

Final Report by Yukon Conservation Society

Off Road Vehicles and the Environment: Education and Outreach Project

For Yukon Fish and Wildlife Enhancement Trust

Email: yfawet@gmail.com

By Georgia Greetham and Christina Macdonald

Yukon Conservation Society

Email: ycsoffice@ycs.yk.ca

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Attached: Receipt/ payment copies	
Attached MP3s (4): Wetlands; Ride Smart; Generic; and Alpine	
Attached PDFs (11), Doc's (1):	
1.	<i>Yukon Conservation Society – grade 7 science presentation.pdf</i>
2.	<i>Posters (2): ATV Poster.pdf; Snow Poster.pdf</i>
3.	<i>Brochures (4): ATVs.pdf; Snowmobiles.pdf; Wetlands.pdf; and Alpine.pdf</i>
4.	<i>2012-2013 Hunting regulations Ad.pdf</i>
5.	<i>ATV letter from YG response on ORV Recommendations.pdf</i>
6.	<i>KSA-Fall-2012 newsletter.pdf</i>
7.	<i>Fall 2012 TOYA NEWSLETTER.doc</i>
8.	<i>5 logos.pdf</i>

See also: <http://www.yukonconservation.org/orv.htm>

Project Activities

Goal: PUBLISH and DISTRIBUTE EDUCATION MATERIALS/ PUBLIC EDUCATION and OUTREACH: *To publish, promote and distribute educational materials using draft text developed by the ORV Working Group in 2011; and to work with RRCs, First Nation governments, Yukon government, municipalities, schools, educators, and land enforcement agencies to address the growing concerns about the environmental impacts of motorized vehicles in off-road environments.*

Activities Performed:

Per Work Plan:

- ✓ We worked with the ORV Working Group to develop draft educational materials. Following the direction and advice of the ORV Working Group, we created a new name for the Group (“Ride Smart ORV Alliance”) and developed a logo which was posted on all educational materials developed. With the support of a professional layout and design person and a professional photographer, we created a “Ride Smart ORV Alliance” bumper sticker in 3 different colours, 4 brochures, and 2 posters. Integraphics was hired to do the printing.
- ✓ We created 4 radio ads which ran daily on CKRW from June 30th to August 31st, 2012 ***See attached (4) MP3's: Wetlands; Ride Smart; Generic; and Alpine.***
- ✓ We mailed copies of the first draft ORV brochures (3), one of the ORV posters (ATV) and the “Ride Smart” bumper stickers to key people in Yukon government, all Renewable Resource Councils, all RCMP outlets, all First Nations, and key interested community groups. Accompanying this educational material was a letter requesting input on these materials and order numbers for these materials. We followed up by both email and phone calling to all. We mailed more brochures and posters to people who requested them. ****See Appendix A: Contact List***
- ✓ The snowmobile brochure and snowmobile poster were developed later in the fall. Rather than blanket mail everyone again, we emailed everyone and asked them to order copies of the brochure and poster (two sizes) from us free of cost. We received several orders and mailed out specific quantities as requested. We also hand delivered these materials to a number of buildings in Whitehorse including gas stations, ORV-related retail outlets, and several community locations such as government offices, the Lynn Building, City Hall, and post office locations in the Whitehorse and periphery area.
- ✓ We collaborated with the Yukon Fish and Game Association to obtain a discount rate and ran a half-page advertisement in the 2012-2013 Yukon Hunting Regulations Summary booklet speaking to ways to reduce ORV impacts on the environment. Outcrop was hired to design the advertisement.
- ✓ We developed a Grade 6/7 Learning Resource entitled “Off Road Vehicles and the Environment”. Grade 6/7 teachers and curriculum developers were consulted throughout the development of this Learning Resource on content, delivery and the process to distribute the resource throughout the school system. We spent a considerable amount of time working with one teacher who helped to improve on the curriculum, and develop props turning it into a packaged product that any teacher or volunteer can easily deliver in a 1.5 hour presentation. ***See attached PDF: Yukon Conservation Society – grade 7 science presentation.pdf***

- ✓ We delivered the Grade 6/7 Learning Resource to Yukon department of Education to get the material approved and endorsed by the government for use in Yukon classrooms. Yukon department of Education promoted the curriculum on its intranet for teachers.
- ✓ We contacted all Yukon schools with grade 6/7 classes: We sent letters with brochures and posters in the mail, emailed them all with a link to the Learning Resource, and followed up with phone calls to several that were identified as key schools/ teachers to target. As of February 1st, the Learning Resource had been presented to 4 classes in Whitehorse, with more classes interested for the spring.
- ✓ In conjunction with the City of Whitehorse's development of a new Snowmobile Bylaw, we collaborated with City of Whitehorse Bylaw Officer, Louis Martel, to ensure key environmental messages were included in the educational material he developed and that we provided correct information to students regarding the Snowmobile Bylaw during school presentations. Due to space considerations, the final brochure produced by the City did not contain the full extent of the information we provided but the Ride Smart ORV Alliance logo was included.
- ✓ The purpose of the Ride Smart ORV Alliance was highlighted in TOYA's Fall 2012 Newsletter, KSA's Fall 2012, and Winter 2012/2013 newsletters and YCS's Winter, Fall, Summer, Spring 2012. The partners in the Alliance have all been encouraged to post the educational material on their respective websites or post a link to the YCS website.
- ✓ We maintained a website page dedicated to this project, continued to post educational materials as they were developed, and promoted the web page in all promotional correspondences.
*See: <http://www.yukonconservation.org/orv.htm>
- ✓ The ORV Working Group jointly approved final communications/ educational text for use in publications and/or media and in a timely manner.

Additional Activities:

- We assisted with the development of a new Working Group called the Non-Motorized Trail Advocacy Group (NMTAG) whose mandate is to advocate for non-motorized trails in the Whitehorse area. NMTAG has participated in the City of Whitehorse's Trail Planning Task force that is ongoing in city neighbourhoods. We also ran the Take A Walk! competition which had participants submit stories of their favorite Whitehorse walking trail. This event promoted the need for a walkable trails network throughout the City. This kind of work helps raise awareness among non-motorized trail users of appropriate and lawful ORV use within the City and how we can work together to manage trail use for all user groups.
- One public ORV Awareness Hike was conducted on the Canyon City trail. The goal of this hike was to raise awareness of the TreadLightly educational material, the current trail planning underway in Whitehorse and how the public can participate in this process, and encourage courteous and conscientious trail stewardship to help reduce conflict on trails.
We advertised our ORV Awareness Hike publicly on the YCS events webpage, with a poster, and as a special theme hike, part of our summer Hikes programming.
- We had a couple of key meetings with Yukon government's newly established "Interdepartmental Working Group on ORVs" which was struck as a result of the Recommendations put forward by the Yukon Legislative Assembly Select Committee on the Safe Operation and Use of Off-road Vehicles (2009). This Interdepartmental Working Group is comprised of representatives from the departments of Highways and Public Works and Environment and

their mandate is to address the Recommendations of the Select Committee, in particular to do public education and develop a plan to address issues related to ORV safety and impacts on the environment. In April 2012 we received a letter from Minister of Environment, Currie Dixon, in response to the recommendations we sent to the Yukon government in January, 2012. We continue to maintain contact with this group and act as a sounding board for their work plans.

Comments on Results

Our goal for 2012 was to outreach to the broad public using the educational materials we developed with the ORV Working Group in 2011. Through advertising, published articles, posters and brochures, and presentations, and through personal meetings and ongoing communications with various government agencies and educators and land managers, we were able to reinforce our messaging and raise awareness about ORV practices that reduce impacts on the environment and protect Yukon's fish and wildlife habitat.

We said we would consider the project a success if we succeeded in printing the educational materials we drafted in 2011, distributed the materials to communities and grow demand for these materials. As well, we felt the project would be successful if we were able to deliver the educational material we developed to Grade 6/7 classes. We succeeded in all of the above, and more.

Communications

To ensure we were on track with communication materials that we were creating, we kept in close communications with the ORV Working Group and kept them up to date on developments.

The Enhancement Trust Funding was recognized:

1. on the Projects Website: <http://www.yukonconservation.org/orv.htm>
2. In meetings with the Working Group;
3. In communications with Yukon Government Interdepartmental Working Group and Yukon Government key individuals; and
4. In communications with First Nations and Renewable Resource Councils.

The main communication materials used to promote this project and its objectives include:

1. The Project Website: <http://www.yukonconservation.org/orv.htm>
2. Two ORV Posters: ATV poster and Snowmobile poster ****See attached (2) PDF files: ATV Poster.pdf; Snow Poster.pdf***
3. Four ORV Brochures: ATVs and the Yukon Outdoors, Snowmobiles and the Yukon Environment, ORVs and the Alpine, and ORVs and Yukon Wetlands ****See attached (4) PDF files: ATVs.pdf; Snowmobiles.pdf; Wetlands.pdf; Alpine.pdf***
4. Emails and Letter communications, and phone calls regarding this project
5. Radio Ad campaign, including 4 different radio ads. ****See attached (4) MP3's: Wetlands; Ride Smart; Generic; Alpine.***
6. Grade 6/7 Learning Resource, "ORVs and the Environment" ****See attached PDF: Yukon Conservation Society – grade 7 science presentation.pdf***

Applicant Suggestions

Name	Feedback on Educational Material
Yukon Honda	it was recommended to use an ORV on posters/brochures that does not have an identifiable Brand Name. We used a Polaris snow machine, which was not appreciated by Honda who sells Bombardier machines.
Chris Gustafson, Conservation Officer	Remove “damaging natural environment” from TIPP paragraph as Conservation Officers do not have any power to enforce that and don’t want public mislead when they call in expecting action. Change: “Conservation Office” to “Conservation Officer ”
Caroline Schellenderg, NND Environmental Officer	<ul style="list-style-type: none"> - think it’s a good idea - would like more brochures, bumper stickers, and posters: 10-20 of each brochure, one more poster, 10 bumper stickers - Liked how it was simplified - Wording was a little funny: ATVs and Yukon Outdoors: word molesting fish → disturbing instead? - Font → ORV in Alpine – font smaller in first four words “soil in alpine” - No time crunch – keep around office, - Placer mining, access → cross streams multiple times
Thomas de Jager, owner of Yukon Wide Adventures, located in Pilot Mountain	<ul style="list-style-type: none"> - appreciated the posters and brochures and will ensure they are available to his clients prior to snowmobile and ATV tours - is primarily concerned with the impacts of trucks (recreational and mining) and UTVs/side-by-sides on the environment because they trash the area so badly it is hard for his clients to use the trails (Livingston Trail and Old Dawson Trail) – ruts are so deep that ATVs bottom out - feels the real key to tackling issue is to provide infrastructure to concentrate use because right now there are no maintained trails for people to use
Name	Feedback on School Presentation
Gerald Woolridge (Holy Family Elementary School)	<p>Hey Christina,</p> <p>Thanks so much for your presentation. Great Job! I can't really think of any criticisms. You did a very good job of engaging the students! The role play was effective. This is only a suggestions, but maybe you could use larger photos as they were difficult to see from the back of the room.</p> <p>Thanks again,</p> <p>Jerry</p>

Work still to be done:

The Yukon Conservation Society and members of the ORV Alliance will continue to encourage the Yukon government to adopt the Working Groups Recommendations that were submitted to Yukon government in January, 2012.

We will continue to run radio and print ads, and promote the school curriculum and encourage its use in classrooms, including participating in classroom delivery where possible.

We will continue to mail out brochures and posters as the seasons change and as supplies last. We have earmarked \$1,500 for more advertising to be spent in the spring, 2013 season.

We will continue to work with both the ORV Alliance and the Non-Motorized Trail Advocacy Group to further the mission of safe and environmentally responsible ORV use.

YCS' Off Road Vehicles and the Environment: Education and Outreach Project

Final Report Budget Sheet

Expenditure Categories	Item	Projected Cost	Actual Cost	✓ Receipts Included
YFWET Funds:				
Wages, Contract Services	1. Project Coordinator wages (to coordinate the materials print and distribution, communications and marketing to communities and public, to develop news articles and ads, etc, to market and deliver classroom training, train volunteers, etc.)	\$8,000	\$7,755	✓ see Appendix B Work Report
	2. Coordinator support (communications to communities, First Nations, RRCs, RCMP, NGOs, Businesses; and government bodies.	0	\$3,605	✓ see Appendix B Work Report
	3. Print layout/ design contractor (to develop brochures/ posters, etc)	\$1,000	\$1,140	✓
Materials and Supplies	1. Printing and distribution costs for posters and brochures	\$2,500	\$1,221	✓
	2. News/Radio Advertising costs	\$2,000	\$1,233	✓
Travel Expenses	.40/km x 6250 km mileage	\$1,500	0.00	In-Kind
TOTAL (YFWET)		\$15,000	\$15,000	
OTHER Funds: Source:				
Wages, Contract Services	3. Project Manager wages (to oversee & assist with coordination, keep project on task and manage finances and reporting)	\$5,000	\$840	YG EAF
	4. InKind Supports: Working group (8 ppl x \$30/hr x 10 hrs); Volunteers (\$16.00/hr x 50 hrs)	\$3,000	\$3,000	In Kind
Meeting Costs/ Materials & Supplies	ORV Working Group Meeting costs/ Printing and distribution costs for posters and brochures and/or Radio/TV ads	0	0/ \$1,500	YCS/ YG EAF
Administrative Expenses	Web host fees, bookkeeping, office, phone, audit, etc. valued at 10%	\$2,400	\$2,400	YCS YG EAF
Travel Expenses	.40/km x 6250 km mileage	\$1,000	0	In-Kind
TOTAL (Other Sources)		\$11,400.00	\$7,740	
TOTAL PROJECT		\$26,400	\$22,740	

Budgetary Differences:

Overestimated Items:	Reason For Difference:
Project Management	Because Georgia became more involved in the general project coordination aspect of the project it took less time to manage the project than budgeted.
Materials & Supplies	We were later than expected in getting the final drafts ready for print in 2012. As such, less money was spent on materials and supplies. We also got more interest in the on-line materials – further reducing our need to print in the 2012 period.
Travel Expenses	All meetings were in Whitehorse; we ended up spending more money on mailing and more time on the phone and email than in travelling. Travel around Whitehorse to businesses was provided in kind, but no value has been attached to this.
Underestimated Items:	Reason For Difference:
Project Coordinator/Support	Georgia became much more active on the project coordination work than originally anticipated. Once the funding was approved and the project discussed in detail, it was felt Georgia had the experience and established relationships to pursue the government and communities' correspondences and Christina should focus on the School Presentation, teacher training and School correspondences.
In-Kind Summer Student	Y2C2 were unable to fulfill their commitment of staff time to this project due to a high demand for Y2C2 services; However, we ended up getting Canada World Youth Volunteers who were able to pick up the slack and provided more support than was originally budgeted for Y2C2.
Materials and Supplies	We did a lot of advertising of ORV Awareness Hikes, and we developed some web pages requiring website management that cost somewhat more than expected.

Appendix A Contact Lists

The table below indicates the Key Contacts (106) that were approached as part of this project communication campaign, including First Nations, RCMP, Communities, RRC's, Schools, ORV related Businesses, NGO's, and Government department leads.

Name/ Title	Workplace/ Location	Contact Details
First Nations:		
Lands Branch, Director	White River First Nation, Beaver Creek	Week of September 1 - Phone call introductions; Week of Sep 12 - Campaign Package sent; Week of Sep 20 - follow up email with campaign package attached again; October – 2 nd follow up email with 2 nd (Winter) campaign package and invitation for more hard
Lands Branch, Director	Ross River Dene Council, Ross River	
Bill Barrett, Director of Heritage and Natural Resources	Carcross/ Tagish First Nation, Carcross	
Lands Branch, Director	Vuntut Gwitchin First Nation, Old Crow	
Connie Jules, Lands & Environment Officer	Teslin Tlingit Council, Teslin	

Lands Branch, Director	Ta'an Kwach'an Council, Whitehorse	copies of (new - Snowmobile) posters & brochures; follow up mailing as requested. .
Glen Lamerton, Lands and Resources Manager	Tr'ondek Hwech'in, Dawson City	
Dennis Buyck, Lands Manager	First Nation of Nacho Nyak Dun, Mayo	
Lands Branch, Director	Liard First Nation, Watson Lake	
Dave Sembsmoen, Lands Branch	Kwanlin Dun First Nation, Whitehorse	
Joe Lawrence, Director of Lands	Champagne and Aishihik First Nations, Haines Junction	
Bonnie Huebschwelen, Lands Manager	Selkirk First Nation, Pelly Crossing	
Mike Vance, Director of Lands	Little Salmon Carmacks First Nation, Carmacks	
Renewable Resource Councils (9)	Alsek RRC; Carcross RRC; Carmacks; Dan Keyi RRC; Laberge; Mayo; Old Crow; Selkirk RRC; Teslin RRC	Week of Sep 12 - Campaign Package sent; Week of Sep 20 - follow up email with campaign package attached again; October – 2 nd follow up email with 2 nd (Winter) campaign package and invitation for more hard copies of (new - Snowmobile) posters & brochures; follow up mailing as requested. .
RCMP – via RCMP Communications Christine Grant (13)	Whitehorse; Watson Lake; Teslin; Ross River; Pelly Crossing; Old Crow; Mayo; Haines Junction; Faro; Dawson; Carmacks; Carcross; Beaver Creek	Week of September 1 - Phone call introductions; Week of Sep 12 - Campaign Package sent; Week of Sep 20 - follow up email with campaign package attached again; October – 2 nd follow up email with 2 nd (Winter) campaign package and invitation for more hard copies of (new - Snowmobile) posters & brochures; follow up mailing as requested. .
Municipalities (9)	Whitehorse, Watson Lake, Teslin, Mayo, Haines Junction, Faro, Dawson, Carmacks	Week of Sep 12 - Campaign Package sent; Week of Sep 20 - follow up email with campaign package attached again; October – 2 nd follow up email with 2 nd (Winter) campaign package and invitation for more hard copies of (new - Snowmobile) posters & brochures; follow up mailing as requested.
Local Advisory Councils (5)	Tagish, Mount Lorne, Marsh Lake, Ibex Valley, South Klondike Advisory Council	Week of Sep 12 - Campaign Package sent; Week of Sep 20 - follow up email with campaign package attached again; October – 2 nd follow up email with 2 nd (Winter) campaign package and invitation for more hard copies of (new - Snowmobile) posters & brochures; follow up mailing as requested.
Schools (27)	All Yukon Schools	Week of Sep 12 – Schools Campaign Package sent; Week of Sep 20 - follow up email with campaign package attached again; October – 2 nd follow up phone calls to schools regarding Presentation opportunity.
ORV Related Whitehorse Businesses (12):		
Yukon Wide Adventures; ATV Tours; Yamaha; Polaris; Listers Motorsports; Yukon Honda; Argo; Canadian Tire; Napa Auto Parts;		Yukon Wide Adventures, and ATV Tours: Sep 12 Campaign Package sent

Territorial Auto Parts; KalTire; Fountain Tire		September - Hand delivery of Campaign package and in-person discussions re: Posting the Poster and presenting the brochures for public access.
Other Organizations		
ORV Working Group (6)	Klondike Snowmobile Association; Trails Only Yukon Association; Wilderness Tourism Association of Yukon; Yukon Fish & Game Association; Yukon Off-Road Riders Association; Yukon Conservation Society	Campaign Package developed with the support of these partners; Packages sent to them in the mail and on email; Regular and ongoing communications via email and phone throughout the process.
Claude Chabot, Executive Director	Whitehorse Cross-Country Ski-Club	Week of Sep 12 - Campaign Package sent; Week of Sep 20 - follow up email with campaign package attached again; October – 2 nd follow up email with 2 nd (Winter) campaign package and invitation for more hard copies of (new - Snowmobile) posters & brochures; follow up mailing as requested.
Patrick James and Dave Sembsmoen, Co-Chairs	Southern Lakes Wildlife Coordinating Committee	
Don Reid, Executive Director	Wildlife Conservation Society of Canada	
Graham Van Tighem, Executive Director	Yukon Fish & Wildlife Management Board	
Time Mervyn, Executive Director	Yukon Outfitters Association	
Government		
Currie Dixon, Minister of Environment (and Minister of Economic Development)	Yukon Environment; Yukon Economic Development	Week of Sep 12 - Campaign Package sent.
Conservation Officers (s), Chris Gustafson & other	Yukon Environment	Week of Sep 12 - Campaign Package sent; Follow up phone call discussions and feedback sought.
Kelvin Leary, Deputy Minister of Environment	Yukon Environment	Week of Sep 12 - Campaign Package sent; Follow up phone call and other phone calls before and after the campaign period regarding the work of the Interdepartmental Working Group.
Tim Sellars, YG’s Interdepartmental Working Group on ORV’s – Environment Chair	Yukon Environment	Week of Sep 12 - Campaign Package sent; Follow up phone call and other phone calls and email correspondence before and after the campaign period regarding the work of the Interdepartmental Working Group and collaboration opportunities.
Nancy Campbell, YG’s Interdepartmental Working Group on ORV’s Communications person	Yukon Environment	
Jen Magnuson, YG’s Interdepartmental Working Group on ORV’s – Highways & Public Works Chair	Yukon Highways and Public Works	
Louis Martel, Bylaw & Education	City of Whitehorse	Week of Sep 12 - Campaign Package sent; Follow up phone call and other phone calls and email correspondences before and after the campaign period regarding the work of the City and collaboration options.

The table below indicates the Whitehorse Principals and Teachers who have been contacted regarding the Learning Resource “ORVs and the Environment”. Also indicated in the table is whether the presentation has

been delivered or whether interest has been expressed in having the presentation delivered. A volunteer has been identified who is willing to assist with delivery of this presentation in the future.

Persons Contacted	School	Presentation Delivered
Principal: Helene St Onge Teachers: Bruce Dent, Sofie Maurice, Stephen Beauregard	Whitehorse Elementary	No
Principal: Katrina Brogdon Teachers: Patrick Whyard, Amanda Bartle, Wil deWit	Takhini Elementary	No
Principal: Cathi Dunham	Selkirk Elementary	Yes (two classes)
Principal: Tricia Toovey; Teacher: Peter Harms	Hidden Valley Elementary	Yes
Principal: Lorrie Peterson Teacher: Carol Sherlock, Sara Tillett	Jack Hulland Elementary	Will consider for March
Principal: Wendy Close Teacher: Michelle Beaulieu, Cathy Harrison	Golden Horn Elementary	No
Principal: Melanie Bennett Teacher: Robyn Murphy	Elijah Smith Elementary	Interest expressed for Feb/March
Principal: Marj Hlady Teachers: Tanis Giczi, Duane Hanscom	Christ the King Elementary	No
Principal: Ted Hupe	Holy Family Elementary	Yes

Appendix B

Off Road Vehicle Terrain Analysis & Awareness Project Coordinator Work Report

Christina Macdonald, ORV Project Coordinator

Total Hours: 258.5 hours

Summary of work performed:

This Table includes both hours worked on the ORV Project as well as hours worked on supporting the Non-motorized Trail Advocacy Group (NMTAG). NMTAG hours were not included in the ORV Project budget. NMTAG was formed in January 2012 and is composed of a group of Whitehorse community members. NMTAG's mission is to "Advocate for environmental protection and the concerns of users of non-motorized trail and green spaces." These kinds of groups need to be engaged in order for Whitehorse and the Yukon to resolve trail conflicts and reduce our collective impacts on the natural environment. For this reason, the ORV Project Coordinator's work with NMTAG has been included in this activity summary.

Month	Nature of Activity	ORV Hours	NMTAG Hours
March 2012	NMTAG: Facilitated first meeting of the Non-motorized Trail Advocacy Group	0	4
April 2012	NMTAG: Coordinated a representative to sit on the Trail Designation Task Force for the east side of the Yukon River. Attended ATV Task Force Recommendation Open House, submitted comments to the City on the ATV Bylaw Recommendations and attended CASM Meeting re ATV Bylaw. Prepared for, facilitated and took minutes at a meeting of the Non-motorized Trail Advocacy Group	0	9
May 2012	ORV Project: Refined text for series of ORV brochures, developed radio ads and text for posters, organized an ad in the Yukon Hunting Regulations Book and organized an ATV photoshoot to generate images for use in advertizing campaign. In addition, met with YG's interdepartmental ORV group to discuss ways we can work together to promote environmentally responsible ORV use through advertisements and education. Met with David Black (Environmental Stewardship Coordinator with Department of Education) to discuss opportunities for introducing environmentally responsible ORV education into the school system NMTAG: Facilitated and took minutes for meeting of the Non-motorized Trail Advocacy Group and submitted comments on draft ATV bylaw.	55	5
June 2012	ORV: refined text and photos for series of ORV brochures in collaboration with the ORV Working Group and Tanya Handley (lay-out and design). Conducted an ATV photoshoot in Middle McIntyre Creek to generate photos for ORV brochure series, attended a meeting of the Environmental Educators Association of the Yukon AGM to raise awareness of ORV Project (became Board Member), met with the ORV Working Group to discuss educational brochures and radio ads and recorded ORV ads for CKRW.	91.5	0
July 2012	ORV: Produced brochures and bumper stickers. NMTAG: facilitated meeting of the Non-motorized Trail Advocacy Group	20	3
August 2012	ORV: Worked with designer to create ATV poster and get feedback from ORV Alliance, discussed possibility of partnering with City Bylaw Officer, Louis Martel, to deliver material to schools.	8	2

	NMTAG: Created the Take a Walk! Writing Competition, designed to raise awareness of non-motorized use of walking trails in the city.		
September 2012	<p>ORV: Finalized details of ATV poster and collaborated with a volunteer to further refine the Grade 7 presentation.</p> <p>NMTAG: Trail Task Force work included identifying representatives to participate in the ongoing Task Force processes and collecting their feedback from the initial Task Force meetings. Met with the Non-motorized Trail Advocacy Group</p>	13	5
October 2012	<p>ORV: Collected photos and finalized the text for the snowmobile brochure and met with a volunteer (Roy Jantzen) three times to discuss ORV school presentation</p> <p>NMTAG: Provided updates to the Non-motorized Trail Advocacy Group. Wrapped up the Take A Walk! writing competition</p>	41	3
November 2012	<p>ORV: Produced snowmobile poster and finalized ORV school presentation and had it approved by the Department of Education. Elementary school principals in Whitehorse contacted to arrangement presentation dates. Met with Project Manager to discuss ORV Project.</p> <p>NMTAG: facilitated NMTAG meeting</p>	18.5	4
December 2012	<p>ORV: Continued to promote the ORV presentation to Whitehorse school principals and teachers. Gave ORV presentation to two Selkirk Elementary School classes with the help of volunteer, Roy Jantzen.</p> <p>NMTAG: Composed and sent letter to Dave Pruden (CoW Bylaw) and Douglas Hnatiuk (CoW Parks and Rec) regarding the need to address continued illegal use of the Rotary Centennial bridge by off road vehicles. Attended Above-the-Airport Trail Task Force Open House and requested and received extension on deadline for public comments on the City of Whitehorse trail task force recommendations</p>	5	5
January 2013	<p>ORV: Presented to Holy Family Elementary School class and Hidden Valley Elementary School class</p> <p>NMTAG: Facilitated meeting of NMTAG</p>	4.5	3
February	ORV: Met with ORV School Presentation volunteer and assisted	2.0	1.5

2013	with writing ORV Final Report. NMTAG: attended CASM meeting discussion of Trails and Greenways Committee		
TOTAL HOURS		258.5	43.5

Georgia Greetham, ORV Project Coordinator Support Work Total Hours: 84.5 hours

Summary of work performed:

April 2012 (11.5 hours)

Received confirmation of ORV Project Funding; Met with Christina to review plan; Began preparing to commence project; Communications with YG departments and Ministers offices re: ORV Recommendations next steps; Attended Carcross LAC meeting to discuss ORV Recommendations

May 2012 (20.5 hours)

Regular update meetings with Christina; some communications with Working Group members and YG re: ORV project next steps; Some communications with dirtbike riders and others re: ATV bylaw changes and new regulations.

June 2012 (15 hours)

Regular update meetings with Christina; some communications with Working Group members and YG re: ORV project next steps; Review and provide input for development of communications materials

July 2012 (5 hours)

Support on ORV logo and stickers and brochures design, content, text, etc.

September 2012 (13.5 hours)

Prepared a letter with Christina's help, and then mailed out a package of brochures, poster, stickers and letters, individually addressed, to about 100 Yukon agency reps, including all RCMPs, all school principals, all RRCs, LACs, Municipalities, First Nations land managers, several YG staff, relevant NGOs, etc. A number of these packages were hand delivered, many were mailed; Some correspondence with Alliance members.

October 2012 (2.5 hours)

Meeting with Christina re: project progress and next steps; Correspondence with Alliance members and Christina re: Snowmobile brochure and poster; Follow up email communications with all contacts that received package in September.

November 2012 (12.5 hours)

Meeting with Christina re: project progress and next steps; Correspondence with Alliance members and Christina re: Snowmobile brochure and poster; Delivered Snowmobile brochures and posters to all dealerships and some service outlets and related retail stores, gas stations, etc; Met with Jessup YG Education re: forma go-ahead to take the education material into classrooms.

December 2012 (1.5 hours)

Meeting with Christina on project next steps; correspondences with YG's interdepartmental working group.

January 2013 (2.5 hrs)

Meeting with Christina on project next steps; Project Wrap- Up review and preparation5

February & March 2013 (10 hrs)

ORV Advertising; Project management and final reporting



Off-Road Vehicles (ORVs) and the Environment

Grade 7 Science Learning Resource



Looking for a new way to fulfill Prescribed Learning Outcomes?

The *Off-Road Vehicles (ORVs) and the Environment, Grade 7 Science Learning Resource* is a relevant, informative and engaging way to help meet the Prescribed Learning Outcomes outlined by the British Columbia Ministry of Education under the “Life Sciences: Ecosystems” section of the Grade 7 Science curriculum.

The objective of this Grade 7 Science Learning Resource is to educate students on environmentally responsible Off-Road Vehicle (ORV) use. This presentation is relevant to all students because ORV use is discussed as one of a number of human activities that can impact habitat and wildlife. The emphasis is that everyone can play a role in protecting the environment.

This Learning Resource encourages students to take action to reduce their own impacts on the Yukon environment by first having them consider the different sources of impacts on Yukon wildlife and habitat, including ORVs, and then understand how those impacts can be minimized. By the end, students are equipped with the knowledge to turn their environmental ‘footprints’ into ‘handprints’ for positive change.

This Learning Resource is a 1.5 hour long presentation that is carefully designed to engage students with the material through individual reflection exercises and partner and group discussions. Props and interactive activities are also used to create a dynamic learning environment. The material presented is highly Yukon specific.

If you are interested in more information or having a trained Yukon Conservation Society staff member present this Learning Resource to your class, please contact
Christina Macdonald, Wildlife Coordinator with the Yukon Conservation Society at:

Email: ycswild@ycs.yk.ca
Phone: 867-668-5678



Off-Road Vehicles (ORVs) and the Environment

Grade 7 Science Learning Resource

Produced by the Ride Smart ORV Alliance

Primary Objective

The objective of this Grade 7 Science Learning Resource is to educate students on environmentally responsible Off-Road Vehicle (ORV) use. However, in order to make the material relevant to students who don't use ORVs and to emphasize that everyone can play a role in protecting the environment, ORV use is discussed as one of a number of human activities that can impact habitat and wildlife.

This Learning Resource is a 1.5 hour long presentation that is carefully designed to engage students with the material through individual reflection exercises and partner and group discussions. Props and interactive activities are also used to create a dynamic learning environment.

The presentation is outlined below in detail and is broken into six sections, 1.0 through to 6.0. The information, reflection exercises and group discussions described in these six sections all work towards achieving this primary objective.

Contact Information

The Ride Smart ORV Alliance is a collection of Yukon organizations that have collaborated to produce educational material that teaches environmentally responsible ORV use, including this Grade 7 Science Learning Resource.

The Ride Smart ORV Alliance is composed of six organizations:

Klondike Snowmobile Association
Yukon Off-Road Riders Association
Trails Only Yukon Association
Wilderness Tourism Association of the Yukon
Yukon Conservation Society
Yukon Fish and Game Association

This Learning Resource includes detailed information in Appendix A so that teachers can deliver the presentation themselves. Alternatively, a staff member or trained volunteer with the Yukon Conservation Society can deliver the presentation upon request.

Please contact Christina Macdonald, Wildlife Coordinator with the Yukon Conservation Society, for more information or to arrange a presentation.

Email: ycswild@ycs.yk.ca
Phone: 867-668-5678

Grade 7 Science Prescribed Learning Outcomes

This Grade 7 Science Learning Resource is designed to help fulfill a number of Prescribed Learning Outcomes for Grade 7 Science as identified by the British Columbia Ministry of Education.

Specifically, this Learning Resource contributes to fulfilling the Prescribed Learning Outcomes outlined by the British Columbia Ministry of Education under the section “Life Sciences: Ecosystems” which are:

- analyse the roles of organisms as part of interconnected food webs, populations, communities, and ecosystems
- assess survival needs and interactions between organisms and the environment
- assess the requirements for sustaining healthy local ecosystems
- evaluate human impacts on local ecosystems

In each of sections 1.0 to 6.0 outlined below, links are made to the relevant Prescribed Learning Outcomes.

Off-Road Vehicles (ORVs) and the Environment: Presentation

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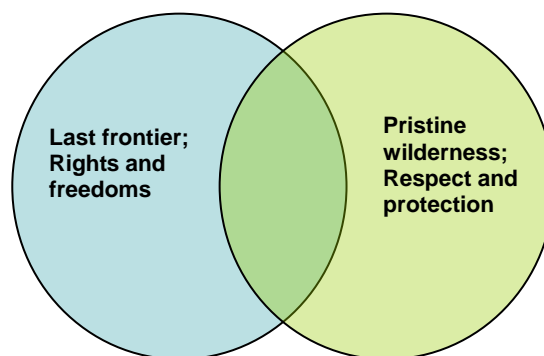
Total Time: 1 hr 30 min

1.0 Set the Stage (8 minutes)

Instructions:

- Presenter introduces him/herself, the Ride Smart ORV Alliance and the Yukon Conservation Society. Presenter shows a visual of what the next 1.5 hours will look like (please see Appendix C for this visual). State Learning Intention: the goal of this presentation is to turn your footprint into a handprint.
- Presenter preps students by asking them to make sure a paper and pen are on their desk (for Section 3.2.1).
- Presenter reviews the purpose and nature of the ORV presentation using the following two quotes to engage students and generate discussion:
 - 1) One thing is clear: Yukoners are passionate about the issue. Comments tend to be emotionally charged and closely tied to what Yukon means to each individual. For example, some view Yukon as the last frontier and want it to remain that way. For them it's about protecting their personal rights and freedoms and having the ability to choose. Others see it as that pristine, untouched wilderness experience. For them it's more about respect and the principle that Yukon belongs to all of us and must be protected for future generations.
 - Yukon Legislative Assembly. Report of the Select Committee on the Safe Operation and Use of Off-Road Vehicles. March 2011

Draw the below Venn Diagram on the board to illustrate these polar positions. Explain to students that the focus of the presentation is on the overlap area. In this area the two positions can co-exist when the landscape is managed sustainably and people actively work to reduce their impacts on the natural environment.



- 2) “Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever does”

- Margaret Mead, American cultural anthropologist

2.0 Warm-Up Activity: Vote with your Body (10 minutes total)

Instructions:

- Ask the students to stand up. Explain that students are going to vote with their bodies by positioning themselves along a rope depending on their responses to the following questions.
- Lay out a rope from one side of the room to the other and ask students to place themselves along the rope depending on their responses to the following questions.

Props: long rope

← This Side	This Side →
Yes, Always, Very Important, Absolutely	No, Never, Not Important, No way
←Or some where on the continuum between these two →	

Answer the following by voting with your body (7 minutes).

1. In my free time, I spend a lot of time in the outdoors
2. How do you like to experience the outdoors?

On your own, quietly, listening, watching... OR

With technology, speed, power like on a mountain bike, ATV, snow mobile

3. I have a good understanding of what impacts the environment, especially animals, in the Yukon.
4. How important is it to you to have minimal or no impact on the environment when you are in it? (*ask to check in with, or have them reflect on, their own environmental values*)

Not important at all. It will repair itself after I am gone.... OR

Very important. I don't want to harm the environment as I and others want to use it again in the future.

5. Learning about impacts on the environment is.... (*Depending on the rapport with the teacher and the class, you can check in with their attitudes in general to determine what you are working with in terms of their positive vs. negative attitudes and their receptivity to your message*)

Rad, Wicked, Sick, Cool.... OR

Lame, Snoreville, Sad, Uninteresting

2.1 Group Discussion (3 minutes)

What were the variations in the class? Was everyone grouped together, or were they spread out? How easy or hard was it to decide where to go? Did others influence your decision on where to be?

3.0 Impacts Add Up – Sources and Cumulative Effects (17 minutes total)

3.1 Natural and Human Sources of Impacts on Habitat and Wildlife (10 min)

Instructions:

- Encourage students to brainstorm different sources of natural and human impacts on wildlife and habitat. As students name sources, stick the appropriate ‘source’ cards using tape onto the ‘wilderness’ poster.
- Write down on chalk, white board or flip chart any additional sources that students name.

Props: 13 laminated ‘source’ cards (see below for the 13 sources of impacts)

1 large laminated ‘wilderness’ poster.

Tape

Flip chart and coloured markers

Link to British Columbia Ministry of Education Prescribed Learning Outcome:

- evaluate human impacts on local ecosystems

Natural Sources of Impacts on Habitat and Wildlife:

- 1) forest fires
- 2) disease and parasites
- 3) predation
- 4) flooding
- 5) invasive species
- 6) beetle infestations

Human Sources of Impacts on Habitat and Wildlife:

- 7) mining and oil and gas exploration and development
- 8) farming (agriculture and animals), aquaculture and forestry
- 9) human settlements and roads
- 10) hunting and fishing
- 11) energy demands
- 12) recreational activities
- 13) climate change

3.2 Cumulative Effects (7 min)

Instructions:

- Query class as to what the word ‘cumulative’ means, then define it.

Definition: Increasing or enlarging by successive addition. No one activity causes cumulative effects. Cumulative effects are caused by the addition or accumulation of impacts from different activities over time. One impact by itself may not be a cause for concern; it might even seem insignificant. However, the addition of many small impacts over time adds to the end result – cumulative effects and an increase for concern.

Illustrative example: Persistent Organic Pollutants and Bioaccumulation (Source: Environment Canada)

Persistent Organic Pollutants, known as POPs, are toxic substances released into the environment through a variety of human activities (pesticides, industrial chemicals). They have adverse effects on the health of ecosystems, wildlife and people. POPs tend to concentrate in colder climates such as Canada’s North, as well as in the Great Lakes Basin and St. Lawrence River.

As chemical compounds, POPs are very stable and consequently can last in the environment for years or decades. POPs are also bio-accumulative, meaning they can concentrate in living organisms and accumulate up the food chain through fish, predatory birds, mammals and humans. POPs can enter the human system through traditional foods such as beluga muktuk (skin) and seal blubber. Aboriginal peoples, who rely heavily on such country foods, are particularly affected. Some POPs can be passed on from mother to child across the placenta, or through breast milk.

POPs can travel great distances around the globe through the atmosphere. Touching down on oceans and freshwater bodies, they then evaporate into the atmosphere once again, and travel further to touch down in another spot until they ultimately gather in the colder climates. This is known as the grasshopper effect.

Prop: use ‘wilderness’ poster covered in ‘source’ impact cards to illustrate message that individual impacts add up.

3.2.1 Student Reflection and Partner Share

Instructions:

- Ask each student to write down on a footprint cut-out the direct and indirect impacts they each have on their day to day and wilderness environments (wildlife, land and water). Explain the difference between direct (ex. littering, hunting) and indirect (ex. energy consumption leading to increased air pollution from burning diesel).
- Then have students share their thoughts with a partner. Instruct students to keep their footprints because we’ll be returning to it later on in the presentation.

Prop: footprint cut-outs (one for each student)

4.0 Off Road Vehicles (ORVs) (15 minutes total)

Instructions:

- Explain to students that we will be doing a group brainstorming exercise about the different kinds of ORVs and why ORVs are an issue in the Yukon.
- Use a flip chart to document students' responses. This can be referred back to later on in the presentation. Move around the classroom as you brainstorm to keep students' attention. Be like an actor to help engage students and elicit responses.

Props: Flip chart and markers
Laminated ORV images

Link to British Columbia Ministry of Education Prescribed Learning Outcome:

- evaluate human impacts on local ecosystems

4.1 What are Off Road Vehicles (ORVs)? (5 min)

An ORV is any wheeled or tracked motorized vehicle designed or adapted for cross-country travel on land, water, ice, snow, marsh, swamp land or other natural terrain

Examples of ORVs:

- All Terrain Vehicles (ATVs), including side-by-sides, Argos
- Motorbikes
- Trucks
- Snowmobiles

4.2 Why are ORVs an issue in the Yukon? (10 minutes)

- as the population increases in the territory so do the number of ORVs.
- ORVs are more powerful and more dependable and so can go further into the backcountry than they could before. Mining roads allow ORV users to access remote areas and animal populations. Early models generated about 7 horsepower and weighed 160 and 200 pounds, today's models can generate over 50 horsepower and weigh at least 400 pounds
- Yukon is the only territory or province without regulations governing ORV use.
- Lack of enforcement capability and a huge, unpopulated area to monitor.
- No requirements for taking ORV training courses that teach safe and environmentally responsible ORV use until recently. City of Whitehorse now requires a Snowmobile Safety Card
- Conflicts between different user groups. For example, between back country skiers who want to be surrounded by quiet and snowmobilers who are travelling in the same areas.

These above factors lead to the focus of the rest of the presentation:

- **ORVs can damage habitat.** Due to the Yukon's harsh winters and short growing season the land is very susceptible to damage and it takes much longer for the land to heal than it does further south.
- **ORV use can impact wildlife.** ORVs allow hunters easy access to remote areas and make transporting hunted animals easier. ORV noise and presence can cause changes to animal behaviour, stress animals and decrease their energy reserves and prevent animals from accessing preferred habitat.

5.0 ORV Impacts on Wildlife and Habitat (20 min)

Instructions for Group Activity:

- Divide the class into 4-5 groups. Assign each group 2-3 Wildlife Cards, 2-3 Impact Sheets and 1 Habitat Poster.
- Explain to students that they are to review the Impact Sheets which summarize a number of different impacts ORVs have on habitat and wildlife and then brainstorm how these impacts might be related to their assigned wildlife. Not all impacts will relate to their assigned wildlife however, wildlife will likely be affected by a number of the available 'impacts'.
- The students will then cut up the Impacts Sheets and stick the cut up impacts along with the appropriate wildlife card on the relevant habitat (alpine, forest, wetland) on the laminated Habitat Poster.
- Provide an example for all students to clarify. Example: a 'salmon' wildlife card could be stuck onto the 'wetland' habitat along with the following 'impacts': Behaviour Change – mortality, Habitat Impact – Increased Sediment in Streams, Habitat Impact – Changes to Water Flow, Habitat Impact – Loss of Habitat, Habitat Impact – Increased Air and Water Pollution and Habitat Impact – Increased Erosion
- After the small groups have had opportunity to brainstorm, bring the discussion out to the class. Have a volunteer from each group present the results of their brainstorming session to the entire class. Use the background information in Appendix A to guide the class discussion.

Props: Laminated Habitat Poster depicting alpine, forest and wetland habitats (one per group)
Wildlife Cards (11 total)
Impact Sheets (see Appendix B)

Links to British Columbia Ministry of Education Prescribed Learning Outcomes:

- analyse the roles of organisms as part of interconnected food webs, populations, communities, and ecosystems
- assess survival needs and interactions between organisms and the environment
- assess the requirements for sustaining healthy local ecosystems
- evaluate human impacts on local ecosystems

Wildlife Cards

Caribou

Moose
Wolves
Bears
Mouse
Salmon
Sheep
Great Horned Owl
Ptarmigan
Otter
Frog

6.0 What You Can Do! (20 minutes total)

6.1 Reflection and Group Discussion (15 min)

Instructions:

- Ask students to look back at their footprints and the notes they took on their own impacts on the environment (Section 3.2.1.). Ask students to individually brainstorm ways that they can reduce their impacts given what has been discussed in the previous section. Have them write these notes down on the other side of the footprint.
- Follow this by a Group Discussion and take notes on a flip chart. Use the information below and in Appendix A to shape the discussion.

Props: Flip chart and markers, footprints from Section 3.2.1

Link to British Columbia Ministry of Education Prescribed Learning Outcomes:

- analyse the roles of organisms as part of interconnected food webs, populations, communities, and ecosystems
- assess survival needs and interactions between organisms and the environment
- assess the requirements for sustaining healthy local ecosystems
- evaluate human impacts on local ecosystems

Ways to Minimize your Impacts on Habitat and Wildlife

- Be respectful of wildlife, especially during critical times of the year.
- Avoid environmentally sensitive areas like wetlands and the alpine.
- Stay on existing, hard bottomed trails that are designated for ORV use (reference city of Whitehorse maps and new ATV and Snowmobile Bylaws).
- Protect the soundscape.
- Wash your ATV after use to prevent the spread of invasive species like sweet clover.
- Be a steward of the land.
- Educate yourself.

6.2 Turn Your Footprint into a Handprint (5 min)

Instructions:

- Discuss how cumulative effects can also be positive. We often hear about our negative impact on the planet – our environmental footprint. But footprints are only half the picture. We can also have positive impacts by changing the way we do things when we're out in our communities and the wilderness.
- Ask students to pick one thing that they're going to work on to reduce their impacts on wildlife and habitat. Have them write this action down on a handprint cutout and have them come to the front and stick it on the wilderness poster.

Props: laminated wilderness poster, handprint cut-outs

Link to British Columbia Ministry of Education Prescribed Learning Outcome:

- evaluate human impacts on local ecosystems

APPENDIX A: Background Information

4.0 Impacts Add Up – Sources and Cumulative Effects (17 minutes total)

3.1 Natural and Human Sources of Impacts on Habitat and Wildlife (10 min)

Natural Sources of Impacts:

4) Forest fires

Fires contribute to forest loss. Deforestation by fire is also a key emitter of carbon dioxide. Wildfires caused by lightning strikes are a natural occurrence and serve important ecosystem functions. Forest landscapes are dynamic and change in response to variations in climate and to disturbances from natural sources, such as fires caused by lightning strikes. Many tree species have evolved to take advantage of fire, and periodic burns can contribute to overall forest health. Fires typically move through burning lower branches and clearing dead wood from the forest floor which kick-starts regeneration by providing ideal growing conditions. It also improves floor habitat for many species that prefer relatively open spaces. For example, moose populations often benefit from early succession habitats. On the other hand, caribou are known to avoid burned areas for decades while lichen communities (food supply) regenerate.

After a fire burns down a swath of woodland, a sequence of ecological responses, or succession, begins. Amid the charred forest remains, a flourishing of pioneer species begins, usually quick-growing grasses and weeds, followed by a steady advance of slower-growing, taller species of plants and then trees. Typically fast-growing species such as aspen and pine are first off the mark after a fire, but eventually give way to slower-growing species like spruce.

5) Disease and parasites

Avian flu, mange, winter ticks on elk and moose, can kill or weaken animals affecting their survival ability.

6) Predation

Yukon is one of the few areas in the world that supports large, naturally-regulated populations of moose and their predators. This situation is changing in hunted areas. In the southwest Yukon, between Teslin and Haines Junction, it is estimated that grizzlies kill more than 900 moose per year. Wolves take an additional 600.

Grizzlies prey on salmon

Lynx prey on hares

Raptors prey on smaller birds

Birds and frogs prey on insects

7) Flooding

Flooding can destroy old growth forests in the floodplain, rivers substrate can be removed and replaced by sediment, aquatic vegetation, fish and invertebrates can be destroyed. Coming at a time of year when young litters are in burrows and dens, and ground nests are either under construction or complete, many animals and ground-nesting birds can be displaced or killed by floods.

8) Invasive species

An invasive species is defined as an organism (plant, animal, fungus, or bacterium) that is introduced and has negative effects on our economy, our environment, or our health. Not all introduced species are invasive. The term “invasive” is reserved for the most aggressive species that reproduce rapidly and cause major changes to the areas where they become established.

As native plant and animal communities are replaced by invasive species infestations, biodiversity declines and habitats change. Invasive species can negatively impact: rangelands by reducing forage quality and quantity; forestry operations by competing with seedlings for light, nutrients, and water; recreation opportunities by obstructing trails, and reducing aesthetics; and water quality and quantity by increased erosion and sedimentation.

There are 154 introduced plant species in the Yukon. Only 20 are considered invasive, including foxtail barley and white sweetclover.

Invasive plants are spread through several key pathways including increased travel and trade; transportation, horticulture, gardening, seed-mixtures (revegetation, birdfeed, wildflower mixes), recreation; and wildlife, livestock, humans, and pets.

9) Beetle infestations

There are 13 insects in the Yukon that can cause damage to forests. The spruce beetle is one of the most widely known of these.

At endemic levels, spruce beetle normally infest downed trees, logging debris, decked timber, dying or stressed trees and only occasionally cause tree mortality. During periods of outbreak, beetles will attack and kill live trees causing widespread mortality. In Yukon, spruce beetle is the most damaging agent of mature spruce forests. The earliest recorded outbreak occurred in the late 1930s and early 1940s around Dezadeash Lake. The recent spruce beetle outbreak started in Kluane National Park and Reserve around 1990. As of 2007, more than half of the mature spruce had been killed over an area of 380,000 ha. Climate moderation was the initiation factor in the recent outbreak. Dry warm summers caused the desiccation of host trees which then became stressed and attractive to the beetles. These climatic conditions also favoured increased beetle fecundity. Over the same period, warmer winters resulted in reduced brood mortality.

Human Sources of Impacts:

10) Mining and oil and gas exploration and development

The Yukon has the free entry system of mining claim staking. Essentially, this means anywhere in the Yukon can be staked unless it has been specifically withdrawn by Government legislation. Placer (gold) and hard rock mining are very active in the Yukon. Placer deposits occur in several areas in Yukon, though historically, most of the mining has taken place near Dawson City. Yukon hosts

significant deposits of copper, lead, tungsten, zinc and silver as well as one of the world's largest iron ore deposits. Currently, oil and gas exploration is occurring in Eagle Plains. These activities cause habitat loss and fragmentation and the accompanying increased road and air access into remote areas causes increased disturbance to wildlife.

11) Farming (agriculture and animals), Aquaculture and Forestry

These activities destroy habitat, cause erosion, affect water quality and can lead to disease transmission between wild and domesticated animals.

12) Human Settlements

Loss of habitat from physical footprint, different sources of pollution: noise, light, waste, road, water, and air traffic.

13) Roads

Fragment habitat decreasing connectivity, cause sediment and pollutant runoff into streams, lead to direct animal mortality, alter animal behaviour.

14) Hunting and fishing

Direct animal mortality, habitat impacts and wildlife disturbance from human and ORV presence in often remote areas.

15) Energy demands

Dams can impact habitat for fish and wildlife, and impact property owners through water level changes, diesel is trucked into the territory (greenhouse gases and air pollution).

16) Climate change

More extreme weather events including forest fires, spruce beetle outbreaks because of mild winters, permafrost thawing which leads to infrastructure damage, changes in plant and animal communities

17) Recreational activities

Mechanized (ORVs: snowmobiles, all-terrain vehicles, dirtbikes, 4x4 trucks) and non-mechanized (hiking, canoeing, horse back riding, bird watching, skiing, mountain biking).

3.2 Cumulative Effects

Cumulative effects are changes to the biophysical, social, economic, and cultural environments caused by the combination of past, present and “reasonably foreseeable” future actions. Impacts (changes) can be caused by natural events such as forest fires, or by human activities such as mining. Cumulative effects on the land might be seen as changes to the number of wildlife or birds, increases in non-native plants, or the melting of permafrost. Activities such as logging, oil and natural gas development, commercial fishing, mining, hunting, recreation and human settlement all contribute to cumulative

effects.

It's often easy to think of how industrial development harms the environment, but human activities can also produce benefits. For example, the establishment of a mine can lead to job creation which is important for overall community health. There are many people, individuals, groups, business and industries working to find ways to allow development to happen in a way that doesn't permanently harm the environment (the Yukon Environmental and Socio-economic Assessment Board is one example).

There has been considerable growth in some of these activities in the Yukon. Understanding the cumulative effects of such activities is important for making informed decisions in managing land, water and other natural resources.

No one activity causes cumulative effects. Cumulative effects are caused by the addition or accumulation of impacts from different activities over time. One impact by itself may not be a cause for concern; it might even seem insignificant. However, the addition of many small impacts over time adds to the end result – cumulative effects and an increase for concern.

5.0 ORV Impacts on Wildlife and Habitat

General Impacts

a) Wildlife

Wildlife is negatively impacted by the presence and noise of ATVs, ORVs, and snowmobiles, although some mammals (deer, for example) may become, over time, habituated to these vehicles. Repeated disturbance of wildlife can result in increased energy expenditure and reduced reproduction. Noise and disturbance from ORVs can result in a range of impacts including increased stress, altered movement patterns (from preferred to marginal habitat), avoidance of high-use (ORV) areas or routes, and disrupted nesting activities. Disruption of breeding and nesting birds is a particularly well documented problem. Many bird species are particularly sensitive to disturbance and noise may cause nest abandonment and interfere with communication during incubation and fledgling phases.

The cumulative effect of loss of habitat security, soil erosion, vegetation loss, introduction of non-native invasive species, and forest fragmentation results in the loss of functional wildlife habitat that supports healthy individuals and populations of wildlife. Animals may be impacted directly and/or indirectly. A direct impact may be an ORV that collapses a small mammal burrow or runs an animal over. An indirect impact would be reduced habitat for cavity-nesting species caused by increased access for firewood collection. Any additional habitat loss for sensitive, threatened, and endangered species is also of concern.

Several studies have found that large animals such as elk, wolves, and bears are negatively impacted by the loss of habitat security resulting from increased motorized access. Depending on the species, some wildlife are more sensitive to disturbance during critical times of year, such as winter habitat for ungulates or areas important for grizzly bear food sources during spring.

Studies show that snowmobiles compact the insulating layers of snow and thus compromise the habitat of mammals living below the snow layer including shrews, voles and mice. Since snowmobiles share

the same noise characteristics as ATVs and ORVs, they may put undue stress on large ungulates, including caribou, moose and deer.

b) Soil and Vegetation

Soil compaction and the shear forces of motorized vehicles create mud holes and gullies that can decrease water infiltration, increase runoff, and cause severe erosion problems.

ORVs are frequently cited as the key link in the spread of invasive or noxious plants such as White Sweetclover and Smooth Brome.

ATV use has been found to widen and rut forest roads in some places, and to increase the sediment load to streams which may threaten fisheries. ATVs and ORVs offer access to resource areas that are typically less accessible and more remote.

Recovery times are dependent on many factors including soil types, magnitude of soil compaction, rainfall rates, propagation rates of vegetation, and the degree of human disturbance. The Yukon's harsh winters and short growing season makes the land more susceptible to damage and stress than the south.

Gasoline and motor oil from ORVs can contaminate soil and water. Be sure that your vehicle is properly maintained and check for fuel leaks regularly to avoid fuel spills.

c) Recreation

ORV use can conflict with non-motorized uses, such as hiking and cross-country skiing. Additionally, noise and intrusion of the modern world into nature can compromise the enjoyment of many user groups. Many ORV operators actively manage and promote responsible use of trail systems and are stewards of the land.

Environmentally Sensitive Habitats

1) Wetlands

Wetlands are the link between land and water. They include ponds, marshes, swamps, peatlands and shallow lakes. Some wetlands are seasonal, and only have standing water during certain parts of the year. Wetlands are home for a large diversity of plants and provide important habitat for many different animal species. Plants and animals are not the only ones who can benefit from wetlands. Lakes, ponds and wetlands are popular areas for humans to pursue recreational activities. Yukon has 46 key wetlands spread out across the territory. Yukon wetlands provide an important link between Alaskan breeding grounds and wintering grounds elsewhere in North and South America.

i) Importance of Wetlands

Wetlands serve as breeding grounds for migrating birds and resident amphibians and permanent homes for fish species. Wetlands also support a host of other animals including moose, shrews, bats, voles, muskrat, mink, beaver and river otter.

Wetlands are important for erosion, flood and drought control. They act like a sponge and accept water when levels are high and release water when levels are low.

Wetlands purify water by filtering sediments, nutrients and toxic chemicals from water before it reaches the water table.

ii) ORV Impacts on Soil and Vegetation in Wetlands

Ruts caused by ATVs and dirt bikes can affect water flow in wetlands. This can cause some areas to become wetter or others to dry up completely.

ATVs and dirt bikes can destroy vegetation in wetlands. Loss of vegetation exposes soils to invasion by noxious weeds such as sweet clover and smooth brome which can also be carried in on these machines.

Soil compaction by ORVs leads to restricted root growth, decreased nutrient absorption and reduced ability to filter sediments and chemicals passing through wetlands.

Fuel spills from snowmobile activity on frozen ponds can introduce chemicals into the water when the ice melts which are toxic to wetland plants and animals.

Snowmobile use along riparian areas and up and down banks can damage frozen shrubby vegetation, which is brittle and snaps off when run over especially if there is inadequate snowpack.

Winter motorized activities can result in compacted snow which can form barriers that alter spring runoff patterns resulting in soil erosion and gullies.

ii) ORV Impacts on Wetland Wildlife

Warblers, kingfishers, osprey and bald eagles often nest along streams, ponds and lakes. Many bird species are particularly sensitive to disturbance and noise may cause nest abandonment and interfere with communication during incubation and fledgling phases.

Noise from ORV traffic can cause short and long term behaviour changes in wildlife such as abandonment of preferred foraging areas which can then lead to changes in the health of a population. Intense weekend ORV traffic that causes displacement for 2-3 days may eventually result in driving a particular species away from the area.

Winter recreation can be more detrimental than warm-season recreation for wildlife because animals may be weak and stressed in the winter.

ATV use may increase sediment runoff into streams and wetlands which creates muddy water. This reduces oxygen and sunlight penetration needed by aquatic life and can kill wetland vegetation, as well as fish, amphibians and their eggs.

Snow compaction by snowmobiles results in loss of its insulating value and causes the ground temperature to drop. This can affect activities and survival of small mammals which move underneath the surface of snow and changes the natural freeze-thaw regimes of soils and plant life.

2) Alpine

Mountainous terrain and high snowfall make alpine areas in the Yukon attractive to skiers and snowmobilers. Camping, hiking, mountaineering, horse back riding, ATVing and hunting are popular summer activities.

i) Alpine Tundra

- Alpine tundra occurs at high altitudes where trees are not able to grow due to lack of moisture, cold temperatures and short growing seasons. The dominant vegetation is often grasses, mosses, wildflowers, lichens and small shrubs like bearberry.
- The sub-alpine area exists between the woodland and the alpine zone. Tree growth is stunted due to the harsh environment. Typical vegetation includes subalpine fir, shrub birch (“buck brush”) and willow.

ii) Alpine and sub-alpine animals

- The alpine and sub-alpine zones form important habitat for a range of wildlife including caribou, grizzly bear, black bear, Dall's sheep, moose, wolf, hare, lynx, wolverine and mountain goat. The pika and hoary marmot are only found in mountainous regions of the Yukon.
- Many Yukon birds use alpine and sub-alpine areas, including the golden eagle, the rock and willow ptarmigan, American robin, peregrine falcon, cliff swallow, dark eyed junco, golden crowned sparrow and the mountain bluebird.

iii) Alpine impacts of ORVs

- Vegetation growth in alpine areas is especially slow because of the severe winters and short growing season. Cold temperatures also slow down the processes that create soil, so soil in this zone is typically shallow. These factors mean that the alpine tundra is especially sensitive to disturbance and the effects of ORVs in alpine zones are more drastic and long-lasting than in other more productive ecosystems.
- ATV's dig ruts into the soil and uproot lichens, which can take decades to regrow. Lichens help control erosion in windy alpine area and are also an important food source for caribou, Dall's sheep and mountain goats.
- Permafrost is ground (soil or rock) that remains at or below 0°C over at least two consecutive winters and an intervening summer. Vegetation and soil provides a critical insulating layer and if this is removed by ORVs, it can result in permafrost thawing, increased erosion and long lasting damage.
- Freezing temperatures and deep snow make winter the most difficult time of the year for wildlife. Disturbance from snowmobiles can result in additional stress and energy loss at this critical time of year.
- The nests of birds in alpine regions are built on the ground and are susceptible to disturbance or destruction by ORVs.

- ORVs may spread the seeds of invasive plant species into alpine areas which can result in loss of native species and food sources for wildlife.
- ATV use in the alpine during the calving period may displace caribou out of their traditional alpine calving areas. Since caribou use these high elevation areas to space themselves from predators at a vulnerable time, displacement into less preferred habitat could lead to increased predation.
- Snowmobile trails provide hard packed travel corridors for predators like wolves to move into the alpine.

6.0 What You Can Do!

6.2 Ways to Minimize your Impacts on Habitat and Wildlife

- **Be respectful of wildlife, especially during critical times of the year.**

Winter recreation can be more detrimental than warm-season recreation for wildlife because animals may be weak and stressed in the winter. Disturbance from snowmobiles can result in additional stress and energy loss at this critical time of year. ATV use in the alpine during the calving period may displace caribou out of their traditional alpine calving areas. Since caribou use these high elevation areas to space themselves from predators at a vulnerable time, displacement into less preferred habitat could lead to increased predation.

- **Avoid environmentally sensitive areas like wetlands and the alpine.**

Do not drive through wetlands or boggy areas. Look for trails around the edges, where the ground is firmer and drier. Even if there is an existing trail through the wetland, avoid it to prevent becoming stuck in mud and causing damage. Riding through undergrowth or across meadows can destroy nesting sites. Cross streams only at established crossing points. Low snow? Don't go! A snowmobile's spinning track may damage plants, trees and soils below the snow surface especially if there is inadequate snow pack. The wide, low-pressure tires on ATVs means that as the load increases a greater area of each tire touches the ground which distributes the pressure on the ground. However, ORVs used for hunting typically carry more than 1 passenger and/or gear. Successful hunters transport hundreds of pounds of meat, and often pull trailers. These factors increase the impact and the duration of damage and make it especially important to stay away from sensitive habitat.

- **Stay on existing, hard bottomed trails that are designated for ORV use** (reference city of Whitehorse maps and new ATV and Snowmobile Bylaws).

Ideally, remove trail obstacles or drive over, not around obstacles to prevent destroying vegetation and widening the trail. ORV activity can fragment habitat and displace animals like moose and caribou from their preferred habitat – stay on the main trails.

- **Protect the soundscape.**

Prevent unnecessary noise created by a poorly tuned vehicle or revving your engine without need. Refrain from replacing the manufacturer's certified and approved muffler with noisy after-market

pipes that may disturb wildlife, increase emissions and annoy others.

- **Wash your ATV after use to prevent the spread of invasive species like sweet clover.**
- **Be a steward of the land.**

Lead by example and encourage others to become aware of their impacts and how to minimize them. Leave the area better than you found it. Properly dispose of waste, restore degraded areas.

- **Educate yourself.**

Obtain travel maps and regulations, plan your trip, take skills classes, and know how to use and operate your equipment safely.

Minimize your Impacts on the Alpine

- The Alpine is very susceptible to damage and ORV activity should be avoided where possible. During the fly season and late pregnancy and calving times, caribou may be found in alpine regions and are particularly sensitive to disturbance.
- Reduce ATV travel where soil is wet or muddy, to reduce damage to the ground. Well-drained soils with a majority of gravel and rock are the most suitable soils for ATV trails.
- On switchbacks, avoid roosting around the apex of the turn when climbing or brake-sliding during descent, both of which gouge the trail.
- Throttle back. Many operators think it's better to use more throttle on wet trails, but usually the opposite is true. When wheels spin quickly the tires pick up mud and turn trails into "slicks." Ruts in alpine can quickly fill with water and lead to permafrost thawing, erosion and extensive, long-term damage.
- Ideally, remove trail obstacles or drive over, not around obstacles to prevent destroying vegetation and widening the trail.
- The wide, low-pressure tires on ATVs means that as the load increases a greater area of each tire touches the ground which distributes the pressure on the ground. However, ORVs used for hunting typically carry more than 1 passenger and/or gear. Successful hunters transport hundreds of pounds of meat, and often pull trailers. These factors increase the impact and the duration of damage and make it especially important to stay away from sensitive habitat.

Minimize your Impact on Yukon Wetlands

- Do not drive through wetlands or boggy areas. Look for trails around the edges, where the ground is firmer and drier. Even if there is an existing trail through the wetland, avoid it to prevent becoming stuck in mud and causing damage. Riding through undergrowth or across meadows can destroy nesting sites.
- Stay on existing hard-bottomed trails where possible. Expanding routes and crisscrossing trails reduces habitat quality and may impact wildlife.
- Slow down. Reduced speed means less noise and pollution, reduced fuel costs, and fewer accidents. It is also easier on soil and helps to prevent erosion. Ruts bare the soil and create pools of water which attract amphibians and insects into the path of ATVs and dirtbikes.

- Cross only at established crossing points in streams. Cross streams slowly to prevent stirring up the sediment in the stream bottom which makes it harder for fish to breathe and find food. Sediments can cover fish eggs and prevent them from hatching.

APPENDIX B: Impact Sheet

Behaviour Change – Increased Energy Expenditure	Critical Time – Breeding in Spring	Habitat Impact – Snow Compaction
Behaviour Change – Abandon Feeding Areas	Critical Time – Calving and Lambing in Spring/Summer	Habitat Impact – Increased Sediment in Streams
Behaviour Change – Reduced Reproduction	Critical Time – Feeding in Winter Ranges	Habitat Impact – Spreading Invasive Plants
Behaviour Change - Mortality	Critical Time – Spawning in Fall	Habitat Impact – Changes to Water Flow
Behaviour Change – Altered Movement Patterns	Critical Time – Rutting in Fall	Habitat Impact – Travel Corridors for Predators
Behaviour Change – Disrupted Nesting Activities		Habitat Impact – Roads Break Up Habitat
Behaviour Change – Disrupted Communication		Habitat Impact – Loss of Plants, Moss and Lichen
		Habitat Impact – Loss of Habitat
		Habitat Impact – Increased Erosion
		Habitat Impact – Increased Air and Water Pollution

APPENDIX C: Set the Stage - Visual

ORV's & the Environment

Set Stage & Intro

Impacts & Cumulative Effects

ORV Impacts on Wildlife & Habitat

What You Can Do!

Activity & Discussion

Brainstorm & Partner Share

Brainstorm & Activity

Reflection & Group Discussion

Turn Your Footprint into a Handprint Activity



Only **YOU**
Can Keep the
Yukon Wild.

Ride Smart
and Stay on
Trails.

photo: Peter Mather



We are working together to
reduce ORV impacts on the land.
With your support, we can
manage ORV use in a way that
works for everyone.

- Klondike Snowmobile Association
- Yukon Off-Road Riders Association
- Trails Only Yukon Association
- Wilderness Tourism Association
of the Yukon
- Yukon Conservation Society
- Yukon Fish & Game Association

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Low Snow? Don't Go! **Ride Smart.**

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photo:Yukon Government

Save Money and the Environment!

Back off the throttle and increase the kms your ATV can travel per gallon of gasoline.

Don't modify your ATV for greater performance – modifications will likely result in decreased fuel economy compared to Original Equipment Manufacturer (OEM) specifications.

Purchase ATVs that have **ISO 14000 certification**, which indicates they are designed and manufactured according to high international environmental standards.

Stick to smooth, level trails – terrain that demands more from an ATV's engine will result in additional fuel needs.

Tips to Reduce your Impacts on the Land

Use top quality oils and gasoline, which burn cleaner and release fewer harmful particles into the environment.

Do regular inspection and maintenance on your machine yourself but ensure that you also have a trained mechanic look at your vehicle.

Install a spark arrestor on your machine to help prevent forest fires.

Use a winch on ATVs that are stuck instead of accelerating out of mud holes. This reduces trail rutting.

The Yukon backcountry is shared by many outdoor enthusiasts. While it may not seem like one person makes much of an impact, the effects are cumulative and they add up. We all have a responsibility to our outdoor home.

Let's work together

to ensure the Yukon wilderness stays healthy and accessible for future generations.

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ATVs and the Yukon Outdoors



Photo: Nick Schonewille

You can choose to tread lightly in the Yukon's outdoors. Minimize your impacts and be respectful of others so that everyone can enjoy the freedom and fun the great outdoors offers.

How You Ride Makes a Difference

The Yukon's harsh winter and short growing season make habitat sensitive to disturbance and wildlife vulnerable to additional stress. Vegetation can recover if the level of impact is low but recovery can take decades.

Wetlands are home for a large diversity of plants and wildlife and are particularly susceptible to damage by ORVs. **Do not drive through wetlands or boggy areas.** Look for trails around the edges, where the ground is firmer and drier or avoid wetlands altogether.

The alpine is very susceptible to damage and **ATV activity should be restricted to existing trails and roads only** and no new recreational trails should be built. During the fly season and late pregnancy and calving times, caribou may be found in alpine regions and are particularly sensitive to disturbance.

Cross only at established crossing points in streams. Cross streams slowly to prevent stirring up the sediment in the stream bottom which makes it harder for fish to breathe and find food. Sediment can cover fish eggs and prevent them from hatching.



Laws Protect the Environment

Under the Yukon Motor Vehicles Act, no person shall create or cause the emission of any loud and unnecessary noise from a motor vehicle.

Under the Yukon Territory Fishery Regulations, molesting or injuring any fish is prohibited and such actions are subject to fines.

Reduce ATV travel when soil is wet or muddy to reduce damage to the ground. Ruts in the alpine can quickly fill with water and lead to permafrost thawing, erosion and extensive, long-term damage. Well-drained soils with a majority of gravel and rock are the most suitable soils for ATV trails.

When using a tree as an anchor, **use a wide strap** to avoid damaging the trunk of the tree.

Ideally, remove trail obstacles or drive over, not around obstacles, to **prevent widening the trail** and destroying vegetation.

Successful hunters transport hundreds of pounds of meat on their ORVs and often pull trailers. These factors increase damage to the terrain and make it especially important to stay away from sensitive habitat.



Do Your Part

Carry a trash bag on your vehicle and pick up litter left by others.

Prevent unnecessary noise created by a poorly tuned vehicle or revving your engine without need. Man-made noise can reduce the quality of the natural experience and can be detrimental to wildlife.

After every ride, wash your ATV to reduce the spread of invasive species such as White Sweetclover. Invasive species can replace native plants and change an entire habitat.



How to Minimize ORV Impacts in the Alpine

Stay on existing hard-bottomed trails to avoid damaging habitat.

Be aware of wildlife, especially during sensitive times of the year. For example, caribou are most sensitive to disturbance in the alpine during the calving and rutting periods in May/June and October. Sheep are sensitive to disturbance during the lambing period in June and July.



It's a crime!

Under the Yukon Wildlife Act, it is illegal to harass any wildlife or use a vehicle to chase, drive, flush, exhaust or fatigue wildlife for the purpose of hunting or to assist another person hunting.

Under the Yukon Environment Act, every adult resident who has reasonable grounds to believe that a person has impaired or is likely to impair the natural environment may commence an action in the Supreme Court.

The Yukon backcountry is shared by many outdoor enthusiasts. While it may not seem like one person makes much of an impact, the effects are cumulative and they add up. We all have a responsibility to our outdoor home.

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ORVs and the Alpine



Mountainous terrain and high snowfall make alpine areas in the Yukon attractive to skiers and snowmobilers. Camping, hiking, mountaineering, horse back riding, ATVing and hunting are popular summer and fall activities. The alpine is an environmentally sensitive area and is particularly susceptible to damage by ORVs.

ORV Impacts on Soil & Vegetation

Soil in alpine areas is typically shallow and vegetation growth is especially slow because of the severe winters and short growing season. These factors mean that the alpine is especially sensitive to disturbance and the effects of ORVs can be drastic and long-lasting.

ATVs may dig ruts into the soil and uproot lichens, which can take decades to regrow. Lichens help control erosion in windy alpine areas and are also an important food source for caribou, Dall sheep and mountain goats.

Permafrost is ground (soil or rock) that remains at or below 0°C over at least two consecutive winters and an intervening summer. Permafrost thawing, increased erosion and long lasting damage can result if vegetation and soil is removed by ORVs.

ORVs may spread the seeds of invasive plant species into alpine areas which can result in loss of native species and food sources for wildlife.



ORV Impacts on Wildlife

Freezing temperatures and deep snow may make winter the most difficult time of the year for wildlife. Disturbance from snowmobiles can result in additional stress and energy loss at this critical time of year.

The nests of birds in alpine regions are built on the ground and are susceptible to disturbance or destruction by ORVs.



ATV use in the alpine during the calving period may displace caribou out of their traditional calving areas. Since caribou use these high elevation areas to space themselves from predators at a vulnerable time, displacement into less preferred habitat could lead to increased predation.

Snowmobile trails provide hard packed travel corridors which allow wolves to move into the alpine and may make hunting moose and caribou easier for wolf packs.

Alpine Plants

Alpine tundra occurs at high altitudes where trees are not able to grow due to lack of moisture, cold temperatures and short growing season. The dominant vegetation is often grasses, mosses, wildflowers, lichens and small shrubs like bearberry.

The sub-alpine area exists between the woodland and the alpine zone. Tree growth is stunted due to the harsh environment. Typical vegetation includes subalpine fir, shrub birch (“buck brush”) and willow.

Alpine and Sub-alpine Wildlife

The alpine and sub-alpine zones are important habitats for wildlife including caribou, grizzly bear, black bear, Dall sheep, moose, wolf, hare, lynx, wolverine and mountain goat. The pika and hoary marmot are only found in mountainous regions of the Yukon.

Many Yukon birds use alpine and sub-alpine areas, including the golden eagle, the rock and willow ptarmigan, American robin, peregrine falcon, cliff swallow, dark eyed junco, golden crowned sparrow and the mountain bluebird.

How to Minimize ORV Impacts on Wetlands

Go around wetlands not through them.

Even if there is an existing trail through the wetland, avoid it to prevent damaging vegetation or becoming stuck in mud.

Stay on existing hard-bottomed trails

where possible. Expanding routes and crisscrossing trails reduce habitat quality and may impact wildlife.

Cross streams only at bridges or

designated areas where the trail crosses the stream.

Slow down. Reduced speed means less noise and pollution, reduced fuel costs, and fewer accidents. It is also easier on soil and helps to prevent erosion. Ruts bare the soil and create pools of water which attract frogs and insects into the path of ATVs and dirtbikes.

Is it a wetland?

Wetlands are the links between land and water. Wetlands come in all shapes and sizes from bogs and marshes, to shrub and wooded swamps to wet meadows. Some wetlands are seasonal and only have standing water during certain times of the year.

The Yukon backcountry is shared by many outdoor enthusiasts. While it may not seem like one person makes much of an impact, the effects are cumulative and they add up. We all have a responsibility to our outdoor home.

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ORVs and Yukon Wetlands



Wetlands are home for a large diversity of plants and wildlife and are important for water quality.

Wetlands are environmentally sensitive areas and are particularly susceptible to damage by ORVs.

Importance of Wetlands

Wetlands are home for a large diversity of plants and wildlife including birds, frogs, fish, moose, shrews, bats, muskrat, mink, beaver and river otter. Wetlands are also popular areas for humans to pursue recreational activities.

Wetlands are **important for erosion, flood and drought control**. They act like a sponge and absorb water during wet periods and release water during dry periods.

Wetlands **purify our water** by filtering out sediments, nutrients and toxic chemicals.



photo: Yukon Government



photo: YCS

ORV Impacts on Soil and Vegetation

Ruts caused by ATVs and dirt bikes **can affect water flow** in wetlands and cause some areas to become wetter or others to dry up completely. Snowmobile activities can compact snow which can form barriers that alter spring runoff patterns and result in soil erosion and gullies.

ORVs **can damage vegetation** in wetlands. Even in the winter, frozen plants can snap off when run over especially if there is inadequate snowpack. Loss of vegetation makes soils susceptible to invasion by weeds such as White Sweetclover and Smooth Brome which can also be carried into wetlands by ORVs.

Fuel spills on frozen wetlands and ponds can **introduce toxic chemicals** into the water when the ice melts.

ORV Impacts on Fish and Wildlife

Noise from ORV traffic can cause short and long term behavior changes in wildlife such as abandonment of preferred foraging areas or bird nests which can then lead to changes in the health of a population.

Winter recreation can be more detrimental than warm-season recreation for wildlife because animals may be **weak and stressed** in the winter.

ATV use may increase **sediment runoff** into streams and wetlands which creates muddy water. This reduces oxygen levels and sunlight penetration needed by aquatic life and can kill wetland vegetation, as well as fish, frogs and their eggs.



photo: Peter Mathier

Snow compaction by snowmobiles results in loss of its insulating value and causes the ground temperature to drop. This can affect plants and the activities and survival of small mammals which move underneath the surface of snow.

Reduce Emissions

Inspect and maintain your machine regularly. Use the correct quantity and quality of lubricating oil.

Consider purchasing a snowmobile with a **4-stroke engine**. While 4-stroke engines may be more expensive, they produce cleaner emissions and have approximately 40% better fuel economy than older two-stroke snowmobiles.

Consider purchasing a snowmobile with a **direct fuel injection** system. Two-stroke engines with direct fuel injection reduce hydrocarbon emissions by more than 80% and are more fuel efficient than older two-stroke snowmobiles.



photo:Yukon Government

It's a crime!

Under the Yukon Motor Vehicles Act it is illegal for a person to create or cause the emission of any loud and unnecessary noise from a motor vehicle, which includes snowmobiles.

The Yukon backcountry is shared by many outdoor enthusiasts. While it may not seem like one person makes much of an impact, the effects are cumulative and they add up. We all have a responsibility to our outdoor home.

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 - Yukon Fish & Game Association

Snowmobiles and the Yukon Environment



photo:Mark Daniels

Freezing temperatures and deep snow may make winter the most difficult time of the year for wildlife. Disturbance from snowmobiles can result in additional stress and energy loss at this critical time.

Ride Smart and keep the Yukon wild. Travel only on adequate snow cover, respect wildlife and be considerate of others so everyone can enjoy the great outdoors.

Snowmobile Impacts

Snowmobile activity and trails can **fragment habitat** and displace moose and caribou from their preferred habitat.

A snowmobile's spinning track may **damage plants, trees and soils** below the snow surface especially if there is inadequate snowpack. Frozen plants can snap off when run over.

Freezing temperatures and deep snow make winter the most difficult time of the year for wildlife. Disturbance from snowmobiles may result in **additional stress and energy loss** at this critical time.

Snowmobile trails provide **hard packed travel corridors** which allow wolves to move into the alpine and may make it easier for them to hunt moose and caribou.

Fuel spills on frozen wetlands and ponds can introduce toxic chemicals into the water when the ice melts.



photo: Ducks Unlimited Canada

Noise from snowmobile traffic can cause behaviour changes in wildlife such as abandonment of preferred foraging areas which can then lead to changes in the health of the population.

Snow compaction by snowmobiles results in a loss of insulating value causing ground temperature to drop. This can affect the survival of plants and small mammals which move underneath the surface of the snow.



photo: Peter Mather

Reduce Your Impacts

Low snow? Don't go! Avoid riding on sensitive areas including meadows, lakeshores, wetlands, streams and the alpine unless on established routes. Hill climbing in these conditions is especially damaging.

Be respectful of the wildlife around you and encourage other snowmobilers to stay on the main trails and away from critical winter habitat. Animals need to conserve energy to survive the harsh Yukon winter. If your presence alarms or disturbs wildlife, take action to lessen your impact.

Prevent unnecessary noise created by a poorly tuned vehicle or revving your engine without need. Refrain from replacing the manufacturer's certified and approved muffler with noisy after-market pipes that may disturb wildlife, increase emissions and annoy others.

Do your part by leaving the area better than you found it. Properly dispose of waste, restore degraded areas and join your local snowmobile association.

Educate yourself by obtaining travel maps and regulations, planning for your trip, taking skills classes, and knowing how to use and operate your equipment safely.

Did you know?

If you're using your snowmobile to hunt, park your machine in low lying areas and snowshoe to your lookout to watch for animals. This reduces impacts on slopes and minimizes noise that could spook animals.

Reduce your Off-Road Vehicle (ORV) impacts

**The effects of ORVs on the land are cumulative and they add up.
How you ride makes a difference.**

- ORVs used for hunting can be heavy with extra passengers, gear, meat and trailers. This can increase damage to the terrain. Stay away from sensitive habitat.
- Go around wetlands not through them. Look for trails around the edges, where the ground is firmer and drier.
- Alpine vegetation is easily damaged. ATV activity should be restricted to existing trails and roads and no new recreational trails should be built.
- After every ride, wash your machine to reduce the spread of invasive species such as White Sweetclover.
- If you're using your snowmachine to hunt, park your machine in low lying areas and snowshoe to your lookout to watch for animals. This reduces impacts on slopes and minimizes noise that could spook animals.

A number of organizations are working together to reduce ORV impacts on the land.
Are you a member of one of these groups?



With your cooperation and support, we can manage ORV use in a way that works for everyone.



Office of the Minister
Box 2703, Whitehorse, Yukon Y1A 2C6

April 16, 2012

Georgia Greetham
Yukon Conservation Society
302 Hawkins St.
Whitehorse, YT Y1A 1X6

Dear Ms. Greetham,

Re: Addressing Off-Road Vehicle Issues in Yukon

Thank you for sharing with me the letter addressed to Minister Brad Cathers as well as the accompanying report and recommendations of the Off-Road Vehicles Working Group. I congratulate you for the collaborative approach that you have taken and on reaching consensus among the stakeholders that you have engaged.

The management of Off-Road Vehicles and associated cumulative effects is important to Environment Yukon and involves many other departments in Yukon government. Yukon government has established an interdepartmental working group to consider and address issues that were in the previous Select Committee's report regarding off-road vehicles. This group will include officials from Environment, Highways & Public Works, and Energy, Mines and Resources.

I note that your working group has put much effort into the development of ideas that support education on responsible off-road vehicle use. The materials you have provided will be a valuable resource to support our environmental education programs.

Sincerely,

A handwritten signature in dark ink, appearing to read "Currie Dixon".

Currie Dixon
Minister of Environment

cc. Hon. Brad Cathers, Minister, Energy, Mines and Resources
Hon. Wade Istchenko, Minister, Highways and Public Works
Klondike Snowmobile Association
Wilderness Tourism Association of the Yukon
Trails Only Yukon Association
Yukon Fish and Game Association
Yukon Off-Road Riders Association



Klondike SNOWMOBILE ASSOCIATION

PRESIDENT'S MESSAGE

Trail upgrades are on track

PROMOTE THE BENEFITS OF A KSA MEMBERSHIP



Mark Daniels
KSA President

Hello and welcome to the first edition of the KSA News for the 2012/13 season. The KSA board has been quite busy over the summer—and not just sipping mojitos in the campgrounds. We've been working diligently with the City of Whitehorse, the Yukon Government (YG), Trans Canada Trail, our consultant Yucan Environmental Planning, the Yukon Conservation Society and many other groups to ensure that you can continue to enjoy snowmobiling in the Yukon.

There are several ways you can help protect the future of snowmobiling. One of the most important ways is to make sure you renew your KSA membership. Memberships expire at the end of September each year and we begin our renewal drive each August with mail-outs. Inevitably, we end up sending two or three renewal reminders to some members. Every minute we spend licking stamps and stuffing envelopes could be spent maintaining trail, applying for project funding, or attending a community meeting

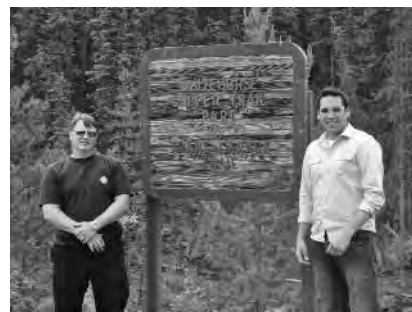
to make sure that snowmobilers have a voice when decisions are made about such things as trail usage designation.

So, if you haven't done so yet, please send in your renewal. Also, take the time to promote the benefits of a KSA membership to your friends and your

employer. Corporate membership is a great way for businesses to show support for the KSA, the Trans Canada Trail (TCT) and the recreational trail system in general. Gold Corporate membership also includes two ads in our KSA newsletter that is distributed directly to over 600 members and indirectly to thousands more.

I recently found out that I'm not the only one who gives memberships as presents. This is the deal of the century: you spend \$20 on the card and the recipient gets hundreds of dollars worth of savings in discounts on clothing, fuel, hotel rooms, food and more. It truly is the gift that keeps on giving. More information can be found on the Membership

Continued on page 2 ►



Mark Daniels is pictured with Currie Dixon at Sima Creek. Dixon, right, is Yukon's environment and economic development minister.

Yukon Government photo

Alliance of groups promotes safety

by MARK DANIELS

One of our core mandates at the KSA is to promote safe and responsible riding in order to sustain the recreational activity. This past year we were invited by the Yukon Conservation Society to meet with them and other interest groups to review the recommendations from the 2011 Yukon Legislative Assembly report of the Select Committee on the safe operation and use of off-road vehicles. The other participants were the Trails Only Yukon Association (TOYA), the Wilderness Tourism Association of Yukon (WTAY), the Yukon Fish and Game Association (YFGA), Yukon Off-Road Riders Associa-

Continued on page 2 ►



YG photo

Caribou share their home with you. Be a respectful guest.

At the end of a great day of sledding in the backcountry, you get to return home. Caribou don't—the wilderness is their home. As a guest you should be on your best behaviour. Stay on designated trails when travelling through caribou country.

Before you head out into the backcountry, pick up your free **MULTI-USE TRAIL GUIDE**. It will help you see wildlife while minimizing disturbance. Available from the Klondike Snowmobile Association, Environment Yukon, and snowmobile service businesses.



SNORIDERS

SPECIAL KLONDIKE SNOWMOBILE ASSOCIATION REPORT

► **ALLIANCE** *Continued from page 1*

tion (YORRA) and the Yukon Fish and Wildlife Management Board (YFWMB). This committee made a set of recommen-



dations to the Yukon Government regarding safe and responsible off-road vehicle (ORV) use. We also collaborated on some public education materials including radio

and print ads, a set of brochures and a grade school curriculum. Details on this work can be found on the YCS website at www.yukonconservation.org/orv.htm.

The logo for the alliance shows tracks from hiking boots, an ATV, a snowmobile, a motorcycle and a caribou arranged in a continuous circle to illustrate how we constantly share use of the backcountry. This should remind us of our shared responsibility to lessen the environmental impact of our recreation.

We're sending out logo stickers with the KSA membership cards but won't likely have enough to go around. You can contact the YCS directly at 668-5678 if you would like more. ■

► **TRAIL UPGRADES** *Continued from page 1*

page of our website (www.ksa.yk.ca), at the local dealerships in Whitehorse, or from the Dawson City Sled Dawgs in Dawson. Feel free to contact us at 667-7680 or klonsnow@yknet.ca.

We got some funding from the Community Development Fund (CDF) of the Yukon government this summer to install a bridge at Sima Creek. Unfortunately, the Trans Canada Trail folks didn't have any money for bridges this year so we are ►

► very lucky and grateful that CDF came through with the majority of the funds for the project. The City and the KSA are paying for odds and ends and donating our time and expertise to the project. Projects such as this only happen because of strong commitments by all parties involved. The Yukon government is committed to improving the recreational trail system. They have been a reliable source of funds for our major projects through the CDF program.

The old bridge has outlived its serviceable lifespan so I'm happy to see it go. During one site visit this past summer I stepped onto the wooden approach ramp while touring prospective bidders. A board broke loose and my ankle got stuck between the boards on either side of it. To avoid a bad sprain or a broken ankle I had to let myself twist around and fall over onto my back. A little embarrassing but it illustrated that we're doing the right thing by replacing the bridge.

The same contractor that built the Wolf Creek Bridge last year won the competitive process to build the Sima Creek Bridge and it's a similar-looking bailey bridge about 14 feet wide and 60 feet long. It's painted green and will have yellow access control gates on it just like at Wolf Creek.

A bridge engineer designed the bridge, the abutments and all the associated elements. The bridge is expected to last 50+ years with routine maintenance. We had the grand opening on the afternoon of October 10. The bridge is named after Rodney Cox, Harris and Linda's son who passed unexpectedly in December of 2010 at the age of 37. Rodney shared his dad's passion for snowmobiling and spent many hours on the trails with Harris.

We've also been working with government to fix the washout on the Coal Lake Road



Mark Daniels photo

Use caution at the Coal Lake Road washout.

caused by the collapse of the beaver dam and displacement of the culverts. I'm not sure if we'll get it done this fall so please be cautious if you're up that way. The creek crossing is about two kilometres past the caribou signs at the treeline. There's a detour to the right (north) prior to the washout. Follow the trail off the road and cross the creek downstream of the culverts. I marked where the road drops off but the wind up there tends to take away everything, including barricades and flagging.

We've been in contact with the folks in Dawson to get them connected to the Trans Canada Trail network. Dawson already has a couple of TCT-designated trails in the area but they're not officially connected to the main trunk, which follows the North Klondike Highway (Mayo Road) north as far as the Dempster corner then turns up the Dempster Highway to the Northwest Territories. The proposed TCT connector route will follow the Ridge Trail out of town into the goldfields, then use a section of the Upper Bonanza Creek Road and some old trail that follows the ridge above Allgold Creek to the Klondike Highway near Flat Creek. The entire route is on existing rights-of-way that require a bit of brushing and ►

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► a lot of signs. Our consultant has spoken with local stakeholders, including trappers and miners, while we've been meeting with the Klondike Visitors Association and the Dawson City Sled Dawgs. The plan is almost complete. We'll apply for funding this winter and, if we're successful, we'll tender the project in the spring. The work should be completed next summer. ■

Safe Snowmobiler Card: it's the law

by MARK DANIELS

Despite our efforts to avoid further regulation of snowmobiling, the new City of Whitehorse Snowmobile Bylaw contains the requirement for all operators on public lands within the city limits to have a valid Safe Snowmobiler Card by January 5, 2013. The fine for operating a snowmobile on public lands without a valid permit is \$150.

The City has contracted Fresh Air Educators (FAE) to provide the online training program, test and cards. FAE is a well-established online training company that has certified over a million enthusiasts in safe boating, snowmobiling, ATVing and hunting in the U.S.A. and Canada. FAE administered the safe boating training across Canada so anyone who has their boater's card will be familiar with the process. FAE is currently working with the Saskatchewan Snowmobile Association on its provincial training program and has begun negotiations with the Canadian Council of Snow-

mobile Organizations (CCSO) to provide training across the country.

Anyone interested in getting the card can log in from their home computer starting on September 18. Bylaw Services tells me they'll also have a kiosk set up in the Public Safety Building for anyone without their own computer. The City will have a link to the FAE site on their snowmobile web page at www.city.whitehorse.yk.ca. You should also be able to hit the FAE site directly at www.snowmobilecourse.com/canada/Whitehorse.

The web addresses are subject to change but the staff at Bylaw Services can point you in the right direction.

The training and exam sessions should take no more than three hours depending on your knowledge of snowmobiling and the speed of your trigger finger on the mouse. The exam portion consists of about 60 questions requiring a grade of 80 per cent to pass. If you don't make it the first time, you get to keep trying until you do at no additional fee. Once you pass the exam, the system will let you print a temporary permit and your hard card will follow in the mail. Like with the boater's card, you only need to take the course once and the certification is good for life.

The cost for all of this joy is about \$35 and is payable online to FAE. None of the fees for the program are going to the City or the KSA. As much as we disagree with the requirement, we can appreciate that the City of Whitehorse has taken the most economical

Continued on page 4 ►

Membership Form

Time to renew your KSA membership. Do you know someone who should become a member?

Name _____

Address _____

Phone _____

Email _____

Membership dues for the 2012/2013 season:

☐ Single \$20 ☐ Family \$30

☐ Corporate \$100 ☐ Gold Corporate \$300

Please make cheques payable to:

**Klondike Snowmobile Association,
4061 - 4th Ave., Whitehorse, YT Y1A 4H1**

Membership Benefits

- KSA membership card
- KSA newsletters (four per year)
- KSA licence plate and decals
- Input into the development of KSA policy
- Assistance with problems, projects and trail development initiatives in your area
- A strong, unified voice with government and other agencies
- A guarantee that volunteers are working on your behalf to enhance and promote trails in the Yukon Territory
- Five free issues of *SnoRiders* magazine
- 5% discount on Airport Chalet rooms
- 6% off gas at Tags 4th Ave. Whitehorse (not valid during gas wars)
- 10% off at Mark's Work Wearhouse on regularly priced merchandise; separate card required, which is issued with membership
- 10% off at Mt. Lorne Bed and Breakfast - www.klondikerv.com
- 10% off at Klondike RV Rentals - www.klondikerv.com
- 10% off snowmobile rentals at Klugene Ridin' - Haines Junction
- 20% discount at McDonald's restaurants - Whitehorse (not valid with other offers)
- 20% off at Sander's (Chilkoot Mall) on regularly priced goggles, gloves, toques, snowpants, jackets and snowboards
- NEW special rates at Choice Hotels - see www.choicehotels.ca/ccso for details; only available for online bookings
- NEW special prices on Haber Vision sunglasses and goggles - see www.habervision.com for details; member code is "CCSO"
- Corporate Members can link to our website
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If you have comments, photos or story ideas for the Klondike Report send them to:
Mark Daniels, Klondike Snowmobile Association
4061 - 4th Ave., Whitehorse, YT Y1A 4H1
Phone 867-667-7680 • Email: klonsnow@yknnet.ca

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 Centennial Motors - Whitehorse
 Challenger Construction - Whitehorse
 Checkered Flag Recreation - Whitehorse
 Choko Design - St. Leonard, Quebec
 City of Whitehorse
 Clear Communications - Whitehorse
 Fireweed Helicopters - Whitehorse
 Heritage North Funeral Home - Whitehorse
 Kanoë People - Whitehorse
 Keno Community Club - Keno
 Klondike Visitors Association - Dawson City
 Lister's Motor Sports - Whitehorse
 Locksmith Services - Whitehorse
 Nomad Air - Whitehorse
 Philmar RV Services - Whitehorse
 Quality Bearing - Whitehorse
 Quest Engineering Group - Whitehorse
 SnoRiders Magazine - Cranbrook, BC
 Tourist Industry Association - Whitehorse
 U-Brew Yukon - Whitehorse
 Up North Adventures - Whitehorse
 Village of Mayo
 Wilderness Tourism Association - Whitehorse
 Yamaha Motor Canada
 Yukon Avalanche Association
 Yukon Meat and Sausage - Whitehorse
 Yukon Trappers Association - Whitehorse
 Yukon Quest
 Yukon Wide Adventures - Whitehorse

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 McDonald's - Whitehorse
 Polaris Industries - Winnipeg, Manitoba
 Safe Trails North Training Services - Whitehorse
 Yukon Honda - Whitehorse
 Yukon Yamaha - Whitehorse

► SAFE SNOWMOBILER CARD *Continued from page 3*

approach to the training that it can.

Speaking of Bylaw Services, they hired a new education constable by the name of Louis Martel. Louis replaces Dan Stack who has moved on to other duties with Bylaw Services. Louis will be out and about this season.

We've yet to see where on the education/enforcement continuum the City plans to exert its authority and I'd really like to hear from any riders who encounter bylaw officers on the trails. Still, Bylaw Services does the majority of their interventions on a complaint basis, meaning fewer complaints equals fewer run-ins with them, so treat your fellow community members with respect while you're out riding.

Recent complaint hotspots have been along the Millennium Trail, the trails around Riverdale, and the slope between Porter Creek and Whistle Bend (the utility right-of-way off of Larch Street). I believe the kids call this Jet Power Hill. You can bet that Bylaw Services will focus their resources on these areas where complaints are most frequent.

Have fun and ride safe.

Local dealers offer plenty of expertise

by MARK DANIELS

It's no secret that my sleds are made by Polaris. In fact, so are my ATVs. I'm well known at Checkered Flag Recreation. I've been riding for almost 40 years so I understand brand loyalty, bragging rights and the good-natured teasing between buddies. I'm not here to tell you what brand of sled to buy or which is better. In fact, the four main manu-

facturers all make great products and you should ride whatever fits your riding style, needs and budget. But that doesn't mean that you have to avoid the other dealerships altogether or limit your purchases to snowmobiles. It's great to get out and see what all the shops have to offer in the full range of their product lines. The four local dealerships sell a variety of snowmobiles, ATVs, boats, generators, cars, automotive supplies, snowblowers and even farm tractors.

I try to get around to all of the local dealers at least once a month and I support them whenever I can. I used to own a couple of Arctic Cat sleds. I bought my current chainsaw from Lister's Motor Sports. I also run a Suzuki dirt bike and a number of OMC boat motors for which they are the dealer.

My kids each have a Yamaha dirt bike. I find Yukon Yamaha a good source for parts and accessories for many of my machines as well as having a comprehensive line of kid's-size protective clothing. Plus they have that cool soccer ball chair that the kids love.

Until recently, I had a Honda generator and we just sold my son's CRF 50 to a friend down the road. My favourite cold-weather helmet is still a Bombardier brand that I bought locally. I've also been eyeing up a KTM motocross bike at Yukon Honda when I've been feeling young and foolish.

The point is: in order to have a healthy snowmobile community we need to have healthy snowmobile dealerships. They have the local knowledge and expertise, as well as the parts and accessories to keep you on the snow. They also advocate for the sport because they've invested heavily into the future of snowmobiling. So don't let your snowmobile brand loyalty keep you from seeing what all the dealers have to offer in their other product lines.



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TOYA Fall Newsletter 2012 --- Looking Back and Moving Forward

Part A Your Input

Part B Goals for Phase II

Part C Off Road Vehicle Alliance

Part D Protecting our Integrity

A) We value your input as we enter **Phase II** of our quest for responsible ATV use in the Yukon. The Steering Committee is presently planning strategy for phase II beginning in Jan. 2013. Please e-mail ideas and comments to info@trailsonly.ca . You may also contact any member of the Steering Committee. They are:

Ken Taylor: 633- 4636

Vern Peters: 633-2800

Pete Harms: 633-3893

Ellen Johnson: 633-2667

Tony Grabowski: 633-5072

Manfred Hoefs: 633-4208

Dennis Peters: 633-4677

We know that members are our partners. We will get this done together.

Here is a very brief summary of **Phase I** for context followed by some questions we are focusing on. **Comments or input on these questions would be appreciated.**

PHASE I: Shining a Light on the Problem

Together we have in the past 3 years:

- A.) brought the ATV issue to the public's attention
- B.) collected and published evidence of damage to wildlife and habitat
- C.) advocated for reasonable and effective solutions
- D.) commissioned a scientific survey with results showing 93% of Yukoners want action to protect sensitive habitat
- E.) worked with other groups and organizations to further advance the issue
- F.) elicited promises from every MLA in the election to act quickly on this issue
- G.) presented the new Minister of the Environment and all MLAs with a practical process for moving this issue forward

Questions for input: (How to get it done)

- 1.) What do you think are most effective ways to hold our MLAs to account?

- 2.) Can you give us specific examples of how to involve our membership wisely?
- 3.) What are practical suggestions for our Steering Committee to help us effectively provide leadership?
- 4.) What are two or three ways of keeping this issue at the forefront? (Top of Mind)
- 5.) What will you do as a partner in this endeavor?
- 6.) What would you think of a 3 year rally in April to highlight support for ATV legislation and push for immediate interim action?
- 7.) Any other ideas or comments?

* Through planning discussions so far we are realizing the critical importance involved members have had so far in advocating for change. As one of our steering committee members said, “The MLAs know where we (steering committee) stand. They need to keep hearing this from others as well.”

B.) PHASE II: Legislation and Implementation (What needs to get done)

Our agenda is to push for:

- 1.) Immediate interim action to protect wildlife and habitat
- 2.) A pro-active preventative approach rather than waiting for damage to occur before taking any action
- 3.) Designated Trails, ATV legislation, effective enforcement and education

We will be finalizing our strategy for **Phase II** at the beginning of January and look forward to your input. We will send a newsletter mid January outlining plans and how to implement them.

C.) Off- Road Vehicle Alliance

We are privileged to work with a number of organizations coordinated by the Yukon Conservation Society. Organizations represented include YCS, TOYA, Yukon Off-Road Riders Association (YORRA), Wilderness Tourism Association of the Yukon (WTAY), Yukon Fish and Game Association (YFGA) and the Klondike Snowmobile Association (KSA).

Tony Grabowski has been our representative.

Christina and Georgia from YCS as well as representatives from participating organizations have worked hard, collaborating to bring out brochures, posters, bumper stickers and ORV educational material for schools and communities. We heartily support this work and commend YCS, YORRA, WTAY, YFGA, and KSA for their positive participation.

We would encourage you to take a look at the posters and other materials by going to www.yukonconservation.org and click on issues – Off Road Vehicles. YCS would appreciate comments and/or feedback.

D.) Guarding our Integrity (Steering Committee and Members)

In early spring, Chris May, president of YORRA (Yukon Off-Road Riders Association) made a number of defamatory and false statements in the local media regarding our association and in particular, Ken Taylor, Vern Peters and Manfred Hoefs. (to our knowledge, Chris May had never met Manfred)

Our Steering Committee determined that a firm response was required to protect the integrity of individuals named as well as members of our association. To that end we

- a.) asked for a legal opinion
- b.) served Mr. May with a notice indicating a public apology was in order
- c.) required Mr. May to publish the apology and he did so with the following letter:

Chris May Apology (Aug 2012 in Yukon News and Whitehorse Star)

I wrote a letter to the editor in my capacity as President of the Yukon Off Road Riders Association, which was published on April 23,2012. The letter made the following statements:

- 1.) That Ken Taylor and Vern Peters did not report my suggestion about using the British Columbia Forest Resources Act Model to the TOYA executive.
- 2.) That Mr. Taylor and Mr. Peters did not share information about the British Columbia Forest Resources Act with the TOYA membership
- 3.) That I discovered from Manfred Hoefs that TOYA did not inform its Executive or membership about the possibility of using the British Columbia Forest Resources Act Model
- 4.) That TOYA is not willing to work with stakeholders to resolve outstanding ATV issues.

I hereby retract these statements fully and unequivocally. I have since been advised by Mr. Taylor, Mr. Peters and Mr. Hoefs that they did report my suggestion to the executive of TOYA and discussed it with them. I was not aware that this discussion had taken place. They have also advised me that they informed their membership of the issue by writing a letter to the editor of the Yukon News, and that they have worked with various stakeholders on the issue of ATV use in the Yukon.

I regret writing this letter and having it published. My view at the time was reached without all of the relevant facts. I sincerely regret any damage that may have come to the reputations of TOYA, Mr. Taylor, Mr. Peters or Mr. Hoefs because of these statements.

Sincerely,
Chris May

Summary

As an association we (TOYA) are determined to continue advocating in a respectful and determined solution orientated manner and support other organizations who share a positive vision for our wilderness and wildlife.

We look forward to your input and involvement as we advance our solutions.

