energy sapping (since I can't carry my momentum when hiking). Eventually we gave up on the trail and struck off to gain the ridgeline cross country. This year we hiked Skywalk North, which was an absolute joy by comparison. I think that real multi use trails need to be designed as multi use from the ground up, but in many kinds of terrain (i.e., steady climbing, descending) the required grades are irreconcilable. I think that only flattish, fairly direct XC type trails can work well as multi-use. Or if there are short steep climbs required, just keep the steep section with the expectation that cyclists may have to dismount and push their bikes uphill. I recently saw that the rainbow Madeley trail has been signposted to allow cycling. This worries me because the trail is designed and built for hiking and has a lot of wet soils. Bike use will probably wreck this trail. "Upgrading" this trail for cycling seems contradictory to this plan, where the trail is identified as "hiking only". It's quite pleasant for hiking right now even if it does take its time to start climbing up to Hanging Lake. It would be great to get the bridge over Beverley creek replaced with something more robust, perhaps a suspension bridge with a removeable deck like the gin & tonic creek bridge. There's been no bridge over this creek for 4 summer seasons now. It seems to me like RMOW is neglecting this trail. Repairing existing trails should be the first priority in this area before building new ones. My final comment is that I am disappointed that this strategy only considers winter use. There's areal lack of Nordic backcountry skiing trails in the whistler area, since most logging roads have been taken over by either snowmobilers or groomed for XC skiing. I think there's potential for easy (green circle) mountain bike trails to be dual use for backcountry Nordic skiing in the winter, provided that the elevation is high enough for reasonable snow conditions. Due to the high elevation of the Whistler Olympic Park access point, the Callaghan area seems well suited to trails designed for both mountain biking and Nordic backcountry skiing. North air mine road should be a designated access point with improved maintenance. High elevation access points for hiking or so few and far between that they are extremely valuable.
Mixed	51.4%	I really don't see a conflict with riders in key habitat areas. we aren't talking about droves of people. its going to be low numbers of bikers and hikers only! id like to see some black trails also incorporated along with the blue trails. I really don't think green trails are needed here.
Mixed	34.19%	don't build more trails in grizzly habitat, we should have learned that already
Mixed	31.36%	Concerned about providing additional mountain bike (esp. e-bike) and motorized access into subalpine parkland and alpine areas. Mid elevation linkages fine in my opinion.

How often do you recreate in this area? (n=160)



Cheakamus

Information Presented in the Survey

Overview

The Cheakamus area (Cheakamus) is located to the south of Highway 99 and borders the southern and eastern limits of the Whistler Interpretive Forest up to the boundary of Garibaldi Park. The western portion of the area contains the Jane Lakes area and includes the Cal-Cheak Recreation Site while the eastern border of Cheakamus abuts the western boundary of Whistler Mountain's Controlled Recreation Area (Map 4).

The more moderate and rolling terrain in Cheakamus has contributed to the expansion of intermediate level trails in this area, with flatter terrain adjacent to the Cheakamus River rising gently away from the riverbanks as it then rises sharper towards Whistler Mountain, or the Logger's and Jane Lakes areas. The trails are diverse and provide a range of options for hikers, trail runners, sight seers and mountain bikers. The trails include technical expert level singletrack, fun hand-built flow trails, machine groomed trails and everything in between. There are also hiking only trails, access for kayakers, and tourist destinations like the Train Wreck site.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional mountain bike primary trails on the east side of the Cheakamus River
- Additional trails in the S2ST, Train Wreck, Trash zone
- Additional staging areas

This area is MORE suitable for:

- Mountain bike climbing trail connectivity to improve useability.
- Additional connectivity between existing trails within Cheakamus
- Mixed trail rating development such as intermediate trails with advanced options
- Advanced trails in areas removed from the core network.
- Low density backcountry style trails to provide loop opportunities.

Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for Cheakamus are:

- Additional trail development on the east side of the Cheakamus River should be carefully considered and focus on improving connectivity via short segments or mountain bike climbing trails over adding additional mountain bike primary trails.
- Explore potential shuttle opportunities⁹ along Cheakamus Lake FSR to access destinations and trail access points.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process. *Community input to date has suggested these specific connections:*

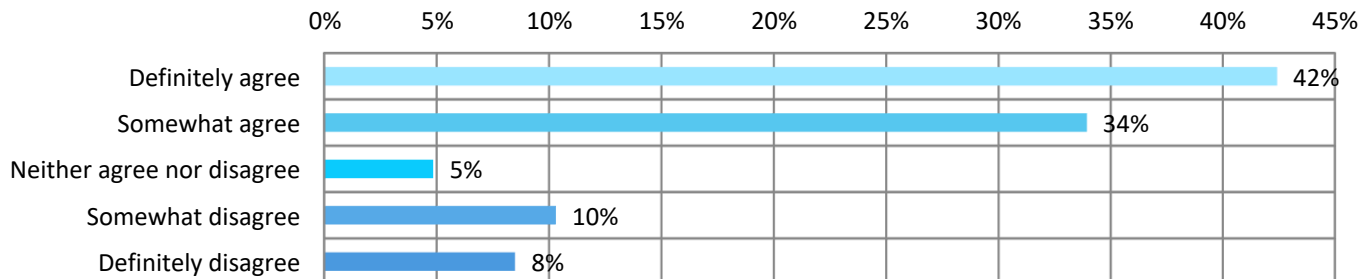
⁹ 'Shuttle opportunities' refers to a coordinated transportation service to minimize personal vehicle use and parking requirements. This clarification was not included in the survey and as a result, some respondents understood the reference to mean shuttling to trails by personal vehicle. Regardless of which type came to mind for respondents, most disagree with shuttling of either kind being added.

- Improved S2ST connectivity between Cal-Cheak and Brandywine Fall Provincial Park.
- Extend LSD to the Black Tusk FSR gate.
- Explore connectivity between Black Tusk gate and S2ST to the Jane Lakes network.
- Create additional loops in the Jane Lakes area and connectivity to BPP, while maintaining the wilderness character of the area.

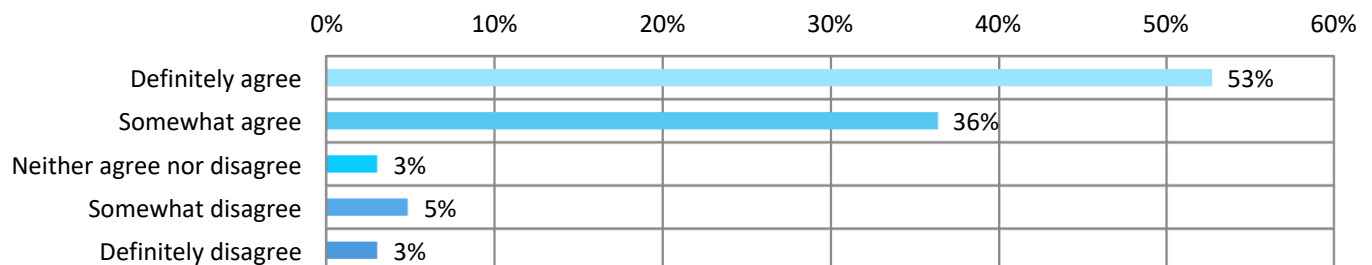
See Section 2 of [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

Survey Results

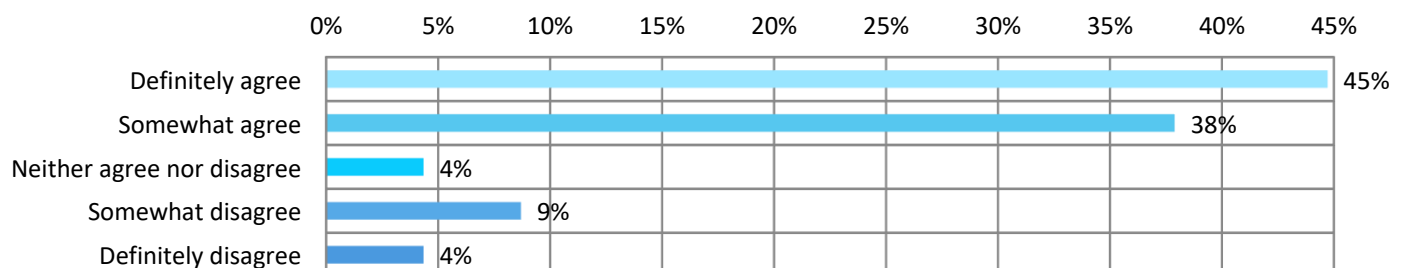
What the area is LESS suitable for (n=165)



What the area is MORE suitable for (n=165)



Recommendations (n=161)



Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n=64)

Note: Lightly edited¹⁰ responses to this question are presented in the table below according to the unaltered¹¹ sentiment analysis completed by the Engage Whistler engagement tool.

SENTIMENT SUMMARY		
	34.4%	20.3%
	21.9%	23.4%
Sentiment	Sentiment Confidence	Contribution
Positive	99.74%	Good spot for staging
Positive	99.11%	There is good access for trails on the east side of the Cheakamus River via the Cheakamus Lake FSR, so it seems like a good place for additional mountain bike primary trails, especially with the growing number of residents and trail users in Cheakamus.
Positive	99.07%	Love the 'cross-country' intermediate trails - need more of those...
Positive	97.2%	Climb trails are great and the are in general would benefit from more entry level trails to alleviate and provide more options than the Zappa trails
Positive	97.03%	The Cheakamus area improvements that have already taken place are very useful and well done. Therefore, I will agree with the proposed plans for this area.
Positive	93.68%	No shuttles. Trail improvement recommendations are good. Continue with additional Adaptive Mountain bike trails.
Positive	91.46%	Jane lakes connectivity would be amazing
Positive	87.19%	The addition of the WORCA trails has been a huge attraction. I ride here 2 or 3 times a week
Positive	86.07%	Strongly support better climb trail to Jane Lakes trail. Suggest the addition of a Loop option from the top of Far Out Traverse (to optimize the fantastic climb trail) across the river to the west side and back to LSD.
Positive	81.28%	East side of the Cheakamus River (going up Eastside main road) has a lot of excellent terrain for mountain bike trails with minimal conflicts (e.g., trails don't start or end in neighbourhoods). With significant population growth in Cheakamus this is an area that local residents can easily access (no car needed), and we should seek to provide additional bike trails at all levels of difficulty.
Positive	77.68%	The Cheakamus area has tremendous potential for significant trail development for a broad range of user groups. The topography along the Cheakamus Lake Road is conducive to green/blue trails that would relieve pressure from the Lost Lake network. The area around Jane Lakes presents an extraordinary opportunity for a unique "near-country" experience for more advanced or adventurous trail users.
Positive	76.24%	I believe there is plenty of opportunity for mor mountain bike trails in the area Against shuttle services in the area
Positive	52.76%	Better distribution of visitors better for valley as a whole
Positive	46.61%	Finally putting some work into trails that are close to the community and long overlooked for improvement. Jane lakes loop should be doable not just a line on the map. A few extra KMs of trails and you create a few different loops all easily accessed from Cheakamus crossing.
Positive	42.32%	I believe more mountain bike trails should be developed in this area.

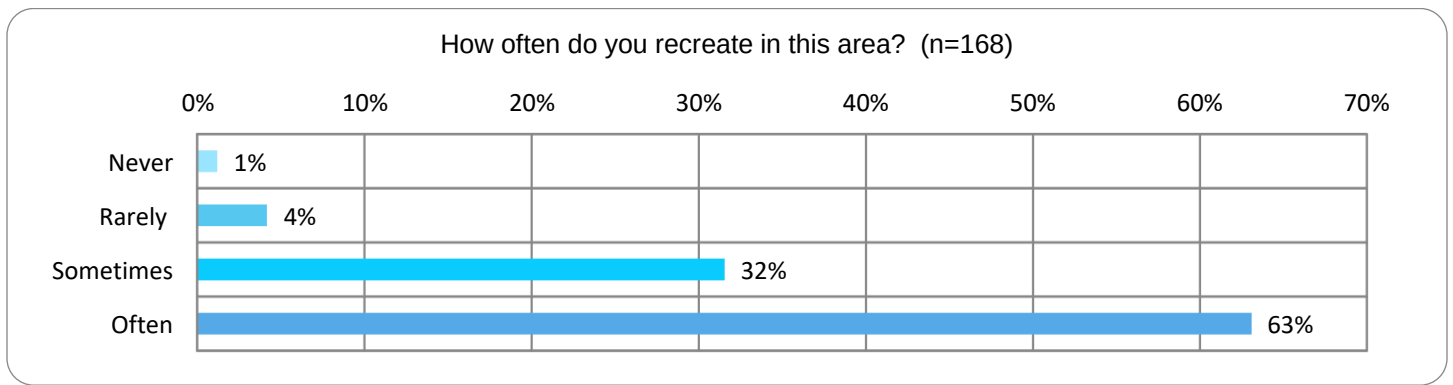
¹⁰ Spelling and grammar were corrected, and any personal names/references were removed.

¹¹ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

Neutral	96.87%	Build a jump trail, find new management for WORCA
Neutral	95.15%	we need more mtb only trails east of Cheakamus River
Neutral	90.16%	Concentrate more bike trails on the east side of the river and Leave Jane Lakes wild.
Neutral	88.32%	This area is frequently used by both mountain bikers and hikers. Improving safety on joint use trails should be the priority (eliminating blind corners, thinking of how to deal with very narrow sections, etc.) rather than building new trails that destroy habitat.
Neutral	85.01%	must maintain wilderness character of area, adding shuttle opportunities may change that.
Neutral	79.96%	Major bike hike loop infrastructure is possible here and should be developed
Neutral	79.83%	Add more biking trails, shuttle up FSR and stop logging activities in the area.
Neutral	68.22%	Reccos - yes except for "shuttles"
Neutral	65.1%	How many trails do you need? The existing ones don't get the love they need
Neutral	64.25%	I can only ride green trails, please consider that a green trail offers accessibility to a wider range of users.
Neutral	64.22%	The train wreck experiment has proven that throngs of walking tourists do not belong in natural forests. They're destroying the Lower yer Saddle area now too. Keep them contained and away from destroying other bike trails!
Neutral	60.27%	I think the Cheakamus River zone has reached trail saturation. Focus should be on descending from the Jane Lake area.
Neutral	58.82%	I think this area should focus on hiking-not biking
Neutral	39.67%	We have enough trails. We should not add shuttles. Leave space for nature.
Negative	99.58%	Shuttling bad for the environment and trails
Negative	98.2%	no shuttle options
Negative	97.7%	The shuttling solution seems like a nonstarter. We barely have shuttle service between Whistler base and Creekside!
Negative	95.88%	I don't think Jane Lakes is worth focusing on. I've done the loop several times, and it's not that great.
Negative	95.14%	I would not promote shuttling
Negative	91.71%	Shuttles are not a viable option for accessing trailheads
Negative	89.48%	Disagree with shuttles- is that not total opposite of Big Moves? And disagree with- Advanced trails in areas removed from the core network. Why remove a trail?
Negative	86.08%	No shuttles (does not meet 'Big Ideas' of reducing vehicle use)
Negative	85.09%	key habitat areas in this zone are kind of a joke with all the building and development that is going on there right now. also, with the amount of traffic heading up to Cheakamus Lake on a daily basis I don't think the wildlife are hanging out there very much already. S2S trail is hardly used at all! Huge waste of money in my opinion. I would not like to see trails limited on the east side of the river. this is such a good up and coming zone with the additional of flashback and I think it should be continued to be expanded on. lots more people going to be moving into Cheakamus housing in next few years. they are going to want/need more trails to use!
Negative	76.42%	I think logging is the biggest imminent risk in this area, especially of old forests around the LSD and Jane Lakes areas. I'd like to see explicit recognition that this is a high-value habitat area that can also

		accommodate well-planned recreation, and that it is therefore out of bounds for logging of old forests or second-growth.
Negative	75.87%	Not sure that shuttles should be used
Negative	72.51%	More backcountry connectivity needed. Shuttles not needed at all. Bad idea puts too much pressure on specific trails.
Negative	70.27%	"Additional trail development.... should be carefully considered" is a euphemism for "should not be permitted". It wouldn't be better if the framing of the recommendations were done in an honest and forthright manner.
Negative	69.74%	Not sure a shuttle in this area would have enough business to be commercially viable
Negative	65.81%	Do not explore shuttling across the FSR. If you don't wish to pedal, there is the bike park. Many locals ride and run up this road, encouraging more traffic is not the best idea. People will not pay for something they can do for free. By offering a shuttle you are encouraging extra traffic here.
Negative	65.17%	The mtb access to Cheakamus Lake should be closed.
Negative	57.17%	Again, appears to only consider bike trails, what about hiking ones?
Negative	50.82%	I disagree with providing shuttle opportunities. We don't need to encourage more vehicles in the area.
Negative	45.44%	I worry primarily about habitat loss and wildlife interactions in an already busy recreation area. Also, the amount of feces and toilet paper scattered around unmaintained parks and trails is revolting (ex. flashback trail heads off the FSR). I would hope sanitation would be addressed in all of these areas (with or without trail expansion)
Negative	43.1%	I'm leery of the rider volume impacts a shuttle would bring.
Negative	42.34%	I think we shouldn't necessarily encourage shuttling in the area. The trail network can be easily accessed by bike, and we should be encouraging people to ride to the ride.
Negative	27.16%	Shuttle service not necessary. People can pedal, hike or drive themselves. Keep trails for self-propelled activity only
Mixed	97.7%	Needs more blue/dark blue. Great riding is for biking but a bit tame.
Mixed	97.65%	I have two concerns with the above. (1) The Far Out / Flashback loop has been an amazing addition to the East side. It creates an amazing artery that could support a number of more trails of increasing difficulty, including connections down from the Microwave tower road. While all trails should be planned carefully, I think more trails should be added to build on the Far Out / Flashback loop. (2) Let's not use the FSRs for shuttling. Far Out was built in part because there was already too much traffic on that road. People need to earn their turns, and Far Out provides a mellow way to do so.
Mixed	96.28%	The Jane Lakes section is super steep, not as bad on an ebike, but is that the usage that we want to limit it to? A loop would be great. By east side of the Cheak R. do you mean North? Again steep, but Far-out/Flashback is great for mere mortals plus it provides non road access to the Cheak Lake trail.
Mixed	92.67%	Not a fan of increasing foot traffic in some of the more wild spaces, but in favour of some near more urban areas - with allowances for wildlife travel and connectivity
Mixed	90.11%	I would like to see more easy trails for lower-level bikers. Although good bikers think the Riverside trails are easy, they aren't as easy as Lost Lake Trails. I would love to have trails like Molly Hogan and Tin Pants in all areas of Whistler. It feels like there are lots of blue and black trails and not many green trails. Yes, I can ride the Valley Trail, but I want more easier dirt trails. There are a lot of us seniors out riding frequently, and it would be nice to have more variety.
Mixed	81.83%	I generally agree, except I think there is a case for a higher staging area to access Jane Lakes. The gate should be moved up on the westside road so that hiking up the road is not required to reach Jane Lakes. Hiking on roads is lame. This could be an excellent short hike for young families (like loggers like which I have enjoyed doing with young kids).

Mixed	80.06%	Area is growing in use, so more trails would be good. As long as environmental impact is reasonably mitigated
Mixed	67.13%	1/ Cheakamus is one of the core networks to take the 'load' away from Lost Lake 2/ strongly disagree on shuttle options - all trails there can be easily reached. FSR just provides a 'lazy' option to shuttle 3/ don't see the benefit of 'mixed' trail ratings as this would mean several lines and more space needed. 4/ I do not understand what is meant by removing advanced trails from core network. that makes no sense to me. the area provides a nice range of trails for all kind of ability levels. all trails in a network should be nicely connected so there is a variety of options for loops to riders liking. 5/ with the growing community in Cheakamus invest in more trail and better connected trailwork for all kind of recreation further south (jane lake, STST, cal-cheak, etc.) 6/ better information/education for visitors on trailheads: point to Trailforks, rough time estimates, invasive species, potential wildlife encounters & behaviour, garbage, public transport 7/ explore better public transport/shuttle options (options to transport more bikes on busses) BUT first of all, stop all logging activity in the area as the benefits and variety of developed recreation options for locals and guests there do not match.
Mixed	55.94%	More moderate and rolling terrain? Surely you are kidding. That might be the case for the location of a couple of existing trails close to the river but is hardly an accurate assessment of the overall terrain. What is BPP? Is this Brandywine Falls Provincial Park? Yes, these trails would benefit from a connection to there. Otherwise, as before, I have to quote your own words: more detailed analysis/planning would be required to final decision-making
Mixed	53.29%	There has been too much trail development. It's time to maintain and improve the current trail system.
Mixed	50.55%	Another great option would be to add a jump line in the current or future clear cuts. Whistler public network is definitely missing on a well-maintained sizeable jump line (compared to Squamish) - especially with the level of riding in this town (younger and not so young riders.
Mixed	49.71%	There are many potentials for additional bike/multi-use trails and should def be considered, current trails are old and need a lot of improvements and maintenance as this area sees high traffic all year around. example: more trails where flashback, high side is, basically the whole area from sea colors and puke/Babylon by bike down, even to tunnel vision/heavy flow area, there is already access so perfect to build some more connected trails to provide a long decent or experience at the end. Also, new trails down back to the neighborhood / valley trail to avoid or as alternative to am/pm and business time as these are just not great anymore, very used up and rutted. the cut block is a great opportunity to build some easier flow tech trails there. flashback is already now too popular, we need more trails like that and tunnel vision, hind side like easier blue/black flow/tech trails! And the whole Jane Lake down to LSD or jane lake FSR or all the way to Cheakamus offers many potentials for new trails, plus there has been logging done too. In the flatter Cheakamus area, a proper tarmacked pump track (all weather proofed) e.g., designed by Velosolutions and some different sized jumps would be a great addition just like what Pemberton got in Den Duffy Park. But I agree with focusing on blue trails with black option. whistler has in general too many very hard trails that have become even harder over the last 10 years. Also agree with providing looping and more connectivity. It would be nice to close/gate the loggers lake fsr but keep the Cheakamus lake fsr open, reason is that on that side there are climbing trails but not on the loggers lake side and with increasing residents/users it would be nice to have one area with no cars to feel more safe while engaging in recreational activities. Or build a proper bike climbing trail to connect to LSD as I understand kayakers need this road or provide access for kayakers to the river from Cheakamus Lake fsr side.
Mixed	41.16%	Please do not consider shuttle services. This area is already crowded at some times during the year, and it would be ideal to have people human propel themselves rather than add a commercial shuttle operation! Please also consider hiking / off leash dog trail loop as the new trails are explored. This is a popular area for dog walkers and management of conflicts btw bikers with walkers & dogs would be best



Cougar Mountain

Information Presented in the Survey

Overview

The Cougar Mountain network area (Cougar) is the most northerly trail network in Whistler and is located on the northwest side of Highway 99 and east of Sixteen Mile Creek on the south side of the Soo Valley. It contains Cougar Mountain and the Showh Lakes - Ancient Cedars Trail Recreation Area (Map 5).

This area is known for the beautiful old growth hike through Ancient Cedars on one hand, the technical cross-country singletrack of Kill Me Thrill me, and the particularly steep, loose, and rocky nature of its motorized trials network on the other. While this area has relatively few official trails, what it does have are important pieces of the network, and in the case of the motorized trials trails, likely critical.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in critical habitat areas
- Green trails

This area is MORE suitable for:

- Technical and challenging trails suitable for all user groups
- Hiking Only Trails
- Two-way trail connectivity to create larger loops and improve useability.
- Key connections to provide cross-area connectivity (e.g., Showh to North Flank)

Recommendations

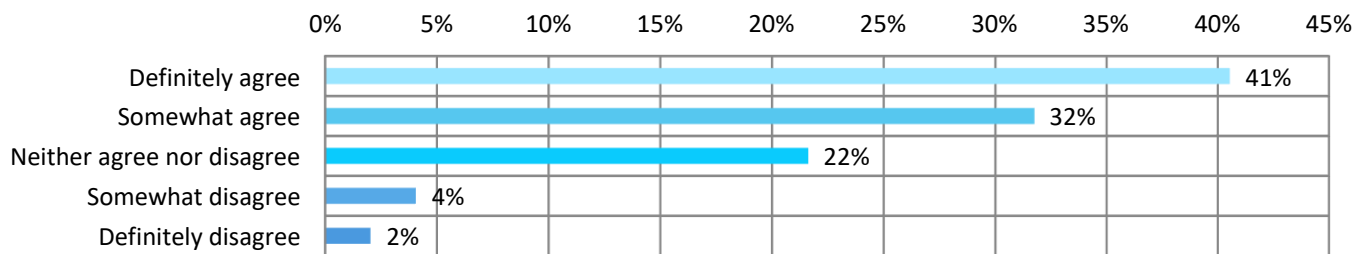
Based on the area information and detailed background assessments (separate documents), the directions and recommendations for Cougar are:

- Manage as an area suitable for both non-motorized and trials moto use on appropriate trails.
- Discuss with 99 Trials the feasibility and willingness in authorizing trials network.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

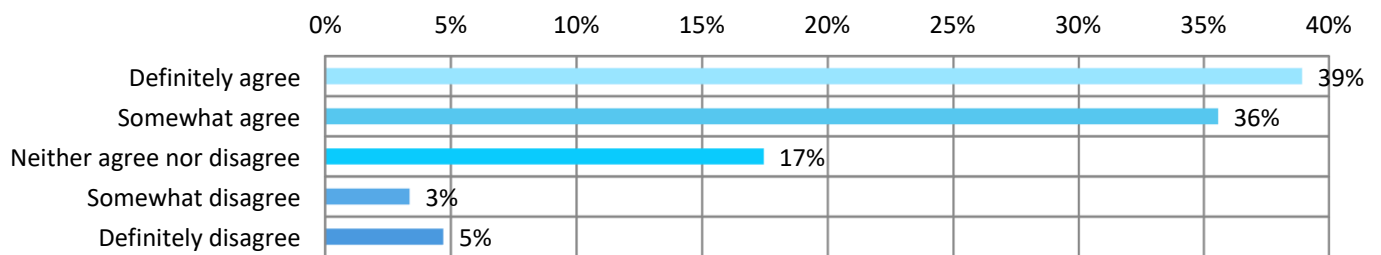
See Section 2 of [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

Survey Results

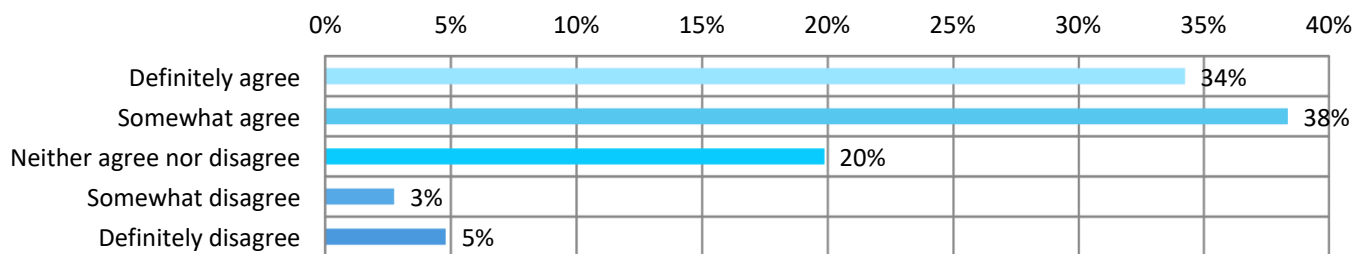
What the area is LESS suitable for (n=148)



What the area is MORE suitable for (n=149)

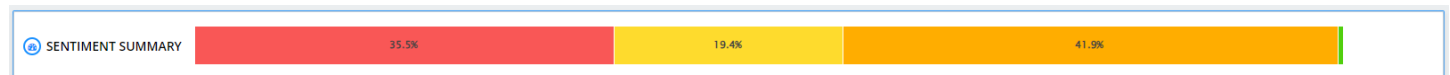


Recommendations (n=146)



Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n=31)

Note: Lightly edited¹² responses to this question are presented in the table below according to the unaltered¹³ sentiment analysis completed by the Engage Whistler engagement tool.



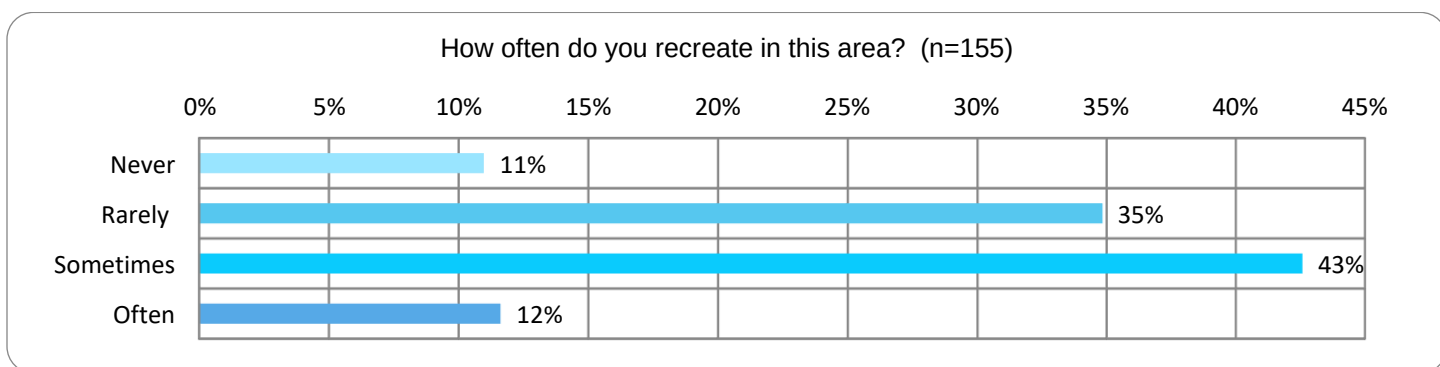
Sentiment	Sentiment Confidence	Contribution
Positive	48.68%	Whatever you do here is fine, just protect the cedars.

¹² Spelling and grammar were corrected, and any personal names/references were removed.

¹³ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

Neutral	97.2%	We need a mixed-use green style trail that connects from Green Lake Loop (Wedge area) to the Emerald neighbourhood. Currently all access to that area (e.g., Kill Me Thrill Me, riding from village to Wedge) either requires a car or riding on the highway.
Neutral	96.87%	Build a jump trail, find new management for WORCA
Neutral	91.6%	Fewer trails for motorized vehicles off the FSRs, please.
Neutral	85.9%	Our community has a long-standing policy to not support motorized recreation. Climate change is happening, so we need to phase out motorized recreation, keep space for nature and keep it more tranquil in the forests.
Neutral	84.78%	motorized use should be separated from all bike/pedestrian use
Neutral	82.69%	Cougar Mt has long been recognized as a Moto zone and while we welcome all other trail users on our trails, having a hiking only trail in that area is a non-starter...
Neutral	74.25%	The terrain in the Cougar Mountain area is rugged, therefore the proposals make sense.
Neutral	71.12%	should recommend extending hiking trail from ancient cedars / newt lake to cougar mountain summit from the north side to keep away from trials motorcycle trails.
Neutral	69.0%	There is also opportunity for MORE Mountain Bike trails - generally advanced grade.
Neutral	64.25%	I can only ride green trails, please consider that a green trail offers accessibility to a wider range of users.
Neutral	55.93%	We should be expanding non-motorized activities not carbon producing ones-trial bikes.
Neutral	55.36%	If proceeding with increased trials use; need to provide alternate access so they do not use KMTM MTB trail.
Neutral	45.9%	If trials bikes are to be encouraged, I would hope that they are away from hiking only trails.
Negative	92.45%	too much commercialization in that area -- it needs more MTB trails
Negative	79.9%	Definitely not in support of any motorized recreation within the RMOW boundaries. In a time of climate change, folks have to get away from motorized transport and even as some of them become electric, the environmental impact from the production of a non-essential toy and the impact on wildlife and landscapes - there is no win for the environment and other than a thrill, little win for people. This is SOOO far past our goal of being net-zero, of when we first started with the Natural Step. I am sad to see this being considered - and I have been saddened to see the number of motorized recreation in the area increase while climate change rapidly progresses. It makes no sense. Hiking trails make sense here and the Cedars are a trail that can support more traffic that it currently does, as do the lakes in the area. Perhaps a weekly bus to the area, maybe mid-week for locals would be nice? Since access is an issue and the place is magical.
Negative	78.79%	The unspoken "elephant in the room" is that no one can get in there to recreate as the road is not maintained...even if it should be
Negative	77.48%	Add green trails. Should not increase motorized use.
Negative	76.86%	The connection to North Flank has been made unrideable by the ATV used by the commercial operator. It wasn't an easy climb before it degraded, but like the Callahan it's all baby heads. Is that a waste of trail? What about the connection to Rainbow? The vision was a trail that traversed the valley. Poorly laid out climbing trails. Cumberland has climbing trail figured out.
Negative	73.42%	not familiar enough with this area to comment.
Negative	63.51%	Don't know enough about the options to comment.
Negative	61.69%	It should be bike And Hike. No to Moto trails

Negative	61.34%	It is time to ban 2-stroke recreation throughout the valley. Get rid of obnoxiously noisy, disgustingly stinky moto and trials bikes (and snowmobiles, and no, it doesn't matter if some of them are now 4-stroke).
Negative	58.56%	The amount of feces and toilet paper scattered around unmaintained parks and trails is revolting. I would hope sanitation would be addressed in all of these areas (with or without trail expansion)
Negative	37.74%	Make the existing routes better
Mixed	87.89%	1/ yes, it's more challenging and technical just by the given fact of the terrain. that is totally fine and is suitable for a variety of users. 2/ I do not entirely understand the 'hiking only trails'. if it means that in more challenging mtb trails terrain there shouldn't be hikers and riders on the same trail - agreed. then its better to have separate hiking trails due to safety reasons. 3/ definitely look into options to improve connections to other core networks like wedge or STS
Mixed	73.71%	Some areas need to be focussed on hiking only and this would be one where bikes could and should avoid. Encourage more sensitivity to natural surrounds and take easy and conscious awareness of natural beauty here. Can we have a slow-paced area within the community? The trees and beautiful forests lend itself to a slow pace here.
Mixed	67.54%	The vehicle access road to the Ancient Cedars is in terrible shape. Given the gem that the Ancient Cedars is, there ought to be better maintenance of this road.
Mixed	67.33%	I don't think much needs to be done here. Leave it as is and let the trials riders use it. The road to ancient cedars trailhead could use some work though. Lots of city slickers drive up there in cars that shouldn't :)
Mixed	59.08%	Can we hold TAG accountable for road maintenance in what I assume is their tenure? Ancient Cedars is a rare easy hike, it would be nice if road access wasn't so rough.
Mixed	50.48%	Just because there is an impetus to build expert trails and little interest in building intermediate and green trails - which require much more work - that doesn't mean this is all this terrain is suitable for.



Lost Lake Park

Information Presented in the Survey

Overview

The Lost Lake network area (Lost Lake) is located in between Whistler and Blackcomb, at the base of Blackcomb Mountain, and it covers Lost Lake Park. To the west are the White Gold and Spruce Grove neighborhoods and to the south and east is the Fairmont Golf Course (Map 6). With its close proximity to Whistler Village, it is the busiest trail network in the study area.

Lost Lake features rolling terrain and predominately beginner and intermediate trails that are suitable for a range of ages groups and users including crushed gravel and narrower more technical singletrack. There are also sections of hiking only trail on the nature loop. Given the parks popularity with tourists, especially in the summer for lake access, it can be extremely busy with many different types of users.

Given the nature of the trails, it’s also popular for mountain bike instruction courses, trail running and mountain bike events, and family use.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trail development

This area is MORE suitable for:

- Pedestrian only trails
- Active transportation connections and amenities
- Refinements and adjustments to existing trails

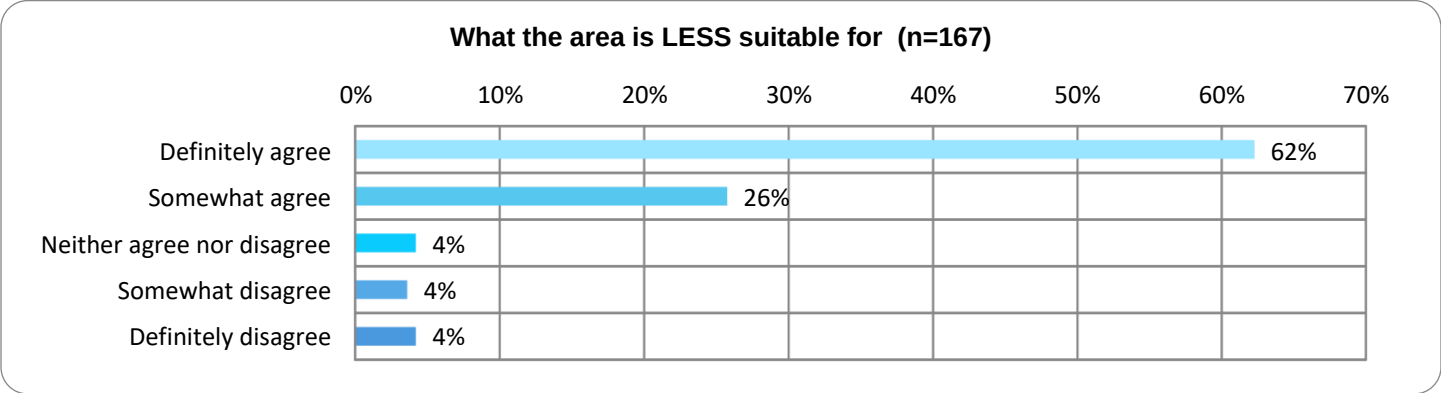
Recommendations

Based on the area information and detailed background assessments (separate documents), the directions and recommendations for this area are:

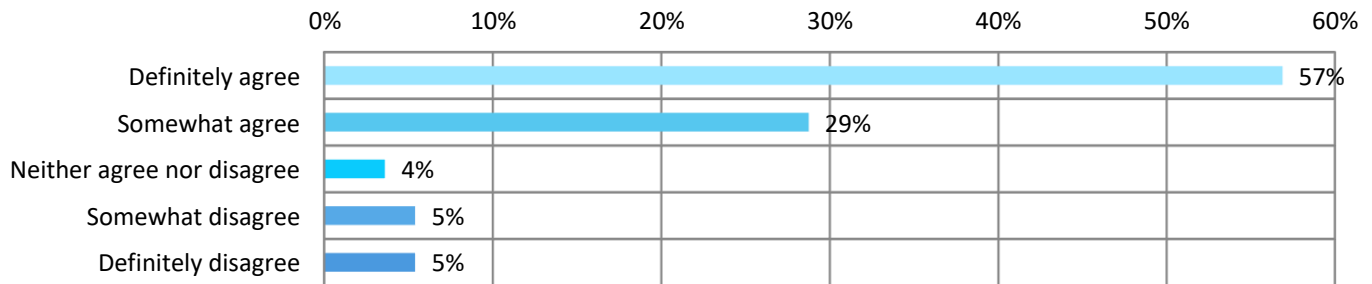
- Maintain focus on Green, Blue and Pedestrian only trails.
- Promote and enhance active transportation use and opportunities.
- Given the high density of trails, consider refining or rerouting existing trails before building new ones.
- Increase trail maintenance and repairs to maintain experiences over time.

See Section 2 [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

Survey Results



What the area is MORE suitable for (n=167)



Recommendations (n=164)



Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n=43)

Note: Lightly edited¹⁴ responses to this question are presented in the table below according to the unaltered¹⁵ sentiment analysis completed by the Engage Whistler engagement tool.

Sentiment	Sentiment Confidence	Contribution
Positive	99.88%	It's well serviced already
Positive	99.83%	Great area accessible for guests. Needs more trails.
Positive	99.82%	Great areas for kids / new mtb'ers to recreate in.
Positive	99.16%	lost lake is great the way it is. The trails are already packed in plenty tight enough.
Positive	98.96%	I ride here often. Great asset to have this close to the village. More frequent trail maintenance is required.
Positive	97.53%	I don't disagree, and I think Lost Lake Park is exceptionally valuable for lower-level bikers learning to better riders, great for teachers and coaches to bring their students, and it's great that they made some of the blue trails accessible to more riders.
Positive	95.24%	Existing trail maintenance in this area should be the priority due to the very heavy use. It's a fantastic network that is always fun to use for many abilities. The improvements that were made in 2023 to the Zappa trails needed to be done at least 3 to 5 years ago. The improvements and maintenance made a huge difference to the usability and enjoyment of this area and therefore should continue to be the focus.
Positive	82.28%	Given our milder winters of late, I would like to see mountain and fat bikes permitted on lost lake intermediate singletrack in winter. It is perfect steepness for low angle descending in slippery condition.

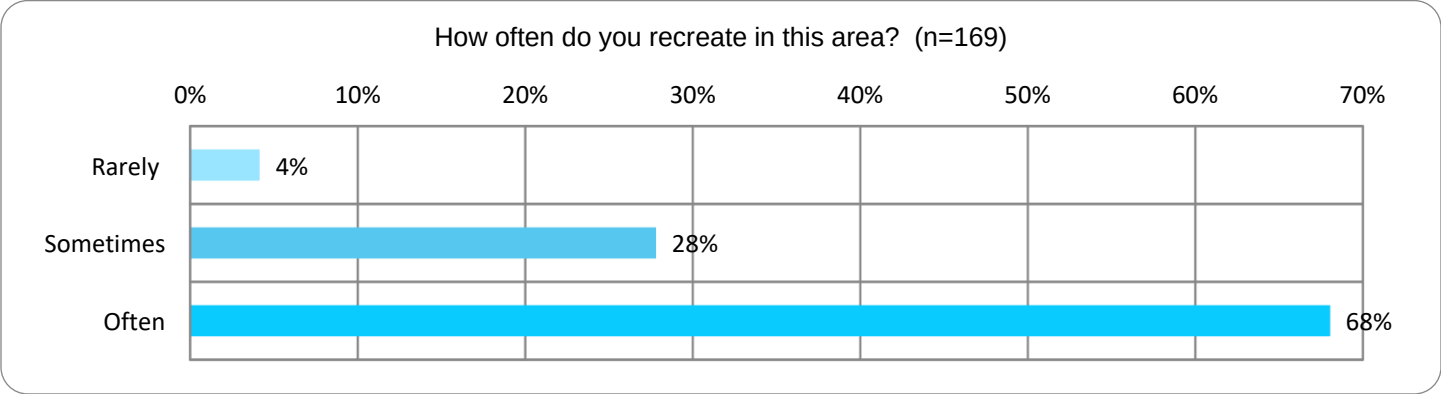
¹⁴ Spelling and grammar were corrected, and any personal names/references were removed.

¹⁵ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

Positive	79.39%	This trail network could and should have some black trails!
Positive	76.07%	The fire thinning makes the place stark and void of bushes for birds etc. it definitely does not need more trails, and eliminating short cuts would help it look less trampled
Positive	73.35%	would recommend fat biking trails for winter riding please
Positive	68.63%	Gem of a trail system and does not need to be changed. Just maintained.
Positive	64.52%	there's room for more MTB trails above the frisbee golf course. Don't need more pedestrian only trails
Positive	56.5%	Expand maintenance schedule
Positive	50.55%	great zone. not really sure pedestrian only trails are needed. I would really like to see a zone where you can bike with your dog of leash!! as a local its a joke that we don't have this in lost lake. Zappa trails seems appropriate for this. not exactly sure what active transportation connections and amenities entails but it sounds like it might be headed in a 'Disneyland' direction which will certainly take away from the fairly pristine nature experience users enjoy there now
Positive	34.85%	Lost Lake trails should not be just pedestrian. The trails are ideal for beginners on bikes, kids and seniors. I would support the banning of e-bikes on these trails but not all bikes.
Neutral	96.87%	Build a jump trail, find new management for WORCA
Neutral	96.74%	Consider connecting FSR above Golf course (current access to Yummy Numby) to N end of Lost Lake (Polers Road) to create an Upper Loop. Will need significant reroute to reduce the gradient of the climb and to 'wrap' around the N end of the Golf course. This area is so popular, is it possible to create a second Zone? Parkhurst lands connected by a new bridge across the Green River?
Neutral	83.18%	Lost Lake is a vital multi use (MTB + Walk) area. Green, Blue + the very few Black trails should be exclusively MTB while the double track roads+ trails should be maintained as multi use
Neutral	74.78%	this area could have more blue and black mtb trails in addition to pedestrian since already heavily used, and therefore limited wildlife habitat considerations, trail density could be increased given the size of the area
Neutral	68.61%	No new trails are needed here
Neutral	65.36%	Keep lost lake as beginner intermediate biking. Pedestrians don't need more trails
Neutral	54.99%	Lost Lake desperately needs to be made all-weather as it is a primary spot for riding in early spring and late fall when there is a lot of rain. Right now, it has water holes everywhere after even 10-20mm of rain, and in the spring/fall this can take several days to dissipate.
Neutral	44.54%	Need more bike trails and less hiking trails
Neutral	41.53%	Pedestrian only trails should be aimed at shoreline trails. This should not take away from existing bike trails. Lost Lake is one of the few beginner friendly bike areas in Whistler which helps to keep novices away from intermediate and advanced trails elsewhere for safety
Neutral	41.02%	Ms. Pinky is one of the routes I take people to ride that don't like wood features. Because people think LL is a beginner area they get in over their heads. There are some nasty consequences if you come off the wood features. The south end of the Zappa zone is packed with MTB lessons. Can WB create some trails on their tenure or improve what they already have?
Negative	98.46%	In regard to active transportation...as with all areas in Whistler that service both cycling commuters and pedestrians, it is inadequate and unsafe to have cyclists and pedestrians sharing such narrow and/or unmarked pathways. The infrastructure for active transport is entirely inadequate, throughout the municipality.

Negative	97.58%	Pedestrian only is not a good idea. The bigger issue is the use of kids' camp groups, which I believe are commercial entities, using the heavily used trails. Their use should be limited or have them pay for use.
Negative	95.25%	don't like ped only trails
Negative	88.21%	There needs to be awareness/signage regarding the use of e-bikes on these popular trails. Extra wear and tear and excessive speeds are a real issue.
Negative	83.83%	Whistler needs more mountain bike trails like this to reduce demand and impact on this area
Negative	81.99%	Please do not create more trails in there, it's already overdeveloped
Negative	70.65%	RMOW trail crew needs to do more maintenance on the blue Zappa trails loop. There needs to be a good easier blue ride for skills development for riders - currently it's too big of a jump from Lost Lake Green (e.g., Tin Pants) to some of the Lost Lake Blue (e.g., Pinocchio's Furniture) without ride-arounds on some of those blue features.
Negative	66.23%	High usage levels on the existing trails are wearing them out. You need more maintenance and repair budgeted for the existing trails before you create more.
Negative	64.04%	No new trails. Like focus on active transportation.
Negative	52.97%	There are more intermediate mtn bike trail options on the white gold traverse area and above. Would be good to have another long-linked trail network like the Zappa trails.
Negative	49.88%	Favour walking over shuttle options unless shuttles are for individuals with mobility accessibility considerations.
Negative	48.03%	Winter trail access in lost lake should be free. Or summer trail access in lost lake also adopts a 'user pays' model
Negative	46.8%	Please consider off leash dog access and pedestrian access to some trails during winter that are not part of the Xc routes. Closing the whole of LL park to Xc only is a dire misuse of the huge area that is under utilized while closed to the public. Agree to no more trails! It is already very dense. Connectivity btw lost lake, Passivhaus and spruce grove are important and should be maintained - and consider specific use trails e.g., some could be bike only, some could be pedestrian only while others could be both. There is a bit of conflict in here during busy times so it would be useful to consider better management of these trails. Please also protect the forest as the fire protection works, we're great and now we need to allow time for the beautiful moss and tall trees to recover
Mixed	89.62%	Lost lake is a great area for mtn biking, but it's pedestrian nature and tourist draw make for bad interactions between trail users. I now avoid lost lake unless I'm with a beginner rider. Hikers there can be incredibly rude.
Mixed	89.45%	Would like to see some of the rocky sections smoothed out to make the trails truly green. Would like to see the south section of Panorama smoothed out as it is on the north and middle sections. It's way too rocky for me to ride and walk. This would provide a good green connection.
Mixed	79.31%	there is potential for new trails, hiking and biking trails as well as easy green multi use trails. current trails are overused. a hike only trail loop would be nice not just that trail that goes to the lake. the roads are mostly used by tourists. the green trails are ok but there could be more blue bike trails. esp. with increasing ebikers.
Mixed	78.32%	1/ better education for visitors on trailheads: point to Trailforks, rough time estimates, invasive species, wildlife encounters & behaviour, garbage 2/ keep the character of trails and their features, don't 'downgrade' trail ratings by maintenance just to make it 'friendlier' for visitors, increase maintenance - all woodwork is great!

		3/ pls explore how to better connect to 'cut yer bar' and 'emerald forest' zones 4/ I don't see the point in 'active transportation' considering the proximity to the village
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Rainbow/Emerald

Information Presented in the Survey

Overview

The Rainbow & Emerald Neighbourhoods network area (REN) (Map 7) is located to the north of Green Lake and covers the Emerald Estates and Rainbow Neighborhoods. The network area is a mixture of private, municipal and Crown Land.

This area was affectionately dubbed the ‘no-flow zone’ decades ago, and its reputation of chunky, sharp rocks and roots with awkward spacing and technical singletrack has persisted through the years. It can be physically and mentally challenging for the most experienced users, and intermediate users can find it very hard and intimidating.

Emerald is generally a local’s area and isn’t overly popular with most tourists.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Green Circle (Easy) trails

This area is MORE suitable for:

- Potential connections to improve usability and provide loop options.
- Valley Trail connectivity for active transportation

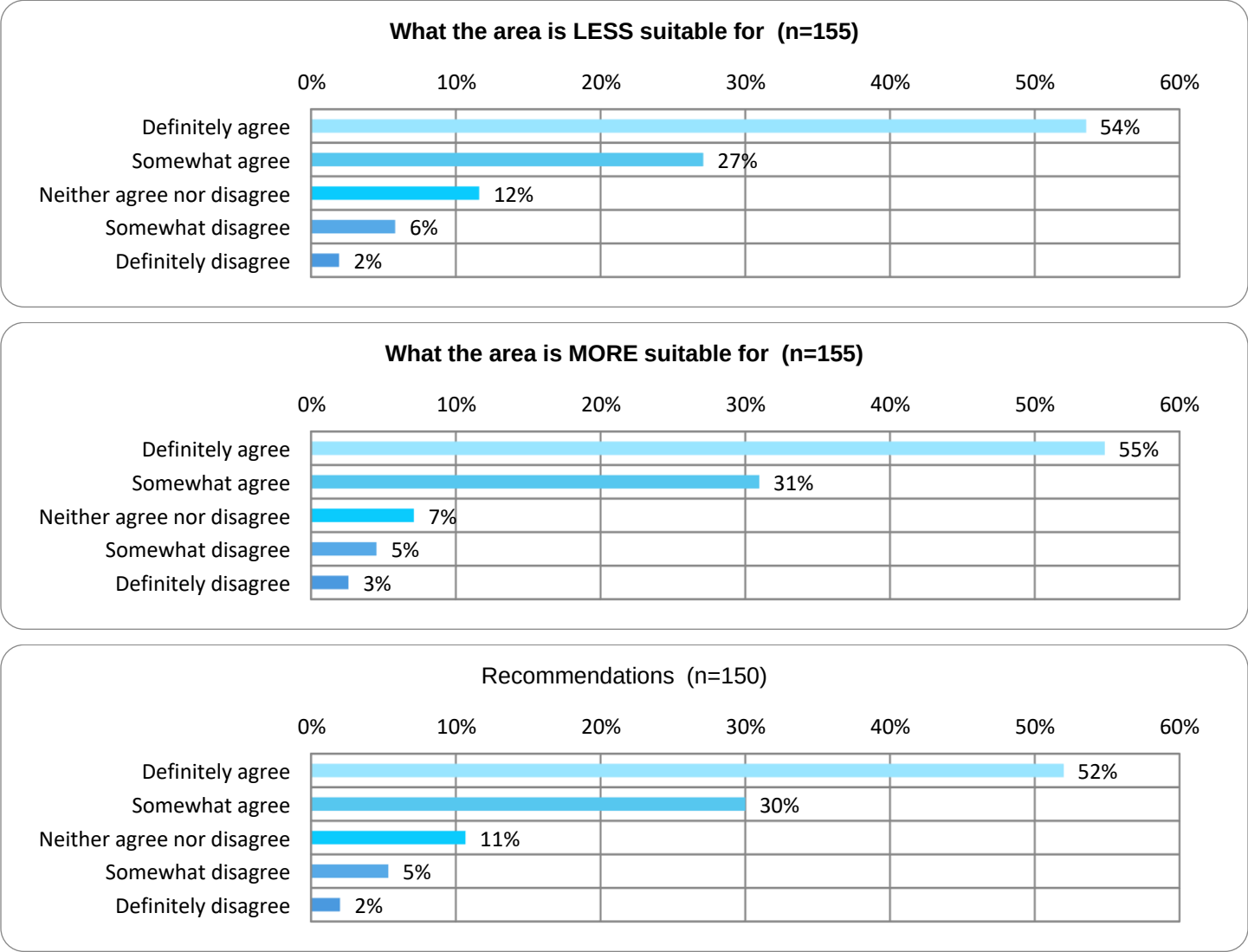
Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Maintain character and nature of this area as focused on neighbourhood and community use.
- Carefully consider more Blue level connectivity without removing technical nature of the area
- Preserve overall low to moderate density.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

See Section 2 of [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

Survey Results



Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n=33)

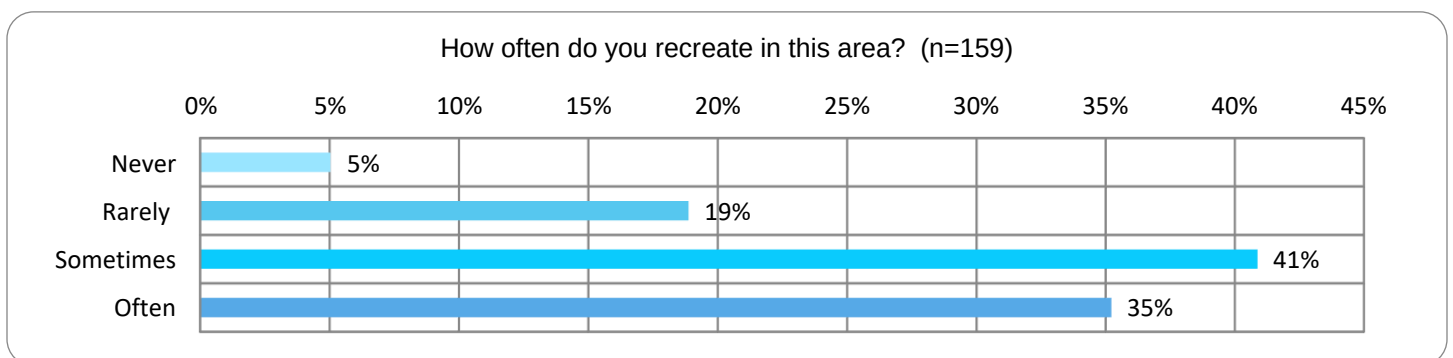
Note: Lightly edited¹⁶ responses to this question are presented in the table below according to the unaltered¹⁷ sentiment analysis completed by the Engage Whistler engagement tool.

SENTIMENT SUMMARY 12.1% 18.2% 33.3% 36.4%		
Sentiment	Sentiment Confidence	Contribution
Positive	99.94%	Everything bang on correct. well done!

¹⁶ Spelling and grammar were corrected, and any personal names/references were removed.
¹⁷ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

Positive	99.69%	Excellent work has been done over the last few years to make this area more user-friendly with a number of ride-arounds. Thank you.
Positive	90.51%	def better connection to valley trail system and forming a green lake loop option needed.
Positive	78.33%	Current multi-use (biking/hiking in summer, snowshoeing/walking in winter) seems to be working with polite interactions in all my experience. Heavily used as a dog off leash walking area and again, for the most part, I haven't seen any negative interactions. Fuel treatments have opened up some of the area (e.g., Creamsicle) that may result in more random down trails for biking.
Positive	76.9%	I feel that this area would benefit from more green trails.
Positive	66.58%	It would be awesome to have an off-highway valley trail connection!
Positive	57.58%	no need for more blue trails in this area, will reduce the character of the zone.
Positive	56.67%	More suitable for walking vs biking
Positive	46.75%	Yes, more active transportation connections with valley trail!!!
Positive	46.46%	I think that you could make one trail easier - Shit Happens. It could be a neighbourhood trail that provides the lower end of skill progression for people that live in Rainbow and Emerald. Still have lots of tougher trails such as Anal Intruder, White Knuckle, Azreal.
Positive	39.13%	Rainbow hanging gin tonic are epic areas that should be properly linked and looped to make a comprehensive higher elevation hiking experience
Positive	35.49%	You can build some less technical trails if there's a desire
Neutral	99.28%	We need a two-way blue connection trail from Rainbow to/from Emerald.
Neutral	96.87%	Build a jump trail, find new management for WORCA
Neutral	94.18%	Build more dark blue trails
Neutral	93.05%	grizzly territory
Neutral	85.59%	More bike trails please
Neutral	83.08%	Why build more trails in bear habitat?
Neutral	73.32%	1/ keep the valley trail between rainbow and emerald open in winter - European alp communities are able to keep theirs open too 2/ community development took trails / trail space away - some exits in emerald were 'adjusted' 3/ trail development is most likely driven by the nature of the locals 4/ it would be great to connect those trails better with north of town and wedge mountain 5/ there is basically no parking or trailhead - pls consider options as the area is mostly residential parking 6/ alternatively there could be better connection options over to alpine network
Neutral	70.58%	Need to reconsider ebike limitations in this area for active transportation and inclusive trail accessibility
Neutral	59.71%	You're concerned about maintaining the "technical nature of the area". You are certainly getting steered by a small but highly influential group of expert riders. Before I would answer any of the questions, more detailed analysis/planning would be required to inform final decision-making
Neutral	55.99%	"Valley Trail connectivity for active transportation" - it all depends on where that would go. Behind Emerald and in the woods between Emerald and Rainbow would not be a good place for that without big footprint/impacts and character change of what is now still a fairly natural area.
Neutral	42.16%	access from emerald can be challenging (death chute) - this route would benefit from a proper built access trail

Negative	98.25%	Not enough connectivity to the emerald neighbourhood
Negative	74.35%	The no-flow zone was originally created by Trials Moto bikes and as always, we invite other users to our trails, but we will not be pushed out by your failure to recognize the original and ongoing use of this area by Trials bikes. Mostly locals and we also don't want to advertise this zone to the general public.
Negative	66.62%	A main artery connecting rainbow to emerald via one duck lake would be very desirable
Negative	39.15%	This is really a local backyard trail system mainly used by Alpine/Rainbow/Emerald residents. There is no trailhead parking anywhere in these neighbourhoods. Public transit to these trails is minimal. In their current state these trails do not attract E-bike users and so remain comfortable for pedestrian hiking. I'd hate to see them "improved".
Mixed	80.52%	the no flow zone is so unique and loved by those who use it. please don't change it!! the terrain will never lend itself to blue or green trails
Mixed	72.55%	There are already good loops for both hiking and biking. The biggest challenge is keeping the trails open and accessible through public land right of way and to stop shutting it down constantly for fuel thinning.
Mixed	71.62%	Like the valley trail aspect but no other new trails as there are enough already. Maintain existing character.
Mixed	66.93%	Rainbow/Emerald really needs some improvements. Yes, it's the "no flow zone" but making it have more flow would encourage more usage and would move usage from other areas to here. Up Shit Creek was a major improvement for this area, and it would be awesome to have the trails that connect to it upgraded (smoothed out) to make them more fun. Shit Happens should be reconnected above the Rainbow neighborhood so that riders/hikers don't have to enter/exit onto the roadway. This is a classic trail that should be made whole again. I love this area but wouldn't mind having it be more fun!
Mixed	57.71%	Again, I do not see a recommendation to monitor grizzly activity. Considering the amount of land, a grizzly can occupy and all recent activity being on the west side that surprises me. If the trail development and connectivity is a potential factor in the grizzly migration, I would be weary of increasing that connectivity at this time. Also, the amount of feces and toilet paper scattered around unmaintained parks and trails is revolting. I would hope sanitation would be addressed in all of these areas (with or without trail expansion)
Mixed	39.69%	I know there are a lot of NIMBYs in Emerald, but I do think the area can take a bit more outside traffic with more trails that support that. Most other neighbourhoods have some sort of trail attraction



Westside-Rainbow

Information Presented in the Survey

Overview

The Westside-Rainbow Mountain network area (Rainbow) encapsulates the southeast side of Rainbow Mountain, including its peak. Alta Lake Road passes through the southern part of the network area, which extends to the Alpine Meadows neighborhood and ends at Highway 99. The northeastern part of the area connects to the Showh Lakes and Ancient Cedars area of Cougar Mountain (Map 8).

This area's diverse trails include the ACC-Whistler (ACC-W) constructed and maintained Skywalk hiking trail network, and a range of steeper and more technical mountain bike primary descents leading to the valley where more Blue level trails are located. Rainbow is a well-connected network both internally and to adjacent areas.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional mountain bike descent trails in the area adjacent to Alpine Meadows
- Green trails

This area is MORE suitable for:

- Designated Staging Area
- Mixed trail rating development such as intermediate trails with advanced options
- Mountain bike climbing trail connectivity to improve useability.
- Key connections to provide cross area connectivity.

Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

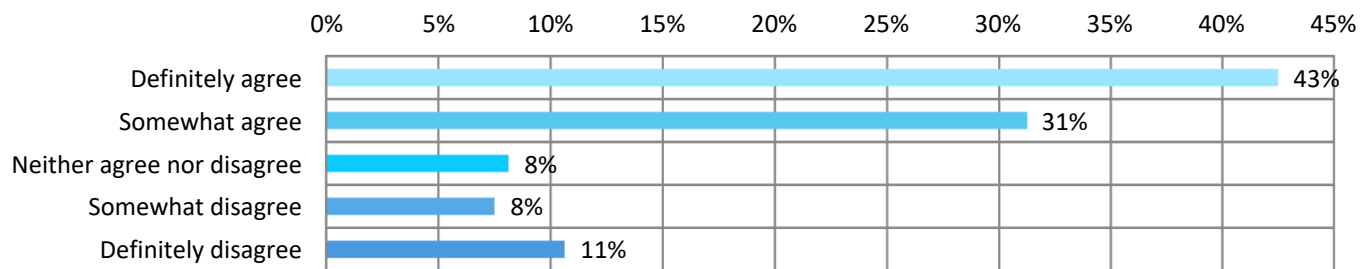
- Continue to monitor grizzly bear recovery and use in the alpine area.
- Establish an appropriate staging area to support Rainbow and Skywalk network use.
- Explore shuttle¹⁸ to Skywalk trailhead.
- Explore potential trail connectivity to the Valley Trail and adjacent Network Areas where appropriate.

See Section 2 [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

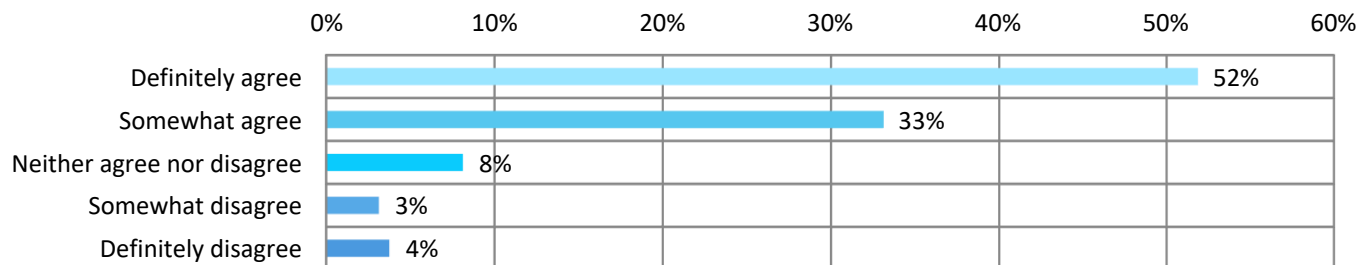
¹⁸ 'Shuttle' refers to a coordinated transportation service to minimize personal vehicle use and parking requirements. This clarification was not included in the survey and as a result, some respondents understood the reference to mean shuttling to trails by personal vehicle. Regardless of which type came to mind for respondents, most disagree with shuttling of either kind being added.

Survey Results

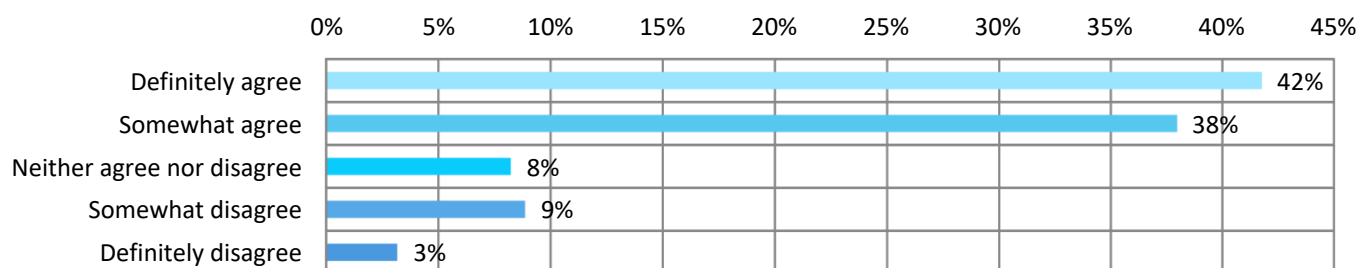
What the area is LESS suitable for (n=160)



What the area is MORE suitable for (n=160)



Recommendations (n=158)



Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n=52)

Note: Lightly edited¹⁹ responses to this question are presented in the table below according to the unaltered²⁰ sentiment analysis completed by the Engage Whistler engagement tool.

SENTIMENT SUMMARY 25% 21.2% 30.8% 23.1%		
Sentiment	Sentiment Confidence	Contribution
Positive	99.32%	Skywalk is a beautiful and popular trail. Efforts and resources to improve the use of this trail are valuable to locals and tourists alike.

¹⁹ Spelling and grammar were corrected, and any personal names/references were removed.

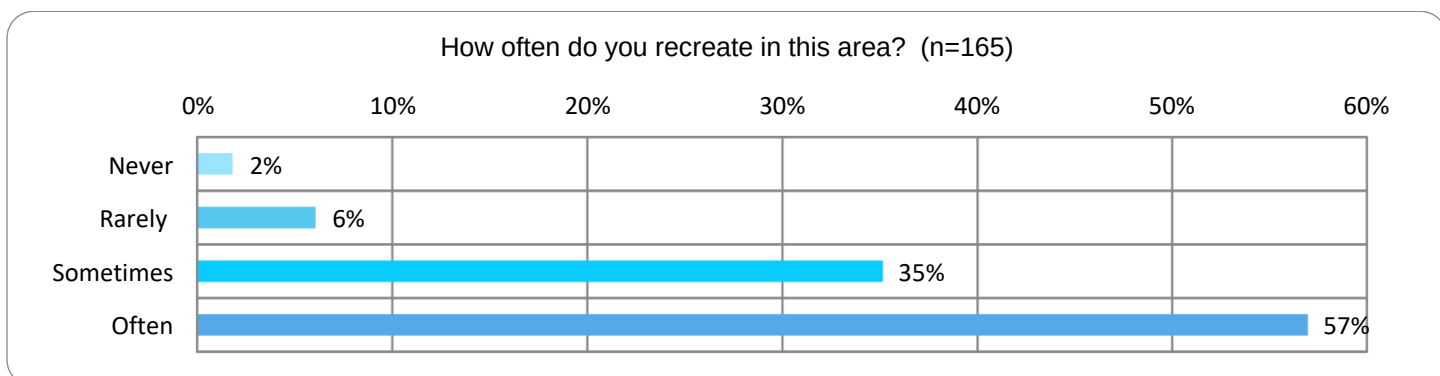
²⁰ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

Positive	99.29%	The trail network is fantastic and therefore receives fairly heavy use already. Trail maintenance and improvements are most needed here because the steepness of the trails contribute to excessive wear (ruts, erosion). Preservation of this area is very important because of its significance.
Positive	94.93%	Would love to see the planned cultured climb trail (Low-Angle Singletrack-Rick's Roost extension) built for a nicer climb experience to access the flank.
Positive	91.81%	This area is large and has plenty of space for more MTB trails. Climb trails are not necessary here: the flank trail is fine
Positive	80.22%	I was expecting the Cultured Climb singletrack climb to be extended. It seems like a good area to develop more advanced mountain bike descents given the steeper terrain. I have friends that live in the Alpine Meadows neighbourhood that would like to have more mountain bike trails in their local area.
Positive	73.96%	Really do want more green trails!
Positive	73.88%	I would love to have bike trails both to the granite domes playground on skywalk and through the forest coming down from screaming cat. Separate trails for bikes and hikes, like we currently have adjacent to Howler. We don't need a shuttle to Skywalk, existing public transportation fills that need.
Positive	72.47%	Just work on making the existing trails better and well maintained
Positive	63.75%	No shuttle to skywalk trail!
Positive	62.13%	No shuttle. You going to exercise. You can pedal there
Positive	46.63%	Protect bears, no new trails, improve car free access
Positive	39.59%	Shuttle is not necessary. People can pedal or drive themselves. We do not need to attract more novices to this area. Making it more difficult to access is a good thing
Neutral	96.87%	Build a jump trail, find new management for WORCA
Neutral	93.96%	Re-explore 19-mile creek crossing near the end of howler, sending you back to ricks roost area, green monster, etc.
Neutral	91.14%	How do you justify moving shuttles through a residential neighbourhood?
Neutral	85.53%	1/ westside is a destination network for locals AND visitors - especially on weekends for all ages 2/ provide more parking spaces - needs more next to street to start piece of cake 3/ recognise that Stonebridge is a starting point for LOTS, it needs more 'trailhead' parking 4/ better education for visitors on trailheads: point to Trailforks, rough time estimates, invasive species, wildlife encounters & behaviour, garbage 5/ pls explain the shuttle option to better understand what potential problem that will solve 6/ yes to better connections to the valley trail
Neutral	81.44%	I ride here often.
Neutral	79.49%	More growth room for descent trails (blue rating) here.
Neutral	79.48%	In addition to monitoring grizzly bear activity, there is a need to monitor the level of human use.
Neutral	73.52%	As a user of this area, I very rarely see mountain bikers on current trails, including those easily accessible from current staging areas. Why build more trails for them, destroying habitat?
Neutral	69.2%	A few more descending trails above Alpine would make good use of Ricks Roost and the Flank as arteries. Some of them are already there, unofficially.
Neutral	65.04%	As a resident of Alpine, I want more trails in the Alpine area. Specifically, the completion of the planned climb trail from Rick's Roost to Prowler. Rogue trails are already being built in our area, but I'd rather have new trails built and sanctioned by WORCA rather than by rogue builders.

Neutral	61.41%	Support the Cultured Climb trail extension another trails N of Howler. Support major Flank trail reconstruction above current from Jaws to 27 switchbacks; the current trail is badly washed out and the terrain above is well suited to a blue single track. Explore possibility of another bridge over 21 mi CK to eliminate as much of the highly unpleasant 27 switchbacks as possible.
Neutral	52.48%	Please connect the climbing trail above alpine. A parking dedicated parking area away from people`s homes that connects directly to a climbing trail would also be great
Neutral	49.45%	Same as above
Neutral	48.0%	A shuttle for the hikers should be a shuttle for the riders as well
Neutral	46.16%	never should have built the Skywalk trail starting in a neighbourhood and accessing grizzly habitat in the first place. Decommission the Skywalk trail and build more MTB trails above Alpine
Neutral	34.12%	I'm all for Grizzly Bear recovery, but the answer isn't to ban ourselves from our backyard. Learn to live with them, don't give up. I would love to see a Rainbow's End - Rainbow Lake connection. Also, Rainbow Lake to Sproatt via Gin/Tonic drainage?
Negative	95.96%	I would not promote shuttling
Negative	89.98%	No shuttles
Negative	89.98%	No shuttles
Negative	89.01%	"Explore shuttle to Skywalk trailhead"? What exactly does this mean? It looks really bad and suggests ATV/4WD support - not something I am in favour of. More detailed analysis/planning would be required to inform any decision-making
Negative	82.2%	no shuttles
Negative	79.05%	Again, vehicle shuttle traffic I feel should not be encouraged. Non-motorized access is doable and better for the area, access road, wildlife etc..
Negative	71.53%	What is wrong with technical downhill trails... Howler Billy epic jaws.... come on. I'll ride these till I'm dead.
Negative	68.86%	Be careful to avoid funneling tourist traffic through the Alpine neighborhood. Adding staging areas or a shuttle to skywalk could have this negative impact - much like what's expected from the new Rainbow Park Tourist Trap. Access to anything on the westside should be encourage via Alta Lake rd. at Tamarisk or not at all.
Negative	56.67%	Again, mentioning shuttles in your non-motorized survey...so people can create more Green House gases, how does that fit with the Big Moves the Muni is trying to do as well the increased recreation with the Grizzly bears. Sooner or later, someone will fall victim to the Apex Predator as they recover the population. Skywalk and Iceberg Lake trailhead on Mountain View drive has also been a disaster with over parking and visitors shitting in the ditch. (yes, there's a porta potty there sometimes)
Negative	52.72%	I challenge what data supports a conclusion that the area is less suitable for bike descent trails adjacent to Alpine. Currently there are only 3 downhill trails that exit near Alpine: Cat Scratch Fever, Green Monster, and Howler. Maybe 3.5 trails if you consider Fever Cat separately from Cat Scratch Fever. This is a far lower density of downhill primary trails than compared to Westside-Sproatt, for example. Downhill trails like Billy Epic, Binty's, and Jaws / Surf's Up are in "Westside - Rainbow" but cannot be considered as exiting near the Alpine neighbourhood and potentially causing conflicts with local residents. I strongly agree with recommendations to establish a trailhead for hikers using Skywalk / Iceberg Lake. As an Alpine resident I see visiting hikers all summer accessing those trails, which is great, but they need signage, garbage cans, and somewhere to use the bathroom.

Negative	47.55%	Given the cougar and grizzly situation which is only going to get "worse"/way more of them this area should not be considered for development as you will either be putting people or wildlife at risk
Negative	45.16%	Close to \$750,000 was spent to build the Skywalk trails. They need to have better trailhead parking. Nobody wants to walk from Meadow Park to start their hike. Shuttles are not a practical way to get people to trailheads. People need the flexibility of arriving early in the morning and leaving late at night. Better trailhead parking is the best solution. The lack of trailhead parking is increasing people's carbon footprint as they will choose to go somewhere else with better parking instead. People would rather drive to Joffre Lakes than walk from Meadow Park to the skywalk trails.
Negative	44.98%	I disagree with excluding green trails. There are very few outside of lost lake; Emerald Forest and the area adjacent to Alta Lake Road have green trail potential.
Mixed	95.35%	Keeping people and the bears safe is a top priority. Not a fan of shuttles. I assume the goal is to reduce car traffic, but all it does is increase people.
Mixed	78.16%	I agree with all recommendations except a shuttle.
Mixed	72.09%	I don't think more trails in key habitat areas is an issue. I'd really like to see more mtn bike descent trails in this zone!! climbing trail would be great!
Mixed	60.52%	Grizzly bears and cougars don't belong in our area they should live far off human habitats. so, recovering them in Callaghan was a bad idea, now we have this great network, and we can't use it. this area hosts some of the iconic trails hiking and biking such as Howler, Billy's and has potential for more, esp. as howler is a good bad weather trail, and the best hiking trails.
Mixed	58.93%	Ha! Less suitable for more MTB trails, yet this is rogue trail territory. Close to town so easy to work on. Cultured Climb a great addition, though still pretty punchy and tight for 29ers. People are doing the loop from Skywalk to descend onto the Flank. Basically, walking on a Trials bike route. Fair enough, they pioneered it, but it has such great potential as a hiking loop. I'm not keen on a shuttle for Skywalk. Should we do a shuttle for Rainbow Lake? No, yet that road is in better shape.
Mixed	53.67%	Increasing traffic to the area will require more robust public education. And again, the amount of feces and toilet paper scattered around unmaintained parks and trails is revolting. I would hope sanitation would be addressed in all of these areas (with or without trail expansion)
Mixed	53.05%	I would love to see a higher altitude all season (for backcountry skiing in winter) staging area at the flat area at the top of Rick's Roost at 880m ASL. I think winter access is critical, and the Rick's Roost location seems ideal as it has a similar altitude to other winter trailheads in the region (diamond head, WOP). This would solve ongoing conflicts between residents and recreationists over parking. I was shocked that RMOW did not even attempt to address this problem when designing the rainbow subdivision. If a high-altitude staging area is constructed, then trails should be co-developed for both summer and winter use. Hiking + snowshoe + backcountry ski is a good combination and I think MTB climbing trails could be good for Nordic backcountry skiing if the elevation is high enough. Should also finish build out of skywalk network by connecting skywalk south to rainbow lake via the south side of rainbow mountain. I recall this trail was part of the original skywalk proposal. Why is it not included in the trails plan?
Mixed	51.12%	Needs more dark blue trails. All trails are too easy or too difficult. Climbing trails need to be more friendly.
Mixed	46.89%	Really concerned about increase in traffic (mostly on bikes, but also foot) into grizzly habitat. The black to triple black trails are also causing too much erosion and by definition are therefore not sustainable. I'd like to see trails in this area (and many others) become stable. That is: (1) rationalize the trail network by closing ones that aren't suitable for environmental or other reasons; (2) stabilize current trail rather than building new ones; and (3) adopt the goal of no change year to year, i.e., stop the current trend to increasing damage each year.
Mixed	44.24%	I ride this area a lot it should be allowed to build more advanced trails and not incorporate blue and green trails except for climbing!

Mixed	43.89%	Whistler west side is ripe for development of more linked blue level maybe low black level MTB trails as well as more hiking trails to the sub alpine. It should be whistler next big development for hiking and hiking
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Westside-Sproatt

Information Presented in the Survey

Overview

The Westside-Sproatt area (Sproatt) is contained by Alta Lake Road and Highway 99 on the south, Callaghan Valley in the West, Beverley Lake and 21 Mile Creek along the northeastern boundary and is accessed by multiple locations along municipal and forest service roads (Map 9).

Sproatt features many of Whistler's well known historic and most popular technical mountain biking and hiking trails and provides backcountry access to popular alpine destinations and trails which embody much of the Whistler trail experience.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional mountain bike descent trails in the core Lower Sproatt area below the Flank Trail between Industrial Disease and Rainbow Lake Trail.
- Green trails

This area is MORE suitable for:

- Staging Area for core Sproatt access.
- Mountain bike climbing trail connectivity to improve experience, useability and connectivity.
- Mixed trail rating development such as Blue trails with Black options.
- Additional trails building off existing infrastructure (climbs or access) in appropriate locations.
- Key connections to provide cross area connectivity.
- Enhanced Valley Trail connectivity for active transportation

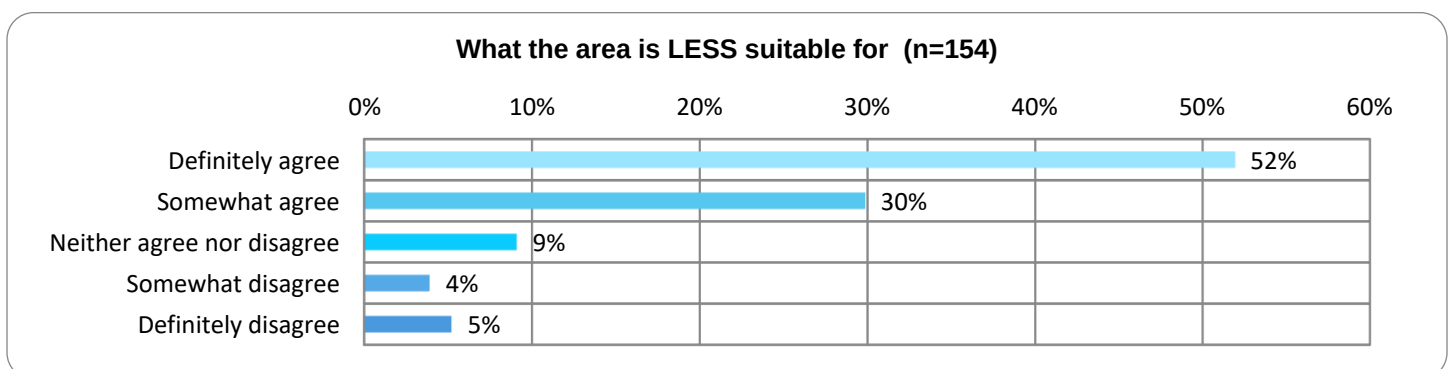
Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

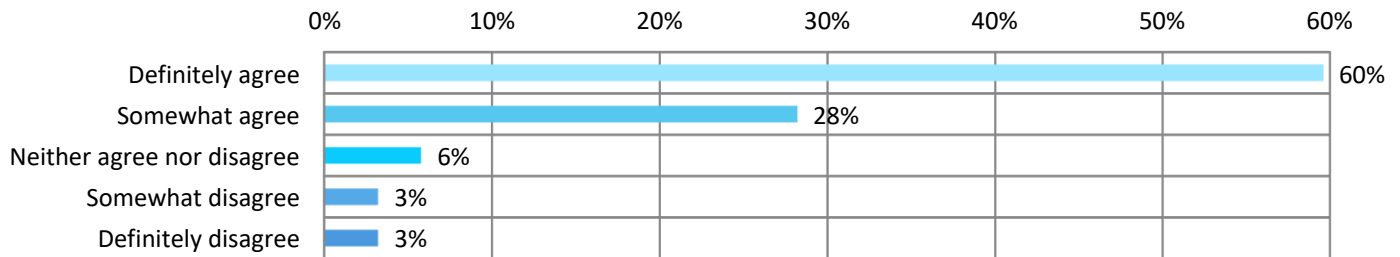
- Continue ongoing monitoring of wildlife and habitat values in the Sproatt alpine and continue to enforce the source water and grizzly bear management strategies and recommendations, including amending and refining them as necessary.
- Avoid trail development in identified grizzly bear habitat around and above the historic Flank Trail area on the southwest flank of Sproatt and in the Gin and Tonic lakes basin.
- Hold deferred alpine network trails in reserve subject to ongoing and future determinations regarding suitability related to wildlife or source water considerations.
- Consider and plan for new trails in this area carefully given environmental sensitivities, existing trail density, intensity of use, current lack of designated staging area, and other constraints.
- As important components of a well-planned and connected network, advance support of these trail additions which will provide enhanced user experiences and useability of the network by completing key trails to improve user safety, enhance connectivity, and provide additional trail opportunities in well considered locations:
 - Mystic - Function (WORCA, existing Section 57 application, Descent Primary, Blue with Black options), a descent primary trail currently under final processing by the Province.
 - Beaver Pond reconfiguration (existing Section 57 application, Two-way, Blue) to connect Scotia Nova to the Beaver Pond trail via a new trail running adjacent to Scotia Creek and connecting to the existing trail on the west side of Stonebridge Drive. The existing Beaver Pond trail exit onto Stonebridge Drive will be decommissioned.
 - 'Leftovers' climb trail (RMOW, planned, Uphill Primary, Blue) to complete climbing trail connection between Lower Sproatt and ITM.
- Establish some form of staging area in the Lower Sproatt / Nita Lake Estates / Stonebridge area to support managed access to the core Sproatt area and to mitigate neighbourhood and roadside impacts and conflict.
- Monitor effectiveness of seasonal Sproatt alpine trail opening and closing communications strategy and adjust as required to maintain desired outcomes.
- Maintain trails moto access on historically used trails in the area, although new authorized trail development should focus on non-motorized uses.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

See Section 2 of [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

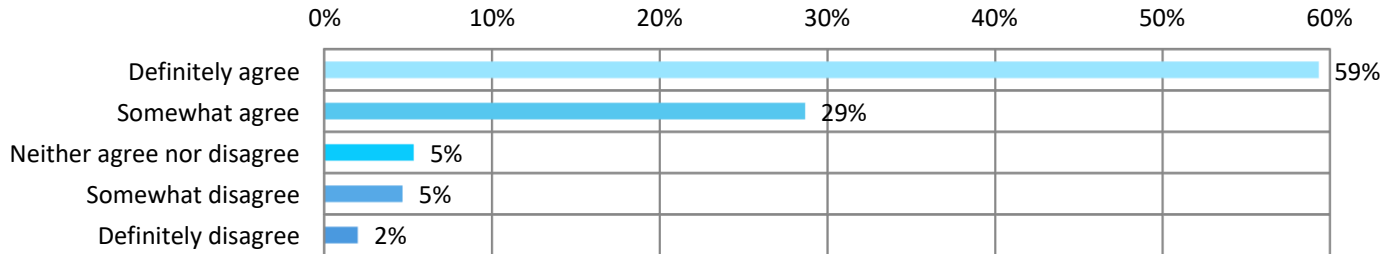
Survey Results



What the area is MORE suitable for (n=156)



Recommendations (n=150)



Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n=51)

Note: Lightly edited²¹ responses to this question are presented in the table below according to the unaltered²² sentiment analysis completed by the Engage Whistler engagement tool.



Sentiment	Sentiment Confidence	Contribution
Positive	99.85%	Recommendations highly agree, much needed.
Positive	99.77%	This is my favorite place to ride, and the opportunity for new trails makes me happy.
Positive	95.54%	I just want to note that the improvements and trail additions in this area have been awesome and don't go unnoticed.
Positive	94.0%	This area is my go-to riding zone in the valley! any addition work would a great addition to an already excellent zone.
Positive	91.77%	I like the trials Moto consideration. We owe many of the early technical trails to the contributions of trails riders. I do feel that the technical trails in this area, blacks/double blacks should be maintained as high in difficulty, they represent some of the best examples of what this area can offer in terms of challenging riding. I think a better graded climb up leftovers would really help connect the upper and lower trails without exiting to Stonebridge etc..
Positive	79.63%	Strongly support trailhead staging/parking development with suitable sanitary facilities. Support an awesome climb trail to Into the Mystic. Suggest acquisition of 5147 Alta Lake Road for trail head/ Employee house development.

²¹ Spelling and grammar were corrected, and any personal names/references were removed.

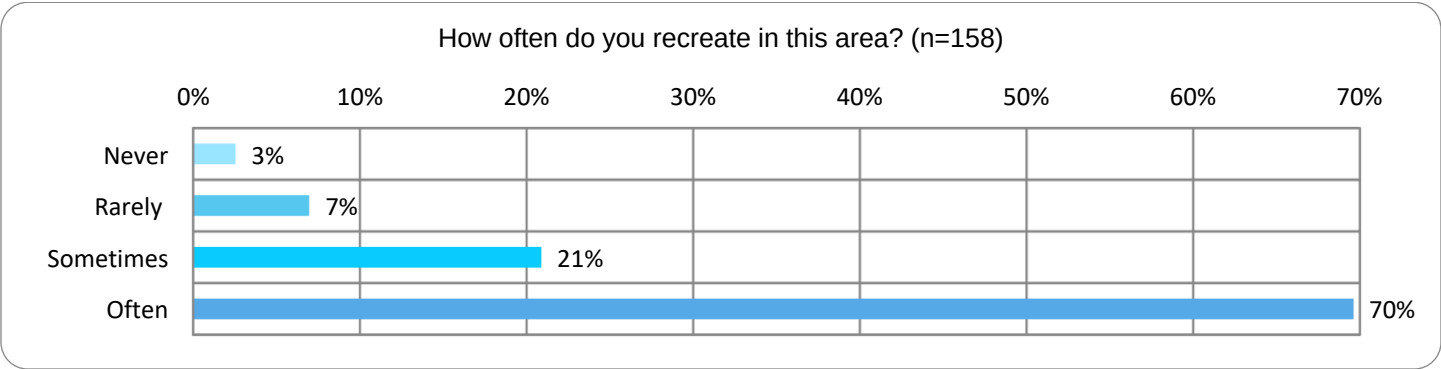
²² The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

Positive	77.73%	Thanks for acknowledging the history of Motorized Trials access in this area. More signage regarding this would be helpful in reducing user conflicts from un-informed members of the public. Yes, Grizzly Bears are an issue here as well.
Positive	71.33%	At what point has moto had its day? These areas get a ton of traffic. Chipmunk Rebellion/Industrial Waste is a great addition. Leftovers climb will be well used, I see lots of hike a bikers here. Obviously, I'm not a Black/Red rider (anymore). In fact, I find Into the Mystic section below LESS almost unrideable except for the super fit. It's no wonder e-bikes poach it, it's not made for mortals. The trails lower down, Danimal, Beaver Pass and 99'er get lots of use and need love. They can be ridden early and late season and during grizzly closures.
Positive	69.86%	smoother trail connexion to into the mystic to allow better access for gravel bikes would be ideal (into the mystic being one of the most fun gravel bike trails in whistler) - especially for coming back downhill
Positive	68.11%	more black trails! this is whistler. trail density is not an issue!!
Positive	64.63%	Better distribution of green/blue trails in the valley
Positive	61.31%	Westside - Sproat may be the jewel in the crown of the Whistler trails network. As mountain bikers progress this may be the area that they move to most from Lost Lake. Maintaining and preserving the existing trails here is extremely important due to the increasingly heavy usage. Additions and improvements to the Dessert Trails have been fantastic and have brought many riders to this zone. Climbing trails to the flank need significant improvement though, especially Industrial Waste and also Sirloin and Darwin. A Cut Above is a welcome addition and other lateral trails should be more like it, Danimal Middle comes to mind because it is really only best ridden south to north. Danimal North needs some love too. This is an amazing area that needs some improvement with additional trails, but more important is maintaining and improving what already exists.
Positive	43.18%	this is what makes whistler riding unique don't dumb it down
Positive	41.45%	Class 1 E-mountain bikes should be allowed above the flank! There are some good trails in this area that don't involve going all the way to the alpine
Neutral	96.87%	Build a jump trail, find new management for WORCA
Neutral	94.64%	Allow level 1 ebikes above the Flank trail
Neutral	93.89%	Remove the waffle words "some form of staging" and commit to developing staging areas.
Neutral	93.41%	Same as the rest of my previous comments
Neutral	83.05%	Work with trails moto groups to consider there needs
Neutral	76.78%	What about hiking only trails?
Neutral	74.64%	Protect grizzlies, no new trails, support active transportation access. keep monitoring. Phase out motorized access.
Neutral	70.5%	I would like to see a more formal trail from Stonebridge to Sproatt summit. Also, what about making Up Up and Away fully official?
Neutral	70.12%	Let's build more trails to push the grizzlies away
Neutral	68.26%	More blue trails desirable (new or converted) in the lower Sproatt elevation
Neutral	64.69%	There's an old logging road adjacent to Hot Dog. Would like a green connection built here. Would like Flank to be smoothed out to make it more green.
Neutral	58.22%	As long as trail exit changes are not just Nimbyism from rich Stonebridge people.
Neutral	52.06%	1/ better information and education about grizzlies especially in spring and autumn 2/ recognise as a destination area for locals and visitors

		3/ it needs more parking 4/ better education for visitors on 'trailheads': point to Trailforks, rough time estimates, invasive species, wildlife encounters & behaviour, garbage 5/ coming up from function the flank trail it can be improved (steepness, climbing effort) IF that is a considered alternative with some sort of parking/'trailhead'??
Neutral	51.59%	The area below the Flank Trail between Industrial Disease and Rainbow Lake Trail is a huge area - it doesn't seem like this whole area is less suitable for more trails - there is lots of space there to develop more trails. A staging area for the Sproatt network should be a priority and should not be prevented from happening by the NIMBYism of a small number of people. 'Leftovers' climb trail is much needed to improve connectivity in the area to get back up to the Flank trail after descending trails like Pura Vida and Working Class.
Neutral	51.49%	Similar as before re wildlife. Also more blue descent trails needed form flank/mystic in the area of chipmunk to the left like to the start of south flank down to function Existing trails are in need of a lot of maintenance or should be re-routed or offer a new alternative route like pura Vida, Danimal south, baby snakes, 99er, Danimal north, beaver pass upper after the rock roll, high industry etc., and most double blacks are insane now because of over-use Great trail styles we need more off are Working Class, Unicorn, Chipmunk upper, less, basically blue/black tech/flow trails that are not too chunky Connecting trails to form a long descent is a great way of providing a good user experience.
Neutral	47.2%	I disagree with the exclusion of green trails, Lost Lake is only going to keep getting busier leading to more trial use conflicts and the areas under the powerlines, near rainbow park, around stone bridge and south of function all have topography that could lead to the development of more entry level trails.
Neutral	46.32%	Similar to my comments about the Rainbow area, I'm really concerned about increased presence in grizzly habitat. In my perfect world there would not only be no new trails, the trails that cause the most disruption to grizzlies should be closed permanently. Given that's a political non-starter, perhaps the RMOW could consider scheduled annual closures during key times/areas for grizzly use, then implement ad hoc closures if patterns differ in a given year.
Neutral	46.0%	I ride here often from home. Parking is a challenge, not sure more parking is the answer or maybe a shuttle? Lord of the Squirrels gets a lot of traffic and should have more regular maintenance.
Neutral	43.91%	As a regular user of this area, I do not see it as a space that sees overuse necessitating extensive trail expansion. I would think that reworking some trails and connections would be adequate. Preserving habitat should be a primary objective.
Negative	96.02%	Needs more dark blue. Area (like most in whistler have a huge accessibility gap between blue and black). Better coining options. Squamish is so far ahead in this respect.
Negative	94.33%	There needs to be better hiking access to Sproatt. The uphill trails leading to Sproatt are really mountain bike trails that are impractical and unsuitable for hiking.
Negative	87.93%	Need a reservation system to manage Mystic volume not banning eMTB. Current policy is elitist and clearly agism. Need real blue descent trails.
Negative	84.31%	Why are technical downhill trails bad? Wtf?
Negative	62.19%	It would be great to have a single-track connector from Scotia nova hotdog junction back down to Alta Lake Road and/or up from. The fsr isn't that enjoyable.
Negative	61.34%	It is time to ban 2-stroke recreation throughout the valley. Get rid of obnoxiously noisy, disgustingly stinky moto and trials bikes (and snowmobiles, and no, it doesn't matter if some of them are now 4-stroke).
Negative	58.76%	Building the Sproatt tail system was a huge mistake. Decommission it. Don't create a staging are above Nita Lake Estates, make people start and park in Creekside. There is room for more trail off the Flank between Industrial and Rainbow

Negative	57.69%	It would be great to have a better connector (valley trail or single track) from the Valley up to the Westside staging area near the bottom of AC/DC. Specifically, from Nita Lake upwards to avoid going through Nita Lake estates.
Negative	51.61%	I don't think motorized use in this area should be allowed given the bear habitat issues and steep terrain. More focus for motorized trials areas should be given to existing areas such as Gord's Garden, Jane Lakes and Pankhurst areas
Negative	50.9%	What does this phrase mean: "Enhanced Valley Trail connectivity for active transportation"? Re this: "Mystic - Function (WORCA, existing Section 57 application, Descent Primary, Blue with Black options)" Descend, descend, descend - and call it "blue" for political reasons. The fact is WORCA is obsessed with expert downhill trails and its judgement on what qualifies as "blue" is not in keeping with international standards. We have so many downhill only - described as "Downhill Primary" - trails that couldn't be ridden uphill by even the most expert riders and even the "blue" "Downhill Primary" trails have bike park style features embedded in them to make uphill travel virtually impossible.
Mixed	94.6%	Climbing trails in the area are great and it would be nice if there were less technical descents available too. More cross style or 2 way allowed on the climbing trails. I have the cardio to do the long rides just not the technical skills
Mixed	85.97%	Not sure I understand it all, but this area is one of the few trail areas somewhat easily assessed by bike or foot from Creekside that doesn't have a lot of trail access otherwise (with built up areas and the Whistler Mountain constraining options). Thus, I support more blue mountain bike trails especially in areas close to valley trail access for families.... long rides to get to trails equals tired kids and there are currently only blues that I know of in that area...or blues, you have to access from longer rides. Not sure what you mean about the realignment of the beaver pond trail, it is currently another trail that can be accessed from Creekside on foot - so hoping the change doesn't make that more challenging or longer? And as usual, I don't support any motorized activity - even if it is historic.
Mixed	84.73%	Sproatt Needs to restrict access to the fittest persons owing to the sensitive nature of the habitat it's not just good enough to cut out EMTBs but if we're going to allow mountain bikes up there, we really should have better access by way of the northair mine road.... An MTB climb trail up that way would be amazing
Mixed	80.24%	I agree with the recommendation about wildlife aspects. Staging areas concern me as it worries me that you are going to have pay parking.
Mixed	60.14%	Again, careful about how tourists will access this area - NOT via the Alpine neighborhood rather minimizing impact via Tamarisk. Staging areas should consider this, or the staging areas should be further south, e.g., function. ITM + LOTS is for many the most beautiful and profound trail experience each year. The concept of 'riding in the Alpine' should be embraced, while considering environmental & safety aspects. More specifically, we need to strike a balance between enriching the human experience and respecting Grizzly habitat - not removing a Grizzly from our elementary school recently is a perfect example of how we can get this balance remarkably and stupidly wrong. Improved climb trail access to ITM etc. makes a lot of sense. The blue trails in this area are excellent! Continue to develop this kind of trail network in the area!
Mixed	53.82%	A staging area is badly needed, agree. I would like to see a link to Beverley Lake, even if it is hike only. A similar setup to Hanging Lake with a few campsites outhouse and bear proof food cache would be ideal. Chipmunk trails are the best blue trails in town, more like that please.
Mixed	39.12%	Grizzlies have a huge range. Just because one is sited as they are every fall, I don't think trail should be closed. It should always be closed to dogs
Mixed	35.94%	I strongly support a high altitude all season staging area above Stonebridge. This would facilitate direct access to the south side of Sproatt, which is designated as a shared motorized / non-motorized area in the S2S LRMP, but non-motorized users presently have no practical way to access it. If a high-altitude staging area is constructed, then trails should be co-developed for both summer and winter use. Hiking + snowshoe + backcountry ski is a good combination and I think MTB climbing trails could be good for Nordic backcountry skiing if the elevation is high enough.

		Also, if a trail is eventually built to Beverley Lake, I think it should be hiking only not multi use as shown on the maps. The intent is not clear here as it is shown as an extension of a hiking only trail on the map.
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Whistler North

Information Presented in the Survey

Overview

The Whistler North network area (Map 10) is to the southeast of Green Lake and Green River at the base of Blackcomb and Wedge Mountains. It borders Lost Lake Park to the south and contains recently acquired municipal park lands (aka Parkhurst Park) and the Wedge Woods neighborhood (located outside of the RMOW boundaries). Access is either via Lost Lake Park, or via Wedge Creek FSR. The network area is mostly Crown Land, with parcels of private land being located in the Wedge Woods neighborhood, and municipal land adjacent to Highway 99.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional trails in the Parkhurst area

This area is MORE suitable for:

- Staging Area amenity improvements
- Mixed trail rating development such as Blue trails with Black options.
- Key connections to provide cross area connectivity.

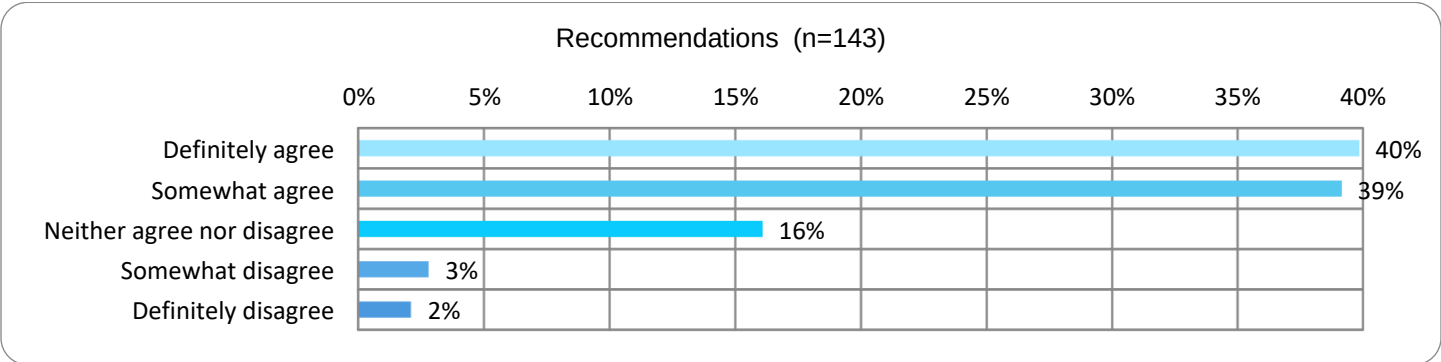
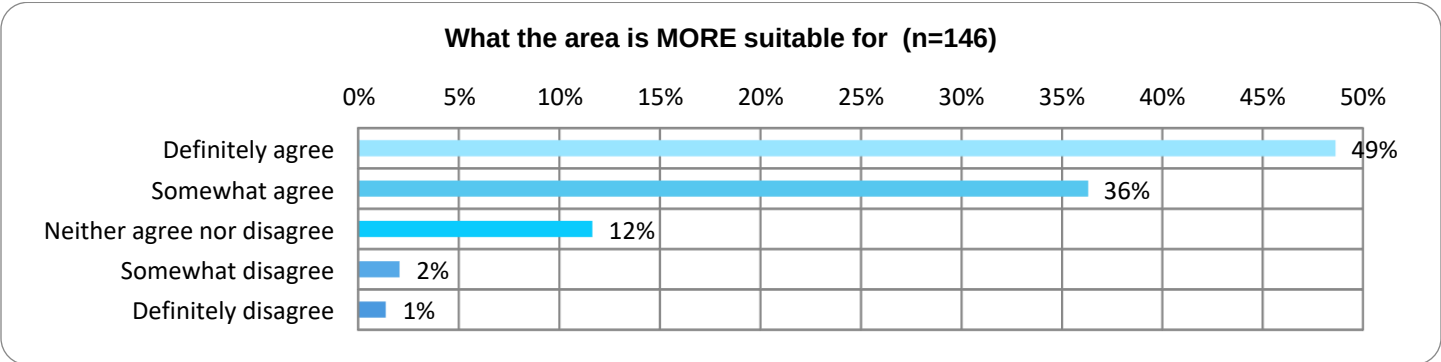
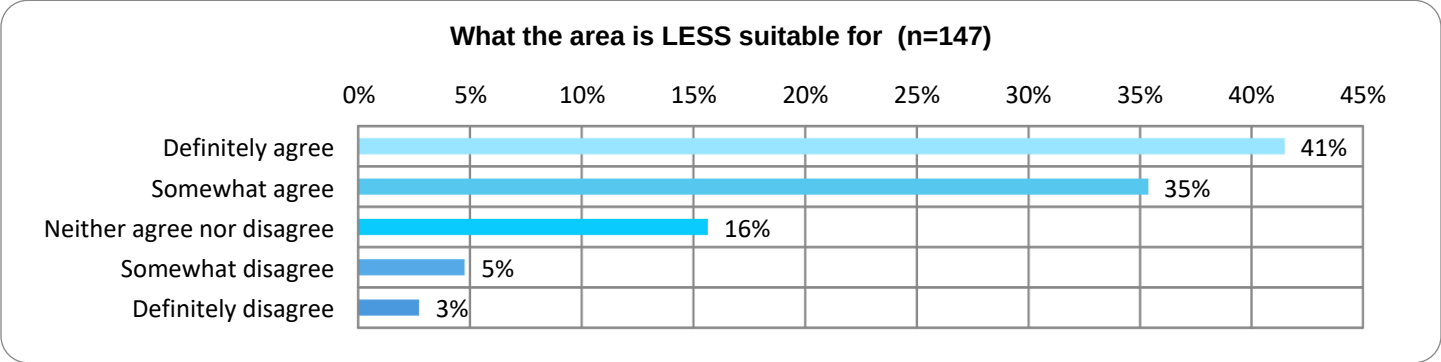
Recommendations

Based on the area information and detailed background assessments (separate documents), the specific recommendations for this area are:

- Explore opportunities to formalize existing trails including Playground trials network.
- Develop a park master plan for the municipally owned Parkhurst lands that considers trail requirements in terms of access, connectivity and user dispersion along with other municipal park needs.

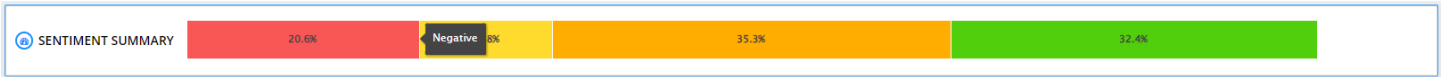
See Section 2 [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

Survey Results



Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n=34)

Note: Lightly edited²³ responses to this question are presented in the table below according to the unaltered²⁴ sentiment analysis completed by the Engage Whistler engagement tool.



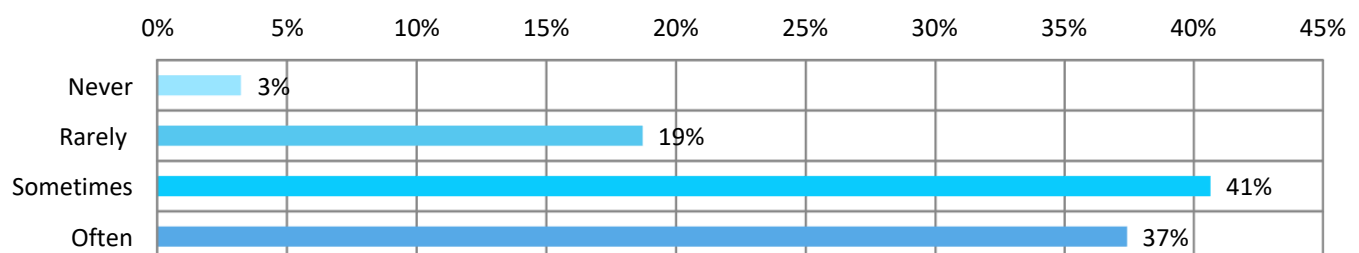
Sentiment	Sentiment Confidence	Contribution
Positive	99.49%	Parkhurst is a great area for more trails that aren't too steep.

²³ Spelling and grammar were corrected, and any personal names/references were removed.
²⁴ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

Positive	98.38%	This area provides an excellent opportunity for further trail development! The loops with young lust, jeffs, get down on it, etc. are great. Climb trails from S2S trail up to comfortably numb and descent trails from CN to S2S would provide beautiful additional loops. There's plenty of space with minimal environmental impact. Valley trail to a staging area in Wedge would improve safety for bikers who ride the highway to wedge. Staging area at Wedge makes a lot of sense.
Positive	94.9%	Please build some green or easy blue trails for mountain biking and gravel riding somewhere!!! This is a great area for connecting loop trails like the sea to sky that could bring you back to Whistler without going on the highway
Positive	82.97%	There is so much room for new trails in the Parkhurst area
Positive	75.78%	There is a ton of opportunity to build new trails and develop the climbing trails in this area.
Positive	66.32%	This is an area with a long history of motorized use as well and has a well-established moto trials network. Additional logging in this area has created an interesting road network that could be used by many trail users and create loop trails. Improved access to the historic Parkhurst area is also long overdue as well a beach access could be developed to help with user dispersion from our other lake front parks. The Wedge Woods sub-division is not part of Whistler and should pay for itself.
Positive	58.58%	Parkhurst cost 7 million dollars let's get some use out of it! Improve access, figure out lake access/CN issue. I see people wandering around looking for it - on foot and bike. We've owned it since 2016 - 7 years! Finish S2S properly to Wedge.
Positive	53.42%	Whistler North is an area that keeps getting better. It's a destination area, so improving the trail network here is important in order to bring riders here from other areas. The terrain is very distinct and unlike most of Whistler's other networks, lending itself towards more advanced riding. Some less advanced/intermediate terrain would bring more riders to Whistler North.
Positive	51.74%	I really really think we have more than enough blue/black mtn bike trails and should focus more on hiking
Positive	49.3%	I think there's a lot of room for more trails still
Positive	46.51%	Could be a good area for green trails for all. What is "Crown land"?! Local Indigenous nations should be involved. It's all their land.
Neutral	97.31%	Less motorized vehicles, please
Neutral	96.87%	Build a jump trail, find new management for WORCA
Neutral	94.95%	Suggest continuation of valley trail N past 16mi CK and a new bridge across Green River to Parkhurst and Sea to Sky trail creating an off-road Loop with S2S Trail.
Neutral	92.99%	More active transportation connectivity via valley trails and bike/hike access.
Neutral	89.74%	There need to be an addition of outhouse toilet facilities at Wedge!
Neutral	84.63%	I believe we need a bridge over the green river for connectivity.
Neutral	74.33%	Parking is a challenge.
Neutral	70.8%	1. I realize the area is outside of RMOW boundaries, but we need a staging area at Wedge - garbage cans and toilet as a minimum. 2. The area is overrun with "distributed camping" creating conflicts due to human waste, fires, aggressive dogs off leash, etc.

		3. See my earlier recommendation for a mixed use / green trail to connect Whistler North (e.g., Green Lake Loop) back to Emerald neighbourhood.
Neutral	64.94%	The S2S trail is classed as green, but it's blue in many sections and I usually have to walk my bike. Please make it more green.
Neutral	59.22%	Improve trails out of Parkhurst to wedge area making for better bike access
Neutral	58.86%	I'd like a trail climb back south out of the old mill site
Neutral	54.77%	ebike heaven what are you thinking; this survey has dame recommended uses every where,
Negative	93.81%	The area around Wedge is gross with all the campers and their human waste. Could that be cleaned up?
Negative	61.99%	1/ better connect with the rest: bus/shuttle, parking, lost lake & north of town - cycling back on the highway simply is not the greatest 2/ better education for visitors on trailheads: point to Trailforks, rough time estimates, invasive species, wildlife encounters & behaviour, garbage 3/ extensive logging and destroying developed recreation options like mountain bike trails is not a match - considering the growing community in the area there
Negative	61.34%	It is time to ban 2-stroke recreation throughout the valley. Get rid of obnoxiously noisy, disgustingly stinky moto and trials bikes (and snowmobiles, and no, it doesn't matter if some of them are now 4-stroke).
Negative	55.98%	We need an outhouse at wedge in the worst way, this needs to be top priority with so much dispersed camping. Agree with formalizing and protecting existing network as a priority.
Negative	50.97%	This area would benefit from better connectivity to the village/Lost Lake
Negative	50.13%	get that Parkhurst plan done! also tear down that last condemned building (its a serious liability)
Negative	42.77%	Leave it alone, no new trails.
Mixed	85.58%	again, more blue/black trails that are techy but flow more than what is currently there. Make use of the existing access. but also improve the access as Yummy Numby is very rooty and wish you where here could use some improvements too to make it better rideable.
Mixed	79.74%	I find that there are a couple of difficult switchbacks, particularly the one where there is a chain hung across indicating a big drop-off if you don't turn left. It's surprising more people haven't run into that and clothes-lined themselves.
Mixed	49.82%	I would question why the recommendations list blue with black options? Why not black with blue options or just black? The terrain here is better suited to black trails in my opinion and blue trails in steeper terrain tend to end up feeling machine built and switchbacky..., I think it's ok to have some areas that are primarily black trail areas.
Mixed	41.86%	lots of potential for more black trails in this area. I'm not sure blue trails this far out of town makes sense.

How often do you recreate in this area? (n=155)



Whistler Valley Bottom

Information Presented in the Survey

Overview

The Whistler Valley Bottom network area (Valley) Map 11 contains the developed neighbourhoods and areas of the Whistler Valley. It extends from Function Junction in the south to Green Lake in the north and contains multiple access points via the active transportation network and municipal roads, as well as providing routes for access to other network areas across the valley. Most of the land in the network area is either private or municipal, with some small parcels of Crown Land interspersed.

Primary trails in this area are in the Whistler Cay and Nester’s area adjacent to Myrtle Phillip Community School in the Cut Yer Bars zone. Blueberry Hill and Big Timber are the other primary trails in the Valley area.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Blue and Black trail development
- Additional trails in key habitat areas

This area is MORE suitable for:

- Mixed trail rating development such as Blue trails with Black options.
- Key connections to provide cross area connectivity.
- Valley Trail connectivity for active transportation.

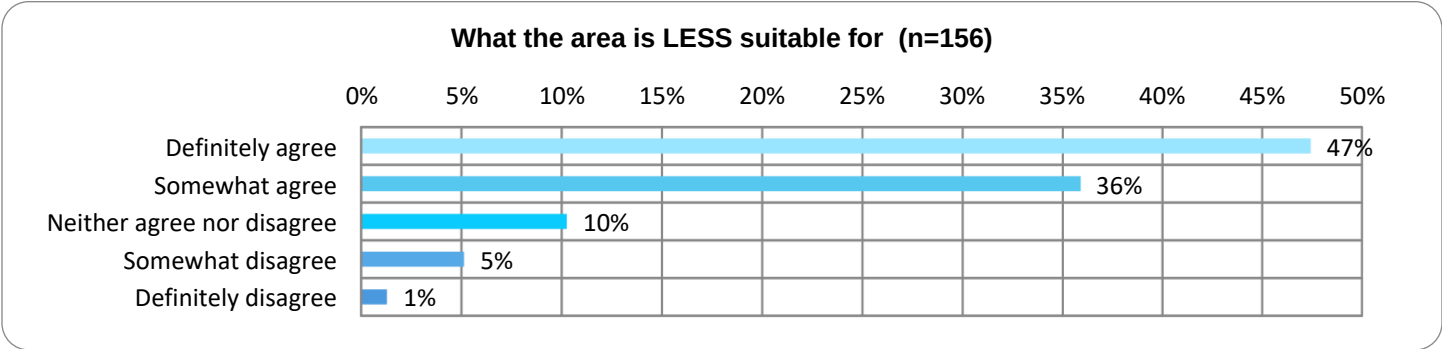
Recommendations

Based on the area information and detailed background assessments (separate documents), the recommendations for this area are:

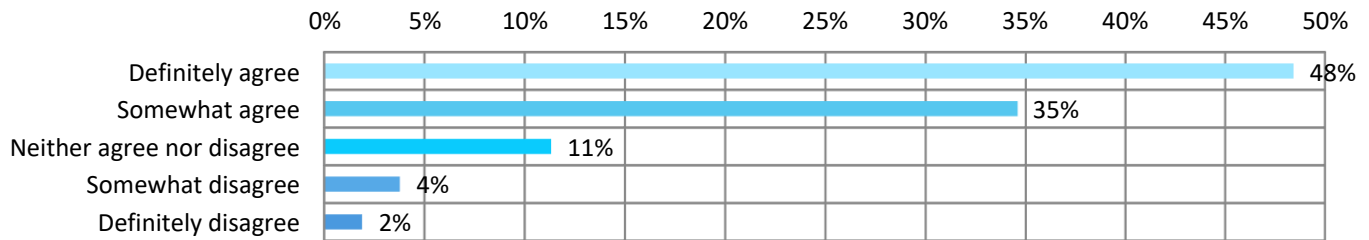
- Consider upgrades to Blueberry Hill trails for useability and sustainability.
- Explore staging opportunities for park and trail use.

See Section 2 of [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

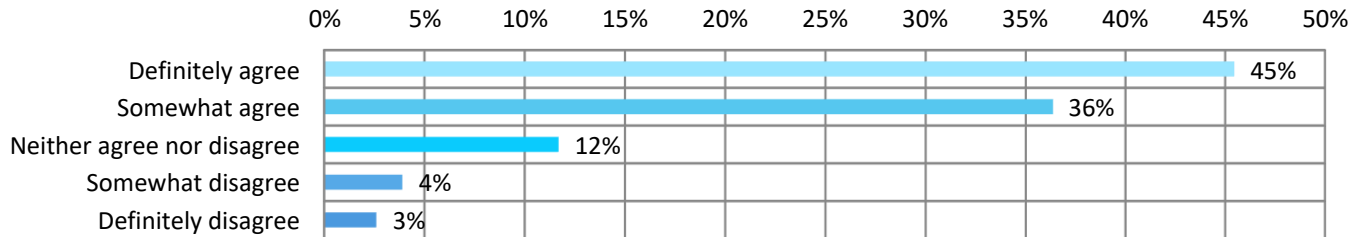
Survey Results



What the area is MORE suitable for (n=159)



Recommendations (n=154)



Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n=39)

Note: Lightly edited²⁵ responses to this question are presented in the table below according to the unaltered²⁶ sentiment analysis completed by the Engage Whistler engagement tool.

SENTIMENT SUMMARY

28.2%

12.8%

43.6%

15.4%

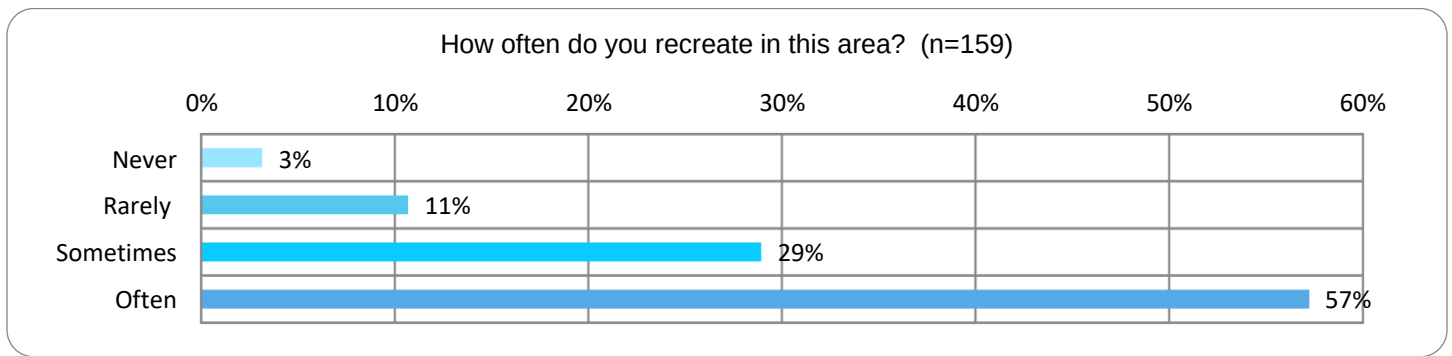
Sentiment	Sentiment Confidence	Contribution
Positive	97.8%	Valley trail is an excellent commuter trail to access trails in the valley.
Positive	95.69%	This area is perfect for more black trails... i.e., technical.
Positive	81.25%	Improving and maintaining the Whistler Valley bottom area is necessary because it is the access to all other areas. It's also an important beginner/intermediate area and is also significantly important because it is one of the first and last areas ridden during the biking season.
Positive	72.21%	You have developed Blue and Black trails as both a MORE and LESS recommended option
Positive	55.78%	Blueberry hill and Nesters does have the potential for more mountain bike trails.
Positive	53.04%	under rated trail region, could be great trails for mid-skill riders.
Neutral	97.38%	Focus on valley trail.
Neutral	97.29%	Create a separate, dedicated ebike connector trail system and restrict ebike use of the Valley Trail
Neutral	96.87%	Build a jump trail, find new management for WORCA

²⁵ Spelling and grammar were corrected, and any personal names/references were removed.

²⁶ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

Neutral	96.57%	More valley trail sections. How about something on the East side of the highway connecting Nordic to Brio?
Neutral	96.42%	More skills zones
Neutral	91.14%	Just leave Blueberry alone. Instead focus on pairing trails alongside the valley trail to change and evolve the traffic patterns.
Neutral	85.58%	More blue / black options in this area
Neutral	82.5%	We need more green and blue trails here
Neutral	81.48%	1/ differentiate between commuting and recreation on the valley trail! 2/ with growing communities and bicycle commuting as well as crossing on the highway consider 60 everywhere 3/ consider connecting cut yer bars better with emerald forest and lost lake 4/ Kadenwood development has impacts on trails like big timber, and not for the best! 5/ cut yer bars is as well a destination area for instructions
Neutral	77.15%	consider upgrades to cut yer bars Emerald and river run through it /Barts areas too.
Neutral	66.68%	The valley trail is now a commuter route and sees a lot of e-bike traffic. You need to create dead-end valley trail sections and loops that don't make sense for commuting to create quiet and safe areas for Green trail use by moms with strollers and mature residents that just want a quiet, easy walk.
Neutral	63.91%	speed limits on the paved trails especially for motorized bikes
Neutral	58.66%	All of cut yer bars is blue or black or double black. Keep that option list open and maintained
Neutral	52.37%	Again, please green up some of these connector trails!
Neutral	46.33%	I think you could develop more black trails in the area.
Neutral	41.1%	My interest is specifically Blueberry Hill - I am guessing the trails you refer to are not just the historic walking Blueberry Trail from St Anton's to Crabapple (including the lower lakeside trail built after the Olympics) but the unsanctioned (I presume) walking and biking trails higher up below the Blueberry ridge. Blueberry Park is too small and heavily used to accommodate any further development. There has been no maintenance of the existing trails, and the "new" trail along the lakeshore is resulting in significant damage to the foreshore. The historic wildlife corridor below the Blueberry ridge and especially the original Blueberry trail is heavily used for dog walking, with resulting disruption to the local black bears including harassment by off leash dogs. I am pleased your recommendation is upgrading for sustainability. I would suggest that sustainability for this area includes requiring dogs to be on leash. I'm not sure what upgrading is necessary for usability - frankly the Blueberry trails should be for walkers only. There are more than enough cycling options in the valley bottom, but it's a rare spot where walkers can go without being on high alert for cyclist traffic.
Neutral	38.95%	Fix the pavement when it needs it Speed obstacles for the bikers
Negative	99.46%	Big Timber is pretty destroyed. Cut Yer Bars is a labyrinth. There needs to be better signage - like where you're ending up. I've lived here for decades, and I constantly pull my phone out to figure out the connections. Blueberry should be foot traffic only. Dock access trails are terrible after the first dock.
Negative	99.07%	don't like staging areas for park use
Negative	93.64%	Blueberry could be a better connector.
Negative	88.59%	the less suitable/more suitable points seem to conflict
Negative	65.36%	many parks and staging areas in this zone are already overloaded. Focus on improving other areas to divert users to those other zones.

Negative	63.46%	You guys really really really need to get a handle on the throttle e bikes.... if you were on the valley trail at all you would see so many on throttle only at high speed. Seriously -it is so dangerous why ate you putting your heads in the sand?
Negative	56.86%	We need to decide on what the valley trail is for - transportation or recreation. I have seen numerous collisions this summer - all were people on rented ebikes. They are a hazard. If we continue to push this form of recreation, there needs to be a safety briefing and some instruction. People should not be allowed to just use an app to gain access to a motorized vehicle and then become a danger to other trail users.
Negative	55.9%	It is stated above in the overview that the area is both LESS suitable for and MORE suitable for "Blue and Black trail development" and "Mixed trail rating development such as Blue trails with Black options". That seems contradictory - I agree with the first statement
Negative	55.4%	Need connector between helicopter park and mons road
Negative	55.3%	Blueberry hill needs a major rework, and it should be done would be great to have a quality MTB trail more accessible in that area
Negative	40.19%	Should add more bike skills areas (e.g., small drops, skinnies close to ground) near Emerald Forest / Bart's Dark. The area is popular with kids' camps and beginner/intermediate riders. Bart's Dark area needs a separate climb trail to avoid collisions between walkers/climbers and fast downhill riders. RRTI south should be blue (with black options) to allow blue singletrack connection to Rainbow Park. Emerald Forest blue trails are terrible for intermediate level bikers - janky, rooty, tight. Rather than trying to do trail maintenance to get them back to blue, consider making (some of?) these pedestrian only.
Mixed	70.06%	I couldn't agree more with creating mtn bike trails at blueberry. Commuting from Alta to nesters or north is a pain in the valley trail. Especially when you're trying to avoid the weekenders and brown baggers from elsewhere. Also, cut yer bars and the surrounding area is a daily training zone for me. It would be wonderful to see new and varied trails built in there.
Mixed	62.73%	Why improve an area for access to mountain bikers, given they do not currently use it? Given how accessible it is to the valley trail/roads, it would be a magnet to inexperienced bikers, creating hazards for everyone. As the final downhill to St. Anton Way is steep and intersects the route to Blueberry docks, it will produce more accidents.
Mixed	55.78%	Blueberry Hill is one of the few areas where we can walk our dog without having to worry about bikers constantly whizzing by. Not every trail in Whistler has to have mtb access. Please consider leaving this little jewel as a WALKING PRIMARY trail network. There are plenty of other areas very close by to ride your mountain bike. Also, the trail to the Blueberry docks is poorly built, is braided and the riparian zone of Alta Lake's eastern shore is being seriously degraded
Mixed	37.63%	Valley trail access to Myrtle Philip school is poor except via Lorimer Road. Please consider connectivity to the school fields from the North, around Nester's area. This would assist with greater access via active transportation rather than the large number of cars that continue to enter the school for pickup and drop off. School needs to be much more super accessible without cars!
Mixed	35.17%	Chicanes and rock barriers. These are interesting booby traps seemingly designed to frustrate and endanger cyclists. Endanger? But they're meant to keep cyclists from bursting out into traffic, right? Really, as with all the other trails, the people making decisions should spend a lot more time riding these trails. No, not an exploratory "I rode it last month and had a nice ride" kind of ride. Ride it every day, for work, rain, snow and shine. They're great trails but there are elements of them that just make no sense. Hook up your trailer and go try them



Blackcomb CRA and Whistler CRA

Information Presented in the Survey

Overview

(Overview content shortened on this survey page - please see the [RTS Core Content document](#) for the full description.)

The Blackcomb and Whistler Controlled Recreation Areas (CRA) cover most of the eastern portion of the Whistler Valley abutting private and municipal parcels north from the Chateau Whistler Golf course and south to above the Cheakamus River. The CRA is the legal boundary of Whistler Blackcomb’s Crown land tenure areas and contains commercial (lift access) hiking and biking trails, including the Whistler Bike Park (WBP), alpine hiking trail network, and the Singing Pass/Musical Bumps hiking only trails leading to Garibaldi Park via Whistler Mountain.

While both CRA’s are ultimately managed by Whistler Blackcomb as the Crown land tenure holder, the RTS does not include or have authority over CRA trails. Regardless of the CRA’s management by WB, the local community has expressed significant interest and attachment to many of these trails, and there is a long history of ongoing public use on many trails in both CRA’s. A significant number of these trails have become extremely important parts of the community’s overall network in addition to becoming very popular with visitors. The information provided within this section and document should help inform WB on the value and importance of maintaining those trails in these CRA’s as critical pieces of Whistler’s public recreation trail network that provide important neighbourhood use areas in addition to connectivity to other network areas.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Green trails

This area is MORE suitable for:

- Mixed trail rating development, such as Blue trails with Black options
- Mountain bike climbing trail connectivity to improve useability.
- Key connections to provide cross area connectivity.

Recommendations

As noted, while the RTS does not necessarily apply to the CRA’s as they are not subject to direct RMOW oversight, the community has continued to express the importance of many of these trails to the network and the experience they provide that isn’t necessarily available elsewhere on the public network. As such, it’s important for WB to consider the information provided within this section and document when managing, maintaining, and planning for public use of these trails.

Based on the above information and detailed background assessments (separate documents), specific recommendations for this area are:

Blackcomb CRA

- Maintain style and character of area as focused on Blue and Black downhill oriented trails on the upper parts, and Blue opportunities in the area around Base 2.
- Manage public (non-commercial) trails as important component of the overall trail network that provides well maintained and challenging trails.
- Continue to support use of the area as suitable for races and events (XCO, Enduro, WORCA, trail running).

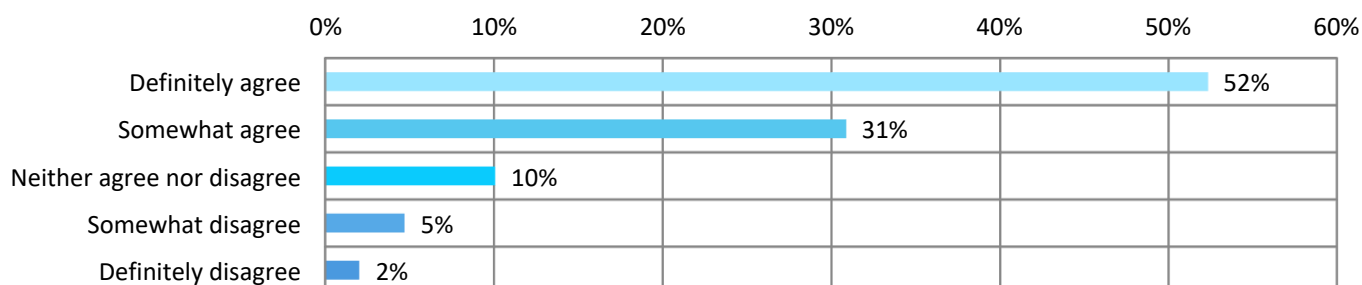
Whistler CRA

- Continue to work with WORCA to support and manage public trails and network connectivity between Bayshores and Cheakamus via Tunnel Vision and Single-Track Mind.
- Maintain Whistler's west ridge as an important historic valley to peak trail.
- Minimize impacts from WBP trail development on the historic and existing public network between Cheakamus and Creekside.

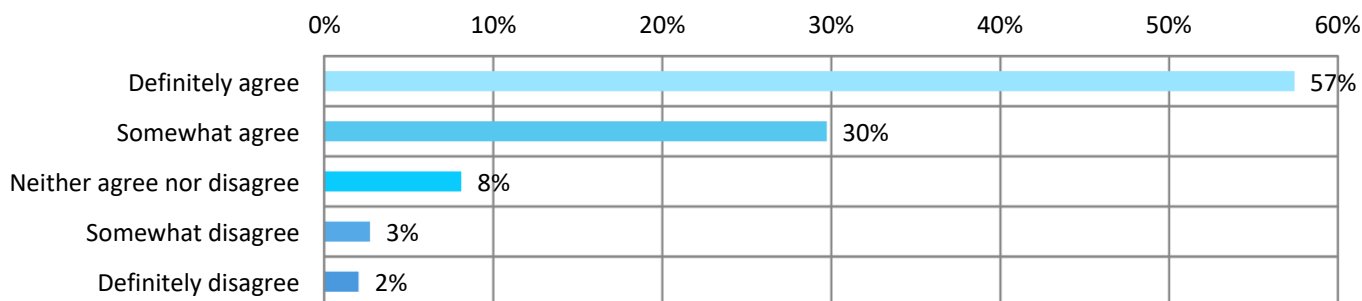
See Section 2 of [this document](#) for detailed information that provides the basis for the trail suitability analysis and recommendations above.

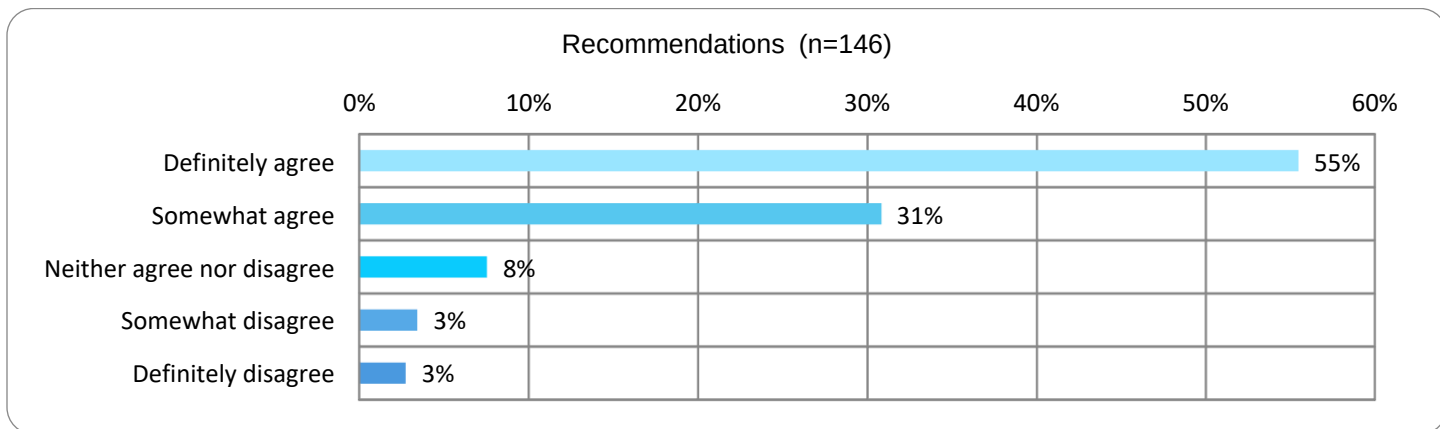
Survey Results

What the area is LESS suitable for (n=149)



What the area is MORE suitable for (n=148)





Please explain why you disagree with any of the statements above and what changes or additions you would suggest. (n=32)

Note: Lightly edited²⁷ responses to this question are presented in the table below according to the unaltered²⁸ sentiment analysis completed by the Engage Whistler engagement tool.



Sentiment	Sentiment Confidence	Contribution
Positive	99.41%	Recommendations and suitabilities seem reasonable.
Positive	88.01%	Make the Bench Climb only the beginning! WINTER UPHILL ACCESS!!! The route up to Whistler Peak from Function could use some love.
Positive	74.2%	very intrigued to what Whistler's west ridge trail is?
Positive	67.21%	I strongly support exploration of ways to support and/or improve responsible public access and use of recreation trails within the tenure.
Positive	65.59%	The addition of the 'Blackcomb bench climb' is a step in the right direction, can't wait for the lower section to be completed. We need this trail to start from the valley, so we are not using the 4wd access roads any longer.
Positive	54.55%	Really want more green trails throughout our valley.
Positive	53.4%	more blue/black trails on Blackcomb needed as well as a safe climbing trail to not have to use the road where atv tours go on. more blue/black trails and connectivity between Bayshores and Cheakamus need beside the existing trails. connectivity also for winter routes would be great.
Neutral	96.89%	Has anyone from RMOW and WB asked the Lil'wat Nation and Squamish Nation about trails in Whistler?
Neutral	96.87%	Build a jump trail, find new management for WORCA
Neutral	96.78%	1/ recognise Blackcomb trails are destination trails for visitors 2/ better education for visitors on 'trailheads': point to Trailforks, rough time estimates, invasive species, wildlife encounters & behaviour, garbage

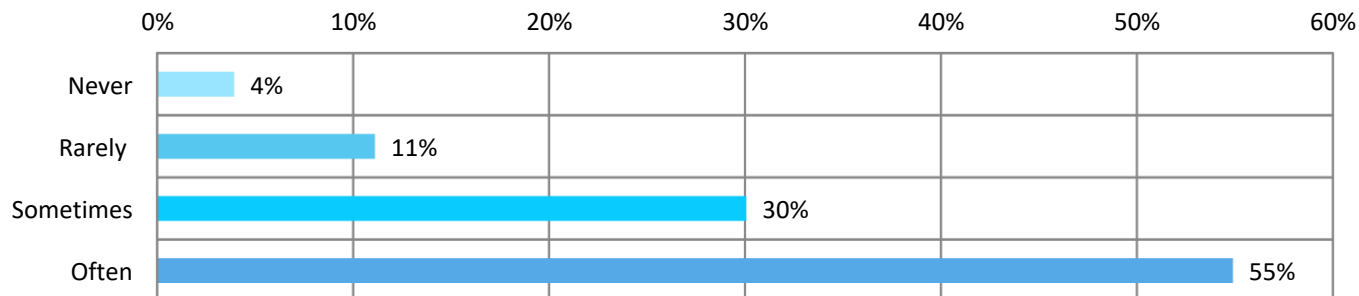
²⁷ Spelling and grammar were corrected, and any personal names/references were removed.

²⁸ The sentiment analysis done by the Engage Whistler tool, codes the responses according to positive, negative, neutral, or mixed; none of the coding has been changed.

		3/ keep existing public network and improve connectivity 4/ better coordinate w BC hydro and fire thinning to keep impact on trails minimal
Neutral	93.67%	more exclusive pedestrian trails are needed in the valley for walking hiking and running
Neutral	90.28%	Connectivity especially to the Alpine in the park YEAR-ROUND. Including singing pass trail upgrade, Blackcomb alpine access thru CRA formalized for year-round including ski touring and snowshoeing. Same on Whistler up west side. Should be mandatory commitment from WB in their CRA.
Neutral	87.86%	Lobby Vail to allow parking in upper lots during summer
Neutral	68.97%	Would like to see the re-establishment of the old Spearhead Traverse. Begin by connecting existing roads and trails on both sides of Fitz Creek with a new creek crossing above the IPP in the weir itself with appropriate safety fencing.
Neutral	60.66%	The CRA needs to be expanded so WB takes better care of guest that they have transported to the Alpine by their lift system.
Neutral	60.09%	green trails seem desirable given proximity to village
Neutral	60.06%	Hiker access to CRA continues to be average at best. More access for hikers is essential as the largest public lands with private operator! And the big holy cow: Consider how the RMOW and Tourism Whistler can PROACTIVELY support WB south base development of Trails (NOT more real estate development) so that traffic can be managed outside the community rather than in its centre. Having a south base enables day trippers to do park and ride from a parking lot south of function and opens up all sorts of opportunities to better manage traffic and reduce demand on the highway. We know day trippers don't contribute much economically to the community (except to WB coffers that only go back to the US) so why not actively encourage progress on south base so the negative impacts on the community of a successful resort are minimized. This traffic and demand management is one of the biggest frustrations the whole community is impacted by - so step up and PROACTIVELY address it. Maybe even get the province engaged to work with WB. TW also needs to be a partner in this - rather than so much focus on marketing, let them be more involved in destination mgt!!
Neutral	57.92%	Work closer with WB. Seems to be a disconnect in the vision, development, communication and operational relationships between the RMOW and WB
Neutral	51.04%	WB development of trails in the Million Dollar ridge and Khyber area should be stopped
Neutral	41.23%	I am not seeing one area yet in this survey where additional black trails are being recommended. why is that??
Neutral	39.88%	I somewhat disagree with all of these statements in both CRA areas, my feedback would be different if they were separated into two areas/survey forms. I somewhat agree with the Blackcomb CRA, but somewhat disagree with the recommendations in the Whistler CRA. Specifically, these two recommendations: -Maintain Whistler's west ridge as an important historic valley to peak trail. [what route is this actually referring to?] -Minimize impacts from WBP trail development on the historic and existing public network between Cheakamus and Creekside. I am very surprised that these statements are included.
Negative	99.73%	Lots of over arching motherhood statements here that are effectively meaningless. Agreeing or disagreeing with these assessments and recommendations is equally meaningless.
Negative	95.43%	I think the number of trails is too high. This area is key bear habitat as the bike park pushed them all out and this was to be a no-go zone. The trails (DESCENT) are embarrassing environmental disasters such as Microclimate, Dark Crystal etc.
Negative	92.05%	There needs to be better hiking access to the Singing Pass trailhead.

Negative	91.33%	Replacing the lost singing pass access point should be the #1 priority in this zone. RMOW has failed for decades to deliver on this important access point for hikers.
Negative	71.44%	WB needs to add trails that provide skill progression to the lower end of their DFX groups. They flood Lost Lake. It is more responsible to have a bunch of trails that are robust enough for the punishment that competition dishes out to the trail system and use those. I'm sure we remember the Enduro that damaged AM PM. But also, other events have done similar damage to trails like Pura Vida.
Negative	63.54%	Feel like there could be more utilization here. Should be a climb trail to Whistler and Blackcomb peak. So, in one day someone could climb both sides of the valley.
Negative	56.87%	RMOW funds should be spent on trails within municipal property
Negative	51.22%	Again "blue with black options" ...I'd rather see the reverse!
Mixed	95.68%	Agree with everything except supporting events. Events destroy trails. Keep the events in the bike park
Mixed	84.29%	The thinking expressed here generally makes sense to me. My only concern is that we risk duplicating our mistake regarding grizzly habitat on Sproatt (i.e., building trails into known grizzly habitat). We really don't know enough about habitat use within and near the CRA. Presumably there isn't any grizzly use (yet), but there are northern goshawks, cougars, and other animals that would be affected by trails. My suggestion is to go slow and institute better monitoring of wildlife use, if possible.
Mixed	80.65%	Definitely has room for expansion as seen with all the rogue and old builds, great zone! connexion from four eyes to back in 5 would be appreciated as Kashmir is still very old school (felt better with the improvements, but still doesn't flow the best)

How often do you recreate in this area? (n=153)



Appendix A: RTS page content on Engage Whistler

The landing page content of the RTS engagement page on the Engage Whistler platform is presented here.

Recreation Trails Strategy



Overview

The RMOW is leading the development of a non-motorized Recreation Trails Strategy (RTS) that will guide future decisions about how we develop, improve, access, fund, and manage trails and trail amenities (e.g., staging areas, signage, etc.). The RTS will not specify the number, location, or types of trails. This will be the focus for a future and more detailed non-motorized Trails Master Plan. To learn more about the RTS, see the tab below.

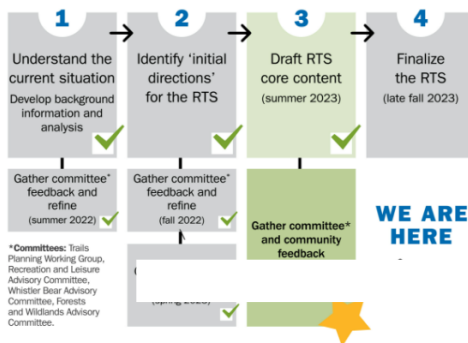
Phase 3 Engagement - Now Open

What we are gathering feedback on: For each of Whistler's 11 trail network areas, we look at the general suitability of the area for trail development and make some specific recommendations for community review and feedback. The draft content is included in short form in the SURVEY tool below and in more detail in the [RTS Core Content document](#).

How to provide feedback:

- Review the [Recreation Trails Strategy Core Content document](#)
- View the [October 18 Information Session video](#) and [presentation slides](#) (for added information)
- [Complete the survey](#) **It will take between 5 and 30 minutes to complete the survey depending on the number of trail areas you're interested in.
- Use the ASK US A QUESTION tab below to ask us anything

We are also gathering input from the Trails Planning Working Group, the Whistler Bear Advisory Committee, the Forests and Wildlands Advisory Committee, and the Recreation and Leisure Advisory Committee. Public and committee input, along with technical expertise and guidance from other studies, will help to inform the development of the Recreation Trails Strategy and the final recommendations contained within it.



Phase 2 Engagement

The previous round of community engagement took place in March-April, 2022 and the input received indicated a high level of support for the direction related to the being set for the project target areas. See the [Public Engagement Summary – Phase 2 document](#). For more background about the project, please visit the [RTS project page](#).

Please note: Ideas that do not contribute to a safe and respectful space for others, or are unrelated to this topic, will be removed. Please review our [moderation policy](#). Do not include any personal information about yourself or others.

This information is being collected by the Resort Municipality of Whistler (RMOW) under Section 26 (e) of the Freedom of Information and Protection of Privacy Act. Your personal information will be collected for the purpose of gathering feedback on the Recreation Trails Strategy. The personal information collected includes your screen name and opinions. Your response will be made public once reviewed and may be included in future reports to Council. By submitting your idea, you consent to your screen name and response being collected by Engage the Table, which stores data on a server located in Canada and provides it to the RMOW. Your personal information will be stored securely by the RMOW and deleted one year after the completion of the project. If you have questions about how your personal information is being collected, used or shared please contact privacy@whistler.ca

RTS Core Content - Focus of Phase 3 Engagement

[Whistler Trail Areas - Suitability Analysis & Recomms - DRAFT Oct 2023 \(51 MB\) \(pdf\)](#)

Recreation Trails Strategy Info Session (October 18)

1. Pop-up open houses

- ✓ Monday 2-5pm (Meadow Park)
- ✓ Tues 2:30-5pm (Library)
- ✓ Wed/Today 9-11am (Meadow Park)

2. Engage Whistler* – until October 30th

- RMOW's online engagement platform
- engage.whistler.ca

Topic Area Backgrounders & Initial Directions

[Trail Access and Staging \(458 KB\) \(pdf\)](#)

[Environmentally Responsible Trail Planning \(480 KB\) \(pdf\)](#)

[Trail Approval Process \(201 KB\) \(pdf\)](#)

[Unsanctioned Trails \(209 KB\) \(pdf\)](#)

[Commercial and Event Uses \(223 KB\) \(pdf\)](#)

[Communications \(251 KB\) \(pdf\)](#)

[Trail Inventory.pdf \(830 KB\) \(pdf\)](#)

[Trail Inventory - Map1 \(draft\).pdf \(18.3 MB\) \(pdf\)](#)

[TrailFunding.pdf \(244 KB\) \(pdf\)](#)

Engagement Documents

[Presentation Slides - October 18 Information Session \(1.02 MB\) \(pdf\)](#)

[Phase 2 Engagement Summary](#)

[Presentation slides - March 28, 2023 Public Info Session \(1.31 MB\) \(pdf\)](#)

Whistler's Recreation Trails Strategy

A GUIDE FOR DECISION MAKING



Appendix B: Engage Whistler Activity Data

This section presents the RTS community engagement activity data through Engage Whistler platform.

Activity Overview Data

ENGAGED PARTICIPANTS	113		
Engaged Actions Performed	Registered	Unverified	Anonymous
Participated in Surveys	1	0	176

INFORMED PARTICIPANTS	509
Informed Actions Performed	Participants
Viewed a video	6
Downloaded a document	221
Visited Multiple Project Pages	302
Contributed to a tool (engaged)	177

AWARE PARTICIPANTS	1,091
Visited at least one page	

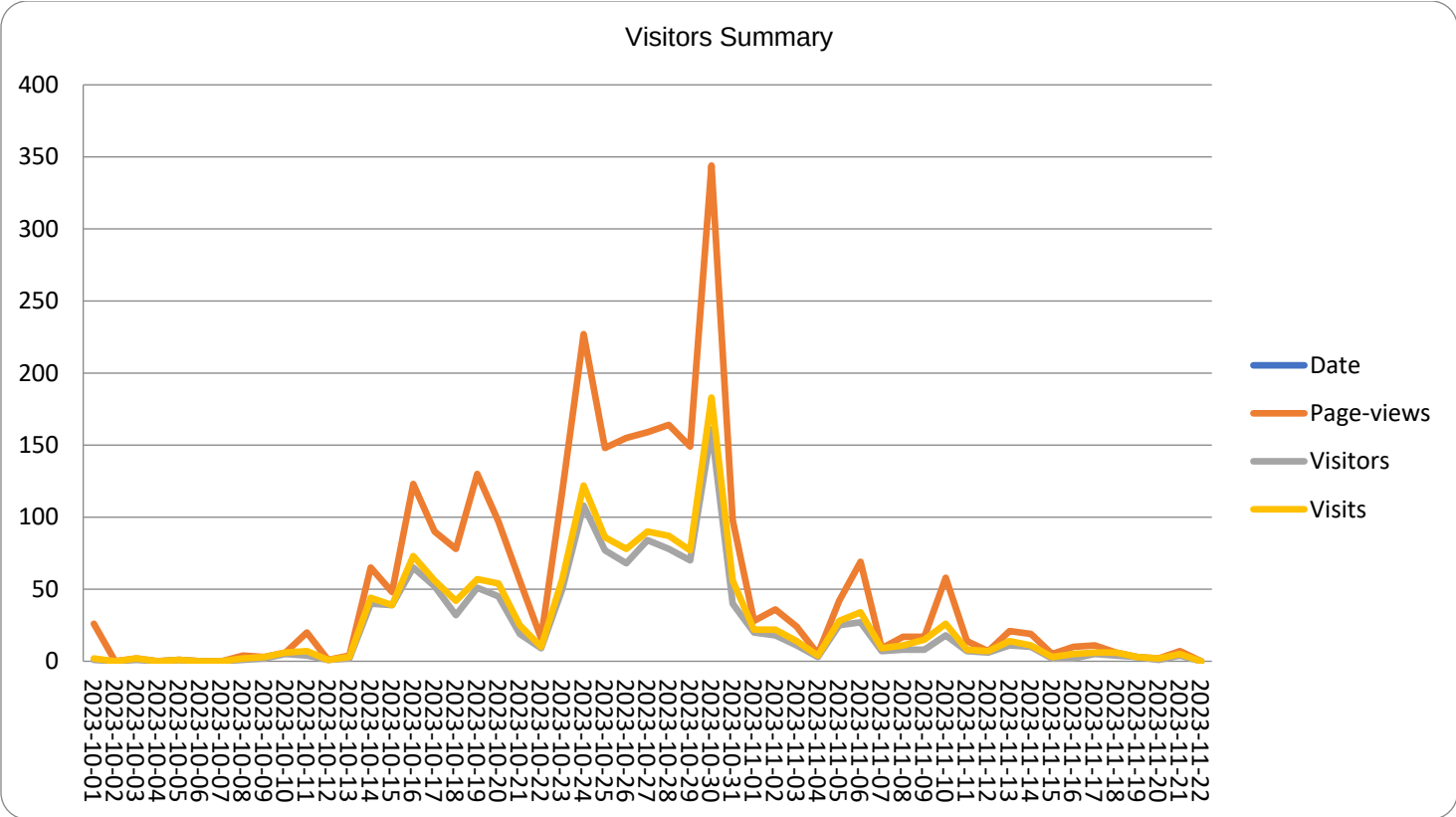
Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous

Survey Tools	SURVEY: RTS Core Content	Archived	374	1	0	176
Q&A	Ask us anything about the project, the Initial Directions, or this engagement opportunity.	Published	7	0	0	0

RTS Document Activity

Document Name	Visitors	Downloads/Views
Trail Access and Staging	40	45
Unsanctioned Trails	20	21
Trail Inventory - Map1 (draft).pdf	19	20
Environmentally Responsible Trail Planning	19	22
Trail Inventory.pdf	15	20
TrailFunding.pdf	14	18
March 28th Public Info Session Presentation	9	11
Trail Approval Process	9	10
Commercial and Event Uses	8	9
Communications	5	7
Recreation Trails Strategy Information Meeting	19	19

Visitor Activity Summary by Date



Appendix C: Respondent Demographics

Respondents were asked to share their location of residence and age.

