

# Klondike SNOWMOBILE ASSOCIATION

## PRESIDENT'S MESSAGE

### Voice your opinion

SOME MAJOR TRAIL UPGRADES ARE IN THE WORKS



**Mark Daniels**  
KSA President

Well, the summer has come and gone. I didn't get out on the trails nearly as much as I would have liked to. It seemed that it was either raining or threatening to rain all summer. Less play time and more inside time gave us at the Klondike Snowmobile Association (KSA) the opportunity to do a bunch of work on your behalf. Another benefit to all this rain is it really highlighted some trail deficiencies that we've wanted to fix for quite a while but had been putting off while we worked on other priority projects. You can read more about some of those trail projects in this newsletter.

The City of Whitehorse (City) has begun consultation on a couple of bylaws that have the potential to affect snowmobiling. They plan to update and amalgamate the Protected Areas Bylaw and the Parks and Recreation Areas Bylaw. I recently met with John Glynn-Morris, a public engagement specialist hired by the City to manage the consultation. John was the City's consultant on the

regional parks planning process. I encourage you to voice your opinion on this bylaw rewrite. There are individuals and groups who would use this process as a back door way of further restricting snowmobile use within the City by locking up large parcels of land under the

guise of protection.

#### Crestview Trail projects

We have a major trail upgrade project currently under construction and it should be complete by the time this newsletter gets to you. It involves fixing a number of trail deficiencies on the main Trans Canada Trail (TCT) route between the dump and the North Klondike Highway (Mayo Road). Anyone familiar with the trail can tell you there are some serious mudholes in this stretch of trail as well as a couple of water crossings where culverts have been removed or collapsed.

Starting at the dump road, we'll improve the grade of the approach there and replace

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Photo courtesy KSA

This group was joined by Laureen Harper on a three-hour hike in the Crestview trail projects area.

### Prime minister's wife enjoys a hike

by MARK DANIELS

While Prime Minister Stephen Harper was in town back in August we took the opportunity to go for a walk with Mrs. Harper. An avid supporter and honorary campaign chair of the Trans Canada Trail (TCT), Laureen Harper joined us for a walk in the Crestview area. Deborah Apps, president and CEO of the TCT, Trisha Kaplan, trail development manager for Western and Northern Canada, and a handful of local residents came along. Mrs. Harper enjoys a good hike, and is known to walk the TCT whenever the opportunity presents itself in her travels across Canada.

You can find a brief article on the event

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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.



### ► PRIME MINISTER'S WIFE *Continued from page 1*

on the TCT website: [tctrail.ca/news/?p=5807](http://tctrail.ca/news/?p=5807).

Mike Ivens was our local host for a three-hour hike that covered a large portion of the Crestview trail projects mentioned earlier. Mike walks the Crestview trails daily and has led the community consultation on behalf of the Crestview Community Association.

Though the KSA has been the TCT's Yukon agent since TCT began, I don't get to very many TCT national meetings. I'm generally too busy with local trail issues to spend multiple days each year meeting in Ottawa or points between here and there. Consequently, I had not met these TCT executives prior to this hike. Nor had they ever been to Yukon.

I took the opportunity to advocate for continued funding for TCT activities in Yukon. Trail organizations in larger jurisdictions have offices with paid full-time staff. A thousand bucks here or there makes no real difference to larger organizations. In our small jurisdiction a couple thousand dollars of external funding makes the difference between a successful construction season and doing nothing at all. We've used TCT funding for several years to cover the planning phase of projects (planning, budgeting, designing, permitting) while the Community Development Fund (CDF) has been our main supporter of construction activities.

I also emphasized our unique geographical characteristics. Other than a few very popular trails in Whitehorse, we have a problem with underuse. I can regularly go snowmobiling for a day and not see anyone other than the people who ►

► came with me. While it's better than having to fight your way down a crowded trail, we struggle to maintain such a large trail network with so few users. Our visitors came to understand this as we hiked for three hours on an urban trail without meeting anyone other than the city trail crew.

We're also unique in that most of our trails are multi-use; another consequence of our low trail use density. We got to show the folks from down south that we have a great, sustainable multi-use trail system. Mixed and multi-use trail systems may not work in large urban centres but, in the sparsely populated Yukon, it's the only feasible way to provide a robust network to a wide range of user groups. ■

### ► MARK DANIELS *Continued from page 1*

some culverts in the stream crossing to the south. We also plan to remove the large dirt hump south of the creek as it limits visibility. We'll drain the huge mudhole north of the dump road alongside the electric fence and fill it with pit run. This hole has grown quickly over the past two summers to the point that it has become impassable. People are driving around it through the bush with their ATVs and causing damage to the ground off-trail. Heading north of the dump, there's a boggy stretch of trail about 200 metres long that's impassable to a majority of trail users in the summer. We'll drain this area and backfill it with pit run. We'll also replace the collapsed culverts at the stream crossing between there and the Birch Street access point.

Beyond Birch Street the trail will pass through the Kulan Industrial Park following Chadburn Road to the snow dump. The City approved this route so, as long as you're



Mark Daniels photo

This beaver dam sits behind the Crestview subdivision.

compliant with the rest of the requirements, Bylaw shouldn't harass you for passing through here. We're going to leave the creek crossing north of the snow dump as is for now. This area really glaciates in the winter so we need to do more engineering work before we decide what type of crossing structure would work best. We will, however, fix the mudhole north of the creek crossing. From this point, the original TCT route branches west and dead-ends at a point overlooking a huge gully. The plan in the past was to pioneer a route across the gully and connect to trails near the gravel pit north of the Mayo Road cut-off. This never came to pass because of the scope and cost of the proposal. We have now abandoned that plan in favour of a route that runs behind Crestview and Cobalt Construction's yard. We've added a switchback and a small wooden bridge where the trail crosses a creek north of Cobalt's yard. The trail then joins the Alaska Highway right-of-way that is already designated as the TCT route in an agreement with the Yukon government. All told, this is about a \$70,000 project with the bulk of the funds coming from the Yukon government through the Community Development Fund (CDF) program. The City ►

# SNORIDERS

## SPECIAL KLONDIKE SNOWMOBILE ASSOCIATION REPORT



Mark Daniels photo

This boggy section of trail is in need of repair.

### ► MARK DANIELS *continued from page 2*

has contributed some staff time for planning and will be doing some work on the trail, including constructing the switchback and the wooden bridge, and grading on the north end of the project. These upgrades will improve summer accessibility, reduce risk by eliminating trail hazards, and reduce environmental impact by eliminating trail spread around wet areas and installing infrastructure such as bridges and culverts. It will also help with winter grooming. A smooth trail is easier to groom and results in less wear on our equipment.

This summer I sat on the Crestview Community Trail Planning Committee with residents of Crestview and parks and rec staff at the City. The consultation included an open house style meeting at the community rink in Crestview where we found that the number 1 priority for the residents is access from the residential area to the trails system be-

hind it. Crestview sits on a ridge with the highway to the front, a wetland to the back and a trail network beyond. There are two access trails that cross the wetland, one at each end of the subdivision. Winter access is no problem but there are serious limitations for the other three seasons. The residents have used a variety of makeshift structures over the years to cross the wetland but these have deteriorated. ATV use and a very persistent beaver population have complicated things further. KSA and our consultant, Yucan Planning, worked with the Crestview Community Association to submit a CDF application for planning and engineering services to establish sustainable crossings on both access trails. That work has produced a solution and, if the regulators will approve it, the trails will be upgraded next summer and Crestview will enjoy year-round access to the newly minted TCT route mentioned above. ■

## Collaboration is key to national trails

by MARK DANIELS

The National Trails Coalition (NTC) is the operating name for the Coalition of Canadian Trails Organizations, a federally incorporated not-for-profit organization. The NTC was formed in 2007 to bring the broad spectrum of trail-based activities together in a collaborative manner to build, maintain and promote trails and trail use across Canada.

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## 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 2014/2015 season:

Single \$20  Family \$30

Corporate \$105  Gold Corporate \$315 including GST

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.klondikeriv.com](http://www.klondikeriv.com)
- 10% off at Klondike RV Rentals - [www.klondikerv.com](http://www.klondikerv.com)
- 10% discount at McDonald's restaurants - Whitehorse (not valid with other offers)
- 20% off at Sandor's (Chilkoot Mall) on regularly priced goggles, gloves, toques, snowpants, jackets and snowboards
- Special rates at Choice Hotels - see [www.choicehotels.ca/ccso](http://www.choicehotels.ca/ccso) for details; only available for online bookings
- Special prices on Haber Vision sunglasses and goggles - see [www.habervision.com](http://www.habervision.com) for details; member code is "CCSO"
- Corporate Members can link to our website
- Gold Corporate Members get two free single-issue 1/8-page ads per year in our newsletters.



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](mailto:klonsnow@yknnet.ca)

### KSA corporate members

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#### ► COLLABORATION *continued from page 3*

One of the founding principles of the Coalition is building new partnerships between trail disciplines; fostering more multiple-use trail development; and providing a trail-based platform on which private enterprise and volunteer groups alike can generate economic activity.

The umbrella organizations spearheading the coalition initiative are the Canadian Council of Snowmobile Organizations (CCSO), the Canadian Off-Highway Vehicle Distributors Council (COHV) and the Canadian Trails Federation (CTF). Through their affiliates across Canada, these parent bodies represent trail building, operating and maintenance organizations in every province and territory. Most importantly, they provide trail infrastructure and a tourism product that is used by millions of Canadians and visitors to Canada.

The coalition was formed out of the recognition that collaboration rather than exclusionary practices is where the future of trail development is headed. Coalition members cut across all disciplines of trail use and are working together to break down the old stereotypes. By working together, and with the government of Canada as a key partner, the coalition members are confident that trails can rise to the level of a national icon worthy of promotion around the world. At the same time, a growing network of trails will provide Canadians with safe places to enjoy outdoor recreational activities, economic opportunities and an improved environment. The members of the coalition look forward to a long and prosperous partnership with the government of Canada to make "United for a Stronger Trail System" a reality. The KSA is a member of the NTC by virtue of our affiliation with the CCSO. We

also hold the chair of the Regional Advisory Committee (RAC) for the Yukon.

The KSA took advantage of NTC funding in 2009 to install the culvert at Skipping Rock Creek south of Sima Creek, construct a wooden bridge on a secondary trail near the intersection of the Copper Haul Trail and the McLean Lake Trail and do some general grading of the Copper Haul Trail between Mount Sima and Skipping Rock Creek.

The federal government recently announced a further commitment of \$10 million to the NTC over the next two years with the condition that the funding is matched dollar-for-dollar. Of that \$10 million, Yukon is allotted \$95,000 divided into three pots of about \$32,000 for snowmobile, off-highway vehicles (ATVs) and non-motorized trails. This is great news for Yukon as it creates the potential for \$200,000 worth of trail work between now and the end of 2015. Trail construction employs small- to medium-size businesses and creates spin-off economic benefits as more people use the trails more often.

The KSA, in partnership with the City of Whitehorse, recently submitted a funding application to NTC to upgrade the connector trails between the subdivisions in the south of Whitehorse (Mary Lake, Pine Ridge, Spruce Hills, Cowley Creek, Wolf Creek and Whitehorse Copper) and the Copper Haul Trail, the main TCT route. We submitted a mirrored application to CDF for additional funding. The total project budget is estimated at \$80,000. If approved, we'll start work next summer. I'll provide more details about the project then. In addition to the KSA application, the RAC received six other requests for funding for non-motorized and multi-use trails from four Yukon communities. ■