

Part 1: questions and answer

Part 2: Written answer responses

1. Do you think all ATV users, including passengers, should wear a helmet?

YES	191	85%	NO	34	15%	Total	225	100%
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2. Name and address of person completing survey (Please note that all personal information is kept confidential)

216 Responses

3. Should ATV operators be permitted to operate on the roadway for the purpose of accessing the nearest designated motorized trail? (this would mean that operators can operate on City streets from their residences to the nearest trail)

YES	168	75%	NO	55	25%	Total	223	100%
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4. If you answered YES to question 3, are there any special conditions that should be applied to allow this activity?

153 Responses (see part 2, written answers)

5. Do you feel the environmentally sensitive areas identified in the Official Community Plan should be off-limits to ATV use (except on existing motorized trails) in the City of Whitehorse?

(map of environmentally sensitive areas located on the City of Whitehorse web site at http://www3.whitehorse.ca/bylaw/snowmobile_july_2011/Motorized%20Trails%20and%20Environmentally%20Sensitive%20Areas%2020110714.pdf)

YES	159	72%	NO	63	28%	Total	222	100%
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6. If you answered NO to question 5, please explain?

65 Responses (see part 2, written answers)

7. Do you have any comments or concerns respecting ATV use in environmentally sensitive areas as noted in question 5?

125 Responses (see part 2, written answers)

8. Which of the following do you view as most important concerning ATV use in the City?

Top number is the count of respondents selecting the option.

Bottom % is percent of the total respondents selecting the option.

1-Strongly disagree 2-Disagree 3-Have no opinion 4-Agree 5-Strongly Agree

Limiting excessive ATV noise in residential areas

24	24	17	65	92
11%	11%	8%	29%	41%

Improved ATV trail signage

11	7	34	88	80
5%	3%	15%	40%	36%

Development of out and away trails (motorized trails that lead ATVs out and away from residential areas)

17	13	24	87	77
8%	6%	11%	40%	35%

Protection of environmentally sensitive areas (includes: waterways, wetlands, steep slopes, and wildlife habitat)

11	23	23	47	117
5%	10%	10%	21%	53%

Ban ATV use in the City of Whitehorse

103	46	16	16	41
46%	21%	7%	7%	18%

Ban ATV use in residential areas

90	47	16	12	58
40%	21%	7%	5%	26%

Allow ATV operators unlimited access within the City of Whitehorse

119	51	10	20	26
53%	23%	4%	9%	12%

More education on ATV use

11	13	32	77	89
5%	6%	14%	35%	40%

More enforcement on ATV violations

23	22	32	49	100
10%	10%	14%	22%	44%

9. As it relates to question number 8, are there any other issues you wish to comment on? If yes, please state the issue and your comments?

111 Responses (see part 2, written answers)

10. Do you have any concerns with the current ATV Bylaw?

(Click on the following link to view the current ATV Bylaw: <http://www.whitehorse.ca/vertical/Sites/%7B77FF5155-2407-453B-BAE8-67D8813B88C6%7D/uploads/%7B301F9CE2-F7A0-473D-B77D-07C8159D546E%7D.PDF>)

YES 127 65% NO 67 35% Total 194 100%

11. If you answered YES to question 10, what are your concerns?

133 Responses (see part 2, written answers)

12. Do you feel there needs to be more of a presence of enforcement personnel on the trails?

YES 132 59% NO 92 41% Total 224 100%

13. If you answered YES to question 12, what are your comments on this subject?

115 Responses (see part 2, written answers)

14. Do you think ATV users should be required to have a special permit to operate an ATV within the City? (similar to a drivers license to operate a vehicle)

YES 129 58% NO 94 42% Total 223 100%

(If you have selected NO, move onto question 19)

15. As it relates to driver education and safety, should persons requesting an ATV special permit be required to write a test on their knowledge of the ATV Bylaw, trails, and the environment prior to issuing an ATV special permit?

YES 121 76% NO 23 14% Other, specify 15 9% Total 159 100%

Other, please specify (see part 2, written answers)

16. If a fee were charged for an ATV special permit, where would you support the funds being allocated? How strongly do you agree or disagree with the funds being allocated to the following?

Top number is the count of respondents selecting the option.

Bottom % is percent of the total respondents selecting the option.

1-Strongly disagree 2-Disagree 3-Have no opinion 4-Agree 5-Strongly Agree

New multi-use motorized trail development (that all users could use)

38	27	15	37	30
26%	18%	10%	25%	20%

New motorized trail development (that only motorized users could use)

46	28	14	34	25
31%	19%	10%	23%	17%

Maintenance of existing multi-use motorized trail system

19	13	19	62	32
13%	9%	13%	43%	22%

Safety and education

9	4	18	45	73
6%	3%	12%	30%	49%

Better trail signage

11	9	25	56	47
7%	6%	17%	38%	32%

City of Whitehorse general revenue accounts

68	24	26	13	11
48%	17%	18%	9%	8%

17. If a fee were charged for an ATV special permit, is there any other area you feel the funds should be allocated other than the areas mentioned in question 16? (please specify)

73 Responses (see part 2, written answers)

18. What would be a fair price to charge for a lifetime ATV special permit?

Top number is the count of respondents selecting the option.

Bottom % is percent of the total respondents selecting the option.

1-No Fee 2-\$25.00, Cost to administer permit 3-\$50.00 4-\$100.00 5-250

1	2	3	4	5
19	20	36	32	46
12%	13%	24%	21%	30%

19. Do you feel there needs to be more enforcement of ATV legislation?

YES	132	59%	NO	92	41%	Total	224	100%
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20. If you answered YES to question 19, what areas need more enforcement?

112 Responses (see part 2, written answers)

21. Have you (as an ATV operator or as a non-motorized user) had a negative experience on any trails within Whitehorse with another trail user? (ATV operator or non-motorized trail user)

YES 121 55% NO 101 45% Total 222 100%

22. If you answered YES to question 21, please detail and comment on your experience?

117 Responses (see part 2, written answers)

23. Have you operated an ATV in the past 12 months?

YES 118 52% NO 107 48% Total 225 100%

24. How do you use the trails within Whitehorse?

(from the choices provided, please select the frequency that best describes how often you participate in each activity on trails)

Top number is the count of respondents selecting the option.

Bottom % is percent of the total respondents selecting the option.

1-Daily 2-Weekly 3-Monthly 4-Yearly 5-Never

Cycling

20 60 34 39 51
10% 29% 17% 19% 25%

ATV

12 29 34 33 99
6% 14% 16% 16% 48%

Snowmobiling

3 31 28 32 108
1% 15% 14% 16% 53%

Skiing

12 57 32 32 73
6% 28% 16% 16% 35%

Walking

91 80 32 14 5
41% 36% 14% 6% 2%

Running

21 42 32 17 74
11% 23% 17% 9% 40%

Site seeing/nature watching

46 76 47 21 19
22% 36% 22% 10% 9%

Other

20 14 15 10 43
20% 14% 15% 10% 42%

25. If you selected OTHER in question 24, please specify the activity?

60 Responses (see part 2, written answers)

26. Please specify if you have any other comments or concerns related to ATV use in the City of Whitehorse?

75 Responses

27. Which area best describes where you live?

50	22%	Arkell, Copper Ridge, Granger, Lobird, Logan, or McIntyre
8	4%	Takhini
2	1%	Valleyview
23	10%	Hillcrest
7	3%	Downtown Whitehorse
56	25%	Riverdale
40	18%	Porter Creek
4	2%	Crestview
29	13%	Country Residential
1	0%	An industrial area
7	3%	Other, please specify
227	100%	Total

28. What is your age range?

Top number is the count of respondents selecting the option.

Bottom % is percent of the total respondents selecting the option.

under 16	16-24	25-44	45-64	65 or older
1	2	3	4	5
1	3	101	106	16
0%	1%	44%	47%	7%

4. If you answered YES to question 3, are there any special conditions that should be applied to allow this activity?

Q3. Should ATV operators be permitted to operate on the roadway for the purpose of accessing the nearest designated motorized trail? (this would mean that operators can operate on City streets from their residences to the nearest trail)

- A License (whether city or Territory issued) and insurance as they are on a public roadway. (and of course helmet)
- Not Main Street or major roads. Not over residential property other than owner's property.
- 1. some form of visible license plate so that vehicles can be identified. 2. Speed limited to no more than 30kph. 3. Operator must possess a valid driver's license.
- Those operating ATVs on roadways must hold a valid drivers license and obey all the rules of driving - speeds, sides of the road they drive on etc. Minors should not be allowed to operate ATVs on the roadways.
- Follow all rules of the road, have the vehicle licensed and insured, and wear a helmet.
- operators have to travel at 15km or slower and meet mva regulations
- Helmet Use 30k speed limits must use roads(not peoples lawns!)
- make the bicycle lane a shared use lane and require controlled speed ie 30 kmh max just like a school zone. Instructions in the event the ATV encounters someone else ie pedestrian or cyclist in the same lane.
- Only if they have a valid driver's licence, like anyone else must have if they use the roadway to operate a motor vehicle.
- follow the speed limits
- Maintain reduced speed and yield to all traffic in both directions.
- In designated areas only so if downtown has no access to trails there is no need to allow access to roadways
- NO
- Operators should have valid drivers licence and follow the normal rules of the road. No riding on sidewalks or on wrong side of road.
- Proceed slowly at edge of roadway - short distances only, not on highway or through ways
- Registration /Insurance / Clearly viewed Licence Plate if distance is greater than an agreed upon measurement from a trail.
- Speed limited and obey the rules of the road
- Speed limits follow the rules of the road not on sidewalks
- common sense and road rules apply
- Licensing through Motor Vehicles Branch,
- Follow the same road rules as vehicles
- Point A to point B
- traffic laws
- Machines need to be insured and registered riders need to have a valid class 5 licence
- no
- not on main city streets such as 2nd to 4th avenue and also several of streets going parallel to the avenues such as main and black. Also some of the other main streets should not be allowed, unless there are trails beside which can be used
- No
- Helmets are a must, and a max speed of 30 KMH.
- use common sense and give right of way to bigger vehicles and stay off sidewalks. again use common sense
- Helmet, insurance, and valid drivers license
- reduced speed.
- Low speed, obey traffic laws, kept to a minimum
- How do we ensure these people are actually using trails that have been approved for motorized vehicles?
- drive responsibly
- Limit speed Fully licenced and insured not between hours of 10 pm and 7am Nears trail should be enforced ATV must have lights front and back including brake lights. Must have drivers licence and if not with an adult licensed driver.
- For the COW to ensure there is a trail for the person to proceed on. IE Riverdale, signs posted behind all houses not for use.....but how are the ATV/Bike...etc to get to a motorized trail...drive across the bridge?
- Wear helmet
- If the Council agrees to allow operators can operate on City streets from their residences to the nearest trail, our street will become a speedway. There is already early morning use by a large machine from down the street. I am totally opposed to this. All the owners have trailers - use them.
- Max speed 10-15 kmh cede right of way to all other traffic must have working headlight and taillight
- excluding downtown area
- Insured
- speed 30 km/hr on city street
- All rules of the road must be followed. Between 8am-8pm for noise reasons.
- Not all roadways appropriate, must be licensed and insured to do this.
- Must drive within the laws of the road. Ex: no speeding, passing on the right, swerving, or tricks
- within reason similar to snowmobiles and areas allowed for them, speed restrictions, traffic rules, registered licensed and insurance, to include dirt bikes and all types of

4. Are there any special conditions that should be applied to allow: ATV operators be permitted to operate on the roadway for the purpose of accessing the nearest designated motorized trail? (this would mean that operators can operate on City streets from their residences to the nearest trail)

- wheeled or tracked off-highway vehicles, i.e. argos etc.
- On highways need helmets and plod insurance and plate
- obeying traffic laws.
- Speed limit of 20 or 30 insured and plated
- The ATVs should be registered with plates
- Speed should be limited to 20km/hr while on City Streets.
- Do not exceed speed limits. Use lights on ATV. No riding between 11 PM and 6 AM unless noise emitted is similar to that of a car.
- Drive as a regular vehicle...speed limits, rules of the road, etc Crossing roads in safe manner
- They need to obey traffic laws, ie. speed limits, stop signs, turn signals. They also need to stay off private property.
- yes machines should be licensed & insured if they are to be used on city streets.
- You absolutely need more enforcement. By enforcement I actually mean enforcement. While the current emphasis on education is, in some ways, laudable, in most ways it is ineffectual.
- Slow and to the side
- No My son is 14 and has been clearing older neighbors driveway for 2 or 3 years with his atv .It keeps him out of trouble and doing good for community .I do not see a problem with this but The City of Whitehorse does. To Bad we are going to keep on doing!!
- No
- No. It should be the same as the snowmobile bylaw.
- No
- No
- 30 kmh
- Strict speed limite - e.g. 20 km/h Helmets required Must be licensed driver Must be old enough to have a license Must stay of pedestrian trails and green spaces
- Minimum age of 16 with valid drivers license, insurance and registration
- Obey all current Laws and rules
- a speed limit and respectful driving
- Anyone, ATVs, Snowmobiles, Bicycles, while on the road should follow standard traffic laws, Automobiles expect this and this is a Safety Concern!
- -Responsible speed limit 10-30 kms/hr -Wearing a helmet on streets -giving the right of way to vehicles
- Speed limit All lights in working order Insurance for the Vehicle
- if on a road you should ware a helmet
- Put a limit on speed. Follow traffic laws, drive on the right for example.
- MUST BE WITHIN 5 BLOCKS
- obey speed limits and all traffic laws
- They should be required to stay on the correct side of the road and obey speed limits and posted signs.
- no
- no
- This would be fine if operators were considerate and drove very slowly and quietly. Unfortunately, the operators using Tutshi Rd to access trails tend to speed recklessly down the street, rev and/or wind their vehicles up to a terrible noise level and proceed on to use non-motorized trails anyway. The respect level of the operators will always be the issue.
- yes, they obey speed limits, wear helmets, indicate turns with their arms like bicyclists. Have WORKING lights on their ATVs. Make sure ATVs do not have more passengers than the ATV was built for.
- Operator must have a valid driver's license, as well as registration (licence plate) and insurance on the ATV. The ATV should be equipped with turn signals and brake lights or the operator should use appropriate hand turn signals at a safe speed.
- Direct access only. Yield to traffic. Helmet required when riding on city streets (note, I marked helmets not required to question 1 - however, in this case, I believe it would be wise.
- no
- should be licensed. observe safety protocols, speed limits, etc. lights at night
- limit speed to 40 km/hr or less
- Respect pedestrian and bike lane
- no
- max 30km/h
- Same for all motorized vehicles on public roads/streets - LICENSE, REGISTRATION AND INSURANCE
- All ATVs should be licensed and insured if they are to be driven on city streets.
- No
- Drive slow so not to be a risk
- Obviously we do not want ATV's on Main Street
- Registration and insurance would be required, as per the Motor Vehicle Act...
- When on the road the rules of motor vehicles must apply, with exception to turn signals. They can be substituted for hand signals. The same way a pedal cyclist would use the road.
- Single file only, helmets mandatory, speed limit maxed at xxx/hour
- All regular traffic laws apply.
- lic. plates & insur.
- Licensed, insured, 30 km max speed
- With licence, plates, and registration
- headlights on, insurance and registration in effect, and wear

4. Are there any special conditions that should be applied to operators: ATV operators is permitted to operate on the roadway for the purpose of accessing the nearest designated motorized trail? (this would mean that operators can operate on City streets from their residences to the nearest trail)

- helmets
- i do say yes, but see that it is very tricky to implement... could be a no if there's no clear way to ensure adherence. perhaps only if distance to nearest trail is less than a certain amount, i.e. under 500 m.
- Must have functioning head light, restrict hours of use 7am-10pm
- proper lights, and reflectors
- Travel on roadway, not sidewalks, with licensed, insured vehicle, slowly (30 Kpm, Max.)
- no
- Obey speed limits. Have at least a class 5 license. Those without a license should have a permit to operate ATVs.
- At least have an adult with a drivers license, with young kids, and limit to 30 kmh an hour
- must follow rules of the road and must be travelling to a designated trail
- It is sensible that to allow access to the motorized trails without having to load/unload an atv from a vehicle, but the atv should be insured, the driver licensed, and the atv should have to follow noise and speed guidelines
- No. besides obeying all traffic rules.
- obey traffic regulations
- Should be insured, use most direct route to trail or back country
- No
- A helmet should be required. Vehicle should be registered and insured.
- They should have a valid driver's license and have their ATV registered.
- No
- Have a valid driving license, Insured etc, any infractions affect their normal driving license.
- They should keep as much to the right as they can and they should have lights on if it is dark outside. They should also have a licence to operate the ATV and do so safely.
- Not allowed to drive more than 50 km / hr and respect quiet time. For eg Not before 8am and after 11 pm
- No one without a vehicle operators license.
- Licence plate and helmet
- Complete conformity to traffic laws, with a 30Kmph-ish speed limit
- It seems reasonable to allow this but fear it could easily be abused, therefore I suggest a serious penalty (fine, impounding of vehicle) if an ATV operator is found/ documented on a roadway that is not part of a pathway from their residence to the nearest designated motorized trail access.
- use care & caution- obey traffic laws-motor vehicles& pedestrians should have right of way
- only that they obey standard traffic rules an maintain there lights in good order
- Helmets, driving slow, speed enforced
- legal driver's licence follow rules of the road
- Follow the rules of the road. Speed limits must be obeyed, hand signals used if they don't have turn signals, etc...
- Must have drivers licence, registration, insurance
- 30 Km/hr max insurance
- speed control and noise control
- Assuming a driver's licence for the driver, a licence plate on the vehicle, and going to get to the trailhead for the motorized trail.
- vehicles must be insured and drivers licensed
- Drive @ 15 km/hr
- this a trick question.....means if you say yes they can ride everywhere.....
- speed limit should be enforced
- Speed limit of 30 km per hour
- The ATV Operator must strictly adhere to the City By-law/ policy that permits them to use the roadway which will take them to the nearest motorized trail. Must take personal responsibility to ensure safe passage on the roadway.
- daylight restrictions and road registration along with a licence. Some age requirements should also be in place, perhaps driver should be of drivers licence age.
- I think that if they are operating on city streets, they should be subject to the same kind of testing, permitting, insurance and other requirements to do so. These are vehicles that need to be operated responsibly and training should facilitate this.
- Need to have a driver's license to drive an ATV on roadways.
- Helmets, insurance, moderate speed, drivers licence
- licences
- Speed Restrictions Distance should be kept to a maximum distance allowed There should be just a single operator driver (18 years or older) operating the machine e.g. no ferrying children Valid driving licence mandatory
- Requirement to adhere to a strict speed limit, need to be licensed, follow all rules of the road
- First and foremost, there must be no ATV use on downtown city streets. If street travel is to be permitted, it should be in residential areas where the rider would not travel more than two km. on the road ways to get from their house to the nearest approved ATV trail. Vehicles must conform to bylaws: licensed and insured and not noisy; driver must not travel over 30 km/hr and must stay to the edge of the road but not on the sidewalk and single file; if driver does not have a valid driver's license they must be over the age of 13 and have taken an ATV driving course to give them safe riding instructions and road safety instructions. Educate

4. Are there any special conditions that should be applied to allow: ATV operators be permitted to operate on the roadway for the purpose of accessing the nearest designated motorized trail? (this would mean that operators can operate on City streets from their residences to the nearest trail)

them and certify them, and if they still break the rules, they have no excuses. Speeding on the roads should be cause for removal of driving permit and fine/seizure of vehicle for repeated offences.

- If abuses or problems are encountered with this approach all should be aware that restrictions may be added, such as requiring the driver be over a certain age, an operator's license, or requiring transport of the ATV to the trail head on a trailer. Provision for restrictions, should there be a violation, could be allowed for in the new bylaw.
- helmet, insurance, vehicle registration, ATV Safety Training Certificate if between 14 & 25 years of age, Driver Licence if over 25 years of age.
- must do it slow
- Must have licence in good standing, follow all rules of the road, no excessive noise
- They should obey the rules of the road, be licensed, and insured.
- no
- Maximum of 500 meters on roadway. Speed limited to 25 km/h.

6. If you answered NO to question 5, please explain?

Q5. Do you feel the environmentally sensitive areas identified in the Official Community Plan should be off-limits to ATV use (except on existing motorized trails) in the City of Whitehorse?

- Riverdale needs to expand to provide access to ATVs
- I think that existing trails provide plenty of space for the use of ATV's if there is an existing trail then there should be use. I think that development of future or additional trails should be done in consultation with ATV users. If someone creates a new unauthorized trail they should be fined.
- atv's do not damage the environment, poor drivers do!!!!
- If you follow the tread lightly motto the little damage (if any) done is not noticeable within a week.
- There will always be someone who will go off the trails just for the fun of it.
- This would limit the ability of persons to access these areas, ie mobility challenged.
- because
- I think there should be limits on behaviour and then the city should enforce people who behave poorly. Don't penalize all for a few person's being idiots. Furthermore, there is little the City (or other legislatures) enforce. They put in new legislation that isn't endorsed holistically and then they don't enforce it because they don't have resources. Even then, if one takes it to court, the city rarely wins. I am not in support of the taxes we pay now. I am definitely not in support of paying even higher taxes for more craziness. This sounds like a similar path that is being suggested for the snowmachines and makes no sense.
- These trails behind hillcrest have been there since the war time. I rode on these trails as a youngster. Hikers and mountain bikers now use our trails as well.
- unenforceable
- i beleave atvs should be allowed to operate in most areas. from what i can remember not to long ago the area of mcintyre creek was sensitive but now its a subivision. something is wrong its ok to clear cut all trees and disturbed that are forever which pushes animals out of there areas whereas even if there was an atv trail there you know the pedal bikers, hikers, walkers would all use it and than claim it themselves which i feel is wrong. the city of whitehorse has wasted millions and bike lanes, walking paths and still these people claim atv trails as their's and then say they disrupt the environment wrong wrong wrong
- I think the existing motorized trails should be excluded as well as any additional areas identified as environmentally sensitive.
- Your map is hard on the eyes, It is tough to figure out where PC and Riverdale is, zooming in just blurs it. Yes and No to this question, Yes areas should be protected,
- BUT you must have a clearly marked bypass, so people who don't travel the area often (like me) know where they need to be.
- there is such discontinuity of coverage that the burden on riders is impossible to manage unless there is a sign on every tree - if a rider is travelling through the back country, he could easily enter an environmentally sensitive area without knowing it.
- should be continued if presently allowed
- Who sais these are sensitive areas, not all are, If it is to save an endangered animal, or to keep the areas free from being torn up like the hill sides by the roads, Yes keep atvs and bikes off, but also keep pedal bikes off.
- Unless there are signs to indicate that the area is sensitive, and trails that are currently in those area are blocked off, and new trails avoiding that area are made.
- See Q.7
- This a free Country Yes? they should have access to cross or travel thru areas
- Absolutely off-limits. See earlier comment re enforcement. I have had no success with help re enforcement of current bylaws. Why have them if they are flouted?
- Each area should be evaluated for specific risk and restricted only when necessary
- Way to much Supposedly sensitive area's Unrealistic.
- If skidoos are permitted, atvs should be permitted.
- I think in city limits it is reasonable to ask people to stay on the trails but out of city limits should not be asked for people to stay on trails
- Skidoos are a far bigger problem. ATVs and skidoos should have the same laws governing them.
- Canada is based on freedoms, not regulation.
- 25% of the map is environmentally sensitive! is 25% of Yukon the same! This seems excessive and abusive! ATV's have low pressure tires which protect the environment.
- As long as the existing trails that are currently through the sensitive areas are able to be used I don't see a problem with having signs stating sensitive area please stick to the current trails (ex. Trail to backside of Grey Mountain)
- i have been in a lot of these places and the is already trails all threw these places we just don;t need to make new ones
- What makes them more sensitive than other areas on the map

6. If you answered NO to Q5. "Do you feel the environmental sensitive areas identified in the Official Community Plan should be off-limits to ATV use (except on existing motorized trails) in the City of Whitehorse?, please explain?"

- It is wrong to give unnecessary restrictions to respectful riders just because of a few bad apples. Make it mandatory to get a licence, just like with a motorbike, only drop the age to 14. Education is key. A respect and safety course is a lot more effective than slapping sanctions on everyone which is more likely to cause an uproar than to get results.
- I am always hesitant to believe how environmentally sensitive areas are determined.
- BECAUSE IF I SAY YES....YOU WILL TAKE MORE AWAY
- these areas, at least on the scale of map are no more sensitive than any other. many connecting trails run through these areas that atv's have always used.
- There should be NO use of ATVs in the city of Whitehorse, in any area.
- I answered 'no' as I am not familiar enough with the areas in question to properly make an informed decision. Without the option of 'don't know' - no is the best option.
- I think ATVS should be treated the same as skidoes.
- Question 5 states off limits. The map shows very large areas in green. Why not just place restrictions such as can only pass through these areas in order to access land beyond.
- areas are mostly inaccessible which will protect them. use education and handouts to inform riders of impact on these areas. This will do more good than just making areas off limits.
- some areas are traditional riding areas that should be allowed
- Not in all cases - if there are existing motorized trails in those areas, certainly those should continue to be used. The map is difficult to see, however, so would have to be determined and discussed on a case-by-case basis.
- I answered yes but ATVs should be completely banned from the city and therefore should not use existing motorized trails. There should be no motorized trails within the City of Whitehorse.
- There are already numerous roads and trails in some of these areas. It would be nearly impossible to enforce such a restriction.
- There are very few areas that need special rules in the Yukon. All areas need to be treated with respect and common sense.
- The term environmentally sensitive will begin to grow in definition in no time. Areas that have never been sensitive will suddenly become sensitive.
- ATVs need more access.
- atv users need more trails
- If used respectfully there should be no problem
- check the trails - they don't even connect (see the copper haul road for example. Some of the current trails that are sensitive are actually roads and should be accessible
- as cities get larger population, less environmentally area will be reduced within a city limits. There are many areas, outside of city limits that accessible for sensitive.
- The environment is used as the holy grail for special interest groups. Lets use some common sense.
- I would agree if the stipulation was 'existing trails'. Many of the sensitive areas are not easily identifiable by the public.
- ride with care
- only if there is a visible damage being done
- Much of the area east of the river, and some west of the built up areas, has a multitude of existing trails and roads and are not designated motorized roads. These should all be allowed for atv use.
- there's too many rules and regulations
- Existing trails should be used, but there must be a process to establish new trails designated for motorized use in these areas in the future as appropriate.
- Ban should include Recreational areas (risk to foot traffic including off-leash dogs (and kids)- unless using a specific motorized access/through-fare corridors
- How can it be considered environmentally sensitive with a deep base of snow protecting it. The snow melts and all the plants flowers and birds come back without knowing anything happened.
- Not all areas, they are unable to complete their ride from Fish lake road to Coal lake for instance
- Because I'm unsure of the qualifications for an environmentally sensitive area, but the map shows a great deal of it in the City. I think that areas deemed so sensitive should not be accessed in any fashion, motorized or not.
- Should also include paved and gravel roads and rough roads, for use by ATV use (not snowmobiles).
- How can any area within city limits be considered environmentally sensitive when other user groups are free to cut in trails all over town and Grey Mountain area at free will and with help from the city. I have no problem with all the new trails. I am also an avid trail runner and enjoy mountain biking. These new trails are great. BUT, how can it be OK for some groups to do this, and at the same time ATVs be banned from using existing trail in the same area. Go sell hypocrisy elsewhere. Whitehorse is all stocked up.
- don't have time to go through all the maps
- there should not be motorized trails in environmentally sensitive areas for a start they should not be in wet areas..pond edges..wetlands very difficult to remediate after atvs have been thru

7. Do you have any comments or concerns respecting ATV use in environmentally sensitive areas as noted in question 5?

Q5. Do you feel the environmentally sensitive areas identified in the Official Community Plan should be off-limits to ATV use (except on existing motorized trails) in the City of Whitehorse?

- Introduce in schools K-3 the responsible use idea of using trails.
- Hard to enforce if they are in these areas.
- What is the point of identifying places within the City as environmentally sensitive and then open to use by ATVs and snowmobiles? There should be no motorized vehicles permitted in environmentally sensitive areas, or in Protected Areas of the City. However, since the City permits snowmobiles in such areas, how can it not allow ATVs? Both create problems for the environment. Snowmobiles are no less harmful to the environment than are ATVs. Do the research!
- No ATV use in environmentally sensitive areas.
- I am not an ATV user. I do use local trails frequently for walking, skiing, and mountain biking. I rarely have negative encounters with ATVs but when I do issues typically revolve around excessive speed and lack of consideration for other users. Another concern for me is excessive engine noise. Setting a noise maximum would go some ways towards addressing an irritant that affects everyone in a neighbourhood whether they use trails or not.
- on trail only and if conditions are such that the trail is not usable, then don't use the area that day.
- I have observed significant destruction of vegetation, as well as deep rutting (leading to further erosion) due to ATV use in all off-road locations.
- See Comments in #6 Above
- If you must access these areas then max speed of 10kph until out of these areas. This will ensure that the terrain is not damaged.
- I don't think ATV use is necessary on local trails. I think that walkers and skiers and runners should have access without danger of people coming by. The idea of shared trails is not safe or practical. I don't like the language KSA uses in its newsletters or reactions to citizens just wanting things to be safe and effective. Snowmobiles etc. are useful and fun. But that doesn't mean that they should have access everywhere.
- Zero tolerance other than for emergencies
- NO
- Sensitive Areas are just that. They should not be subject to anything that leaves tracks, has chemical or fuel to operate it as this may lead to possible leaks. It's the 21st Century. Does this have to be hit any harder on the head than to say stay out of the environment and stop destroying it! If you want to enjoy it, get off the ATV and walk or hike. Then perhaps the amount of Canadian heart and stroke statistics will also decrease!
- They should not be allowed to use it. period.
- They should stay on existing trail network as soil damage does not recover in a short time frame.
- Many sensitive areas have established ATV trails -- please stay on trails - don't make more and don't travel in way to dig up trails
- If an environmentally sensitive area needs to be accessed a special permit which includes a monetary deposit (refundable if no damages) should be mandatory.
- ATVs have been widening (ruining) trails used by mountain bikers, hikers, etc. These are not necessarily environmentally sensitive areas but are of a concern to me.
- People need to be educated about ATV use in sensitive areas
- no
- no
- ATVs should be used on trails, but in some areas should be allowed off. There must be some freedoms, but in some areas restrictions are necessary
- No.
- Yes... they destroy the trails, widen the single tracks and are noisy and polluting vehicles that damage the wilderness.
- Same obvious concerns as environmental groups have stated numerous times in media.
- There are always a few bad apples that spoil it for the others.
- environmentally sensitive areas should be off limit
- Crossing sensitive areas is not necessary to get out of city limits, if that is a person's goal.
- ATVs destroy trails very easily. If their wheels spin at all, or if trails are soft, ATVs loosen up soil, which is then eroded away with any rain or snowmelt.
- These areas need to be posted and easily available for viewing
- if they are identified as sensitive, then nobody rides in them.
- People need to trailer them out of town. NB youth ATV fatalities fell by half when they introduced licensing.
- The use of ATVs, skidoos and motorcycles in the hidden lakes area over the past 5 years is causing extensive damage to trails and the slopes above the lakes. The amount of erosion over the past couple years has been extensive. Continued use of the hidden lakes area, primarily by teenage boys, is transforming the area into a US-style ATV recreational sacrifice zone.
- As noted. Example of bad use: McIntyre Creek - First allowance of ATVs in this area, followed by the City's

7. Do you have any comments or concerns respecting ATV use in environmentally sensitive areas as noted in "Do you feel the environmentally sensitive areas identified in the Official Community Plan should be off-limits to ATV use (except on existing motorized trails) in the City of Whitehorse?"

- plans to develop part of the Creek, lessening even further protection of the Creek.
- Where do you find all this information at, I was born here and have been in the back country many times. I didn't realize there were sensitive areas...why not make them a National park -then people will have to follow those rules like Kluane National Park. KNP seems to be well respected, Grey Mountain Territorial Park.....I understand you can't please everyone all the time, there will always be a critic. Hope this is more positive feedback for you. Noise should follow the not after 11pm or before 9am.
- due to short growing season and dry climate, damaged areas will not recover.
- There should be no ambiguity about this. If any, the city will have to hire a bunch of bylaw officers and be willing to answer complaint lines at all hours.
- I agree we need to investigate other options for managing before jumping into regulation, which frankly the city doesn't appear to have the resources to deal with the rules they have now. Where is public education in this plan?
- Snowmobiles are extremely damaging for the northern soil and plant community when operated in poor snow conditions. Also, the noise stresses animals during an already difficult time of the year. The noise of operating any ATV during the spring and fall time is another negative stress factor for the animals. Also, the trail system upsets the fragile coexistence of animal species (by adding corridors to areas where predators can easier access areas they would not access without the trails, thus upsetting the fragile balance of the northern Eco-system).
- Currently in Hillcrest, and other neighborhoods, there are greenbelt areas that have signs saying no motorized vehicles. In Hillcrest much of the area currently covered by this signage is not designated environmentally sensitive. I would like these areas to remain off-limits to ATV's, and hope that enforcement of this will improve (especially if YG enacts mandatory license plates for ATV's).
- Not really
- Don't think ATVs should be in environmentally sensitive areas. If there are extenuating circumstances ie Yukon Electric access, should be a permit for access.
- Hard to let people know where those environmentally sensitive areas are and even harder to enforce.
- I am frequently disturbed by the rapid negative change to areas where ATV use occurs. Even well established trails get wider each year and erosion increases. Sensitive areas are even more susceptible and should definitely be protected.
- Yes, Have seen lots of destruction on trails within City. Multiple pathways.
- I am very concerned about the environment and the effects ATV's have on the land.
- motorized trails should be either hardened to prevent rutting/mud holes or have weather related timings placed on them - look at the Bighorn Backcountry Trail Management guidelines/timings for the east slopes of the Rocky mountains in Alberta for examples of trail condition/weather related trail access guideline - should also incorporate some of the Leave no Trace and Tread Lightly principles as well
- Motorized vehicles have no place in environmentally sensitive areas. For every responsible operator there are at least 10 who have zero regard for the environment or other, non-motorized users. People operate quads, motorcycles and snowmobiles everywhere in the greenbelts and I have never seen any evidence of enforcement action.
- ATVs destroy single track trails by widening the lane
- If it wasn't for atvs and snowmachines there wouldn't be any trails!
- The sensitive areas should be CLEARLY marked and signage should be in place. many of us who use those trails do not know where the sensitive areas are.
- they destroy all living things and create an eyesore
- Environmentally sensitive areas shouldn't be the only areas; ATVs should be kept out of any off-road areas within the city. They should only be permitted to operate on selected motorized trails, not off road.
- ATVs should be kept out of all wetlands and off grassy slopes.
- There may be circumstances, such as fire wood collection, that may be acceptable to ATV use in these areas. Areas identified should have marked trails, with bridges or other protective types of infrastructure in place.
- turn it around! the ATV users should have common sense, and respect for sensitive areas, if you start blocking out certain areas, to different, or user specific areas you will be discriminating against certain groups which is not fair, it is a very big territory out there.
- I answered yes, but I want to elaborate. There is only a small area that is marked sensitive around McIntyre creek and Stinky Lake. The extended area around both (not talking about that slated for development, which is an entirely different issue) is very unclear. If you want to have a park, have a park. Parks are not places for joyriding.
- Yes some people are just plain stupid and they should know better and should be fined but most of these persons are over and some well over 16 years old
- It seems most environmentalists feel that all of the Yukon is environmentally sensitive, which is unrealistic.
- No
- Yes. ATV's are very destructive to trails and wildlife, they create noise and disturbance, and can be a safety risk to pedestrians.
- Ensure areas are marked or advertising campaigns clearly identify these areas. Very few people purposely enter these

7. Do you have any comments or concerns respecting ATV use in environmentally sensitive areas as noted in "Do you feel the environmentally sensitive areas identified in the Official Community Plan should be off-limits to ATV use (except on existing motorized trails) in the City of Whitehorse?"

areas to purposely damage them. however, many may enters protected areas without this knowledge.

- Anyone found guilty of damaging a sensitive area should be held accountable and made to repair out of pocket.
- Responsible use of ATV's should not be restricted. Irresponsible should not be allowed. It has become fashionable lately to be green and and environmentalist, however it seems that has gone to the extreme lately.
- I don't leave any of the current trails within city limits the trails are already going to the places that people should be heading to in order to enjoy the outdoors
- Make sure these areas are visibly marked as off-limits.
- DRIVE WITH RESPECT TO THE ENVIRONMENT
- It is unfair and biased to block existing trails from trucks but leave them open for snowmobiles and ATVs. Everyone should learn to share the wilderness. Those of us who own 4x4s should not be omitted from enjoying the Yukon.
- I am against environmental destruction caused by ATVs.
- Atvs should be stay on existing trails
- If an area is deemed environmentally sensitive, that implies that there is an ecosystem or plant, animal or area of particular value. It should therefore be protected from damage and erosion that is caused by vehicular use.
- They are destructive to the landscape, noisy, smelly. Dangerous when coming up to curves/corners in the bush that they can't see around.
- ATV can do a lot of damage to these areas. These areas are better travelled by foot.
- There should be no use of ATVs in the city of Whitehorse, in any area.
- sensitive areas are much more extensive than what are shown in the map, e.g. some sensitive areas are in 'recreational areas' that get regularly damaged by ATVs and snowmobiles. ATVs should not be operated anywhere outside of well established trails or backroads
- It would only take 1 or 2 ATV's to destroy some aspects of some sensitive areas ie mud bogging through sensitive plant ecosystems or scarring very sensitive hillsides. So with that in mind, any motorized trails being considered or retained, changed routes etc. should have substantial buffers to prevent access. It may be necessary to fence some areas completely as natural boundaries can be crossed with powerful new machines. Education will not work for the few individuals that possess these machines and either have contempt for rules and the protection for public good.
- Concern is that amount of damage caused by ATV or snowmobile use will be exaggerated. Map shows very large areas of environmentally sensitive areas. I am questioning the motives or need for such large areas.
- See #6 above
- THERE NEEDS TO BE BALANCE - WE CAN'T ON THE ONE HAND SAY THERE ARE LOTS OF OTHER PLACES

TO RIDE AND THEN DESIGNATE MORE AND MORE ENVIRONMENTALLY SENSITIVE AREAS!

- As above
- The designated environmentally sensitive areas are relatively inaccessible to ATV's because of the nature of the terrain and so forth (with the exception of existing trails/roads in those areas). These areas should be protected from use by people, regardless of the mode of transportation, under Territorial Legislation anyway.
- I feel as though trail expansion and improvement is a privilege of living in the Yukon and that ATV riders have done a great job of taking advantage of this amazing opportunity. I feel that it is too expensive to leave trail development up to the City and that there are far more responsible riders than reckless ones. That being said the Yukon is a beautiful place and after 100 years of ATV usage it still looks pristine.
- there should be no use of motorized vehicles of any kind in environmentally sensitive areas The damage done by these machines, particularly in the spring and fall, is atrocious.
- Concerns are expressed in para 6.
- Some people are only interested in their own activity and think everybody else should only be interested in the same activity with no concern for anybody else's rights to pursue their own activities.
- ATVs should be prohibited from environmentally sensitive areas and should be restricted to designated motorized and/or multiuse trails. These designated trails should be far enough away from environmentally sensitive areas that noise also does not impact the areas. Outside of environmentally sensitive areas, Ensure designation of motorized trail planning is a coordinated effort with all affected stakeholders. Non-motorized trails will also be needed for non-motorized activities such as hiking/skiing/ etc.
- ATV's should be kept out of wetlands and high alpine terrain where there are no trails
- absolutely crucial to keep them out of sensitive areas.
- It should be an illegal activity & actively enforced
- I support the OCP plan areas provided existing trails are not restricted. By no means do I support shutting down existing trails or closing off access to Riverdale Hidden Lakes via YEC powerline right of way. The powerline right of way should not be considered a protected area as it is now. The right of way is the best option for riverdale user groups of all types and should be designated multi-use complete with speed restriction and hours of use between 7am an 10pm.
- young drivers in there,s area,s are not responsible,and will cause all other groups to be band from these area,s
- If absolutely necessary to pass through, travel slowly with no spinning, etc. and leave no track.

7. *Do you have any comments or concerns respecting ATV use in environmentally sensitive areas as noted in “Do you feel the environmentally sensitive areas identified in the Official Community Plan should be off-limits to ATV use (except on existing motorized trails) in the City of Whitehorse?”*

- The so call wet areas that you can see some shallow ATV tire marks will all be grown over with in year of no activity. This is not what I call permanent damage. In the high country the ground is so hard that if you did see a track the next time there is a strong wind they are gone. If there is a area close to town that has to easy accessibility and game is over hunted than I am for protecting access to those specific region until recovery is there. If mechanized hunting had any affect on the harvest of game how come with extended seasons and using every available ATV and plane surveys we cant keep the Bison numbers in check.
- nope have done it since i have been a kid
- If motorized trails are clearly marked and atv users follow them then there is no issue.
- No
- act appropriately
- No
- Claims that rutting and gouging of soils or disturbance to surface vegetation, as a two examples, are significant environmental impacts need to be supported by objective evidence. If the impacts due to ATVs in these areas are aesthetic in nature and not related to ecosystem function (e.g., do not significantly affect wildlife at the local population level) then there needs to be an acknowledgement that such impacts are visual or aural impacts (i.e., impacts to human users) and not significant to the functioning of the non-human environment. Similarly, if the impacts due to ATV use in these areas can be clearly tied to significant adverse effects to wildlife via the habitat changes/disturbances then it is important to characterize the impacts in this way with clear scientific evidence.
- As a biologist, I am concerned about all the environmentally sensitive areas not on the map. These may not have been mapped due to because of their small size. For example, the south-facing grassy slopes around Riverdale are extremely sensitive to vegetation disturbance leading to erosion.
- I think it is fair for ATVers to stay out of environmentally sensitive areas as a fair compromise for being able to ride elsewhere in the city
- See comment in 6
- Mountain Bikers and quad sports do more damage than any snowmobile to sensitive areas
- Quads can tear up an area in minutes. These areas will be damaged for our lifetimes.
- I think that any areas that are not to be accessed by motorized vehicles should be kept from any further human access. I think that wildlife habitat is a fairly broad brush to use to determine if an area is environmentally sensitive. That encompasses a great deal of the Yukon. I'm all for people staying out of sensitive areas altogether.
- All ATV's should be restricted to driving on already established trails.
- ATVs make a mess of gravel and dirt pathways designed/ intended for their use and should NOT be allowed in environmentally sensitive areas. They are very destructive machines.
- stay on existing trails where they exist otherwise keep away
- ATV users regularly ignore this. Bylaw enforcement is pathetic to non-existent
- Legislation needs to be clear. Education and common sense obviously mean nothing. A wet area inside the greenspaces around neighbourhoods often has quite simple manageable trails used by walking. Small ponds and lakes in the city core are where people can walk to to see nature. Rules inside residential areas need to be different.
- Enforcement should include impounding of the ATV
- Are you going to restrict walkers and bikers in the environmentally sensitive areas during the non winter months. The lugs on the bike tires and hiking boots will do more damage to moss and lichen than a snowmobile in the winter when there is decent snow cover (2 to 3 feet). Who is going to police the walkers, bikers and ATV users to make sure they all stay on the trails in the environmentally sensitive areas.
- Only that there should be some enforcement and stiff fines (in excess of a few hundred dollars) should someone be caught using an ATV in an area deemed environmentally-sensitive.
- Keep them out
- Something — ATVs or snowmobiles? — is wrecking a lot of the trails in the greenbelt areas easily accessed by walkers. Not sure if these particular areas are considered environmental sensitive (the map is not easy to use) but even if not, I don't believe that motorized vehicles (I define this as anything with a motor) should be doing this.
- Imperative to preserve the Environmentally Sensitive areas and to respect the wildlife who make their homes there. If necessary, new trails could be constructed in controlled areas.
- I think that some people want to use an ATV for transportation and so some areas of the non motorized trails should be available to enable them to access the roads, such as the Millennium Bridge to get to the South Access Road from Riverdale, as that saves quite a bit of time.
- The ecosystem in the Yukon is very fragile and I hope that people recognize this.
- I am not sure how the city can enforce regulations on the environmentally sensitive areas such as Grey Mountain and the Chadburn Lake area. At present the ATV usage in these areas with which I am familiar can be dangerous for hikers due to speed and operation by young people who do not respect trail etiquette.

7. Do you have any comments or concerns respecting ATV use in environmentally sensitive areas as noted in "Do you feel the environmentally sensitive areas identified in the Official Community Plan should be off-limits to ATV use (except on existing motorized trails) in the City of Whitehorse?"

- Yes. The area between Hidden Lakes and Riverdale has new trails, and little paths made into almost roadways by ATV's. The area in northern Riverdale, on the trail beside the ridge overlooking Hospital road is another area, damaged for longer, very badly damaged.
- Young ATV/motorbike riders DO NOT respect environmentally sensitive areas, as I've witnessed on walks in my area. They are only concerned with dare devil antics and showing off to each other. Riders gouge and destroy trails by going too fast. They should have an area designated where they can do this. It should be partially man-made, as to avoid destroying more of nature with these vehicles.
- There is justifiable concern about ATV use in environmentally-sensitive areas which needs to be addressed with the appropriate combination of education, licensing and enforcement, I believe.
- Ensure all trails are clearly posted as to whether motorized vehicle use is permitted. Provide maps at key points --minimize risk of ignorance being used a defence for bad behaviour.
- There is no place for motorized vehicles in a sensitive area.
- ATV use has been incredibly destructive to the environment in Whitehorse. It needs to be limited to trails, and excluded from environmentally sensitive areas.

9. As it relates to question number 8, are there any other issues you wish to comment on? If yes, please state the issue and your comments?

8. Which of the following do you view as most important concerning ATV use in the City?

- Allow street not within the busy downtown core.
- I just love the term out and away trails. You take a problem and instead of dealing with it effectively you try and divert the problem ... reminds me of West Germany which paid East Germany to take all of its toxic wastes. Then when the two reunited it (Germany) got the problem back! Those of us who use the backcountry are tired of dealing with ORV groups that want access to the entire area. We have a great deal of trouble getting away from ORVs whether in the City or in the backcountry.
- Recreational use of ATV's in urban setting is resulting in damage to public trails, endangerment of other users due to irresponsible driving, excessive speed (many ATV users are young males joy riding). Considerable effort is being expended by the City, By-law services and property owners to stop ATV traffic through private property, green belts, other non-designated areas. The resources needed to police and repair damages from this 'recreational' activity could be better spent elsewhere.
- I think mandatory helmet use and vehicle licensing are steps that should be taken.
- Underage drivers are a major concern, especially as they are unlicensed and appear unaware of the rules of the road. I would like to see vehicles operated by underage drivers impounded and not returned to the owner (unless it can be proven that it was stolen and that the owner is not related to the underage driver)
- Multi-use trails such as the Hamilton Blvd trail should be redesignated as non-motorized. Many motorized users (on ATVs and snowmobiles) do not respect the laws and have little regard for others on these trails. ATVs must be kept off trails that are used by bicycles and pedestrians.
- Revisiting the initial use of the ATV. When it first appeared in the market it was a farm implement or to be used on larger plots of land in replacement of a tractor which was not cost efficient or easy to handle on sharp hills and turns. Over time the ATV has been used in a very irresponsible fashion by a more increasingly self-serving society that believe's it is their right to do what they like, with what, where and when without consequences and respect of those they share this world with. I would say go back to the original use of the vehicle: get firewood on your land, snowplough your driveway, move earth/manure around your property. You want to go on the land and hunt: use a horse.
- I live on a green belt with a large hill where children play with their sleights. I find it dangerous the amount of snowmobiles that pass by these young children on these sleights. In summer it is the same thing with ATV ripping by walkers trying to enjoy these trails.
- Total enforcement is not possible. Must rely on education to get City message out. Need to gain assistance from community associations in the education role.
- ATV noise in residential areas is ridiculous. I have sat on my deck many nights and afternoons listening to insanely loud motorcycles going by. These bike exhausts are 99% modified before they even leave the showroom!!
- ATV's have been widening (ruining) trails used by mountain bikers, hikers, etc. There are many double track, motorized trails in the area and they should not be using single track trails.
- General Population are more concerned with ATV than real issues in society.
- if you want to control you need to have enforcement. Check what other jurisdictions do. The only people that ever have anything to say are the transient people that are only here a couple months of the year. You want to protect the land...well maybe you need to start enforcing the skiers and hikers to stop leaving their feces and used toilet paper in the bush.... that isn't protecting the land, that is completely inhumane.
- I think with reference to noise it really depends on whether its a 2 stroke or 4 stroke and whether the operator is driving responsible or not.
- no
- -while it is a good idea to include many different amounts of wheels, I noticed that it does not include 8 or higher wheeled vehicles-maybe it should also include room for the odd person who modifies their vehicle to go outside the definition
- Nothing should take make resources....not willing to pay higher taxes. They are high enough.
- ATV's are considered part of northern life/recreation and more accepted in smaller communities. Over time as population densities increase ATVs no longer are compatible. I doubt ATV's are allowed in Prince George. I think over time as we grow they will become less acceptable in Whse. We are in a time of transition.
- ATVs should be licensed and require insurance if they are operating on city streets for ANY length of time. They are a vehicle and must accept responsibilities of operating as a vehicle.
- this is not banff, if you want to live there, move there.
- atvs, motorbikes and snowmobiles all contribute to the local economy whereas these fucking green people don't they don't seem to want people here to have jobs which i feel is wrong, these people are all over the yukon. whitehorse needs these jobs. if the city of whitehorse were to invest in a motorized park or motocross track that would keep kids out of trouble as it give them something to do and also its

9. As it relates to Q8, "Which of the following do you view as the most important concerning ATV use in the City?" are there any other issues you wish to comment on? If yes, please state the issue and your comments?

something they love. I love living in Whitehorse but as the way things are going now leaving it is on my mind as all these do gooders and there rules are trying to change what us locals love about being here and enjoying what we have. there will be bad apples on motorized vehicles but that will happen with anything. I don't feel that the city of Whitehorse will be able to enforce any rules as there is a bylaw on bike helmets for pedal bikers and you can't even enforce that so come on lets think about this you have built paths, road ways for they bloody babys and still they ride on the road all I can say is get your shit straight

- Banning use in residential and City areas is not realistic, educate on using these areas only to get to proper trails instead.
- ARGO 8x8 ATV's would not be covered by this bylaw, as the preamble says only '2,4,6' wheeled vehicles. Many ARGO also run on tracks, need to include them too! I am so tired of kids being MEDEVAC'd and dying on ATV's in town. We must change the culture!
- The City better put in place an ATV Accident Response Plan for the severe accidents that are going to occur between ATVs and non-ATVs. In Riverdale it is only a matter of a year or two until people on foot are going to be severely hurt or killed. It is common for ATV's and Skidoos, again primarily driven by teenage boys, to go ripping along the power-line behind Riverdale at 50-100kph (no exaggerating!). But the absolute most dangerous place, where I predict it is likely that a small child will get killed, is the short connector trail From Hyland Crescent up the rising and curving trail to the saddle. This is the most heavily used access point in Riverdale to get into the Hidden Lakes area. It is used by everyone and in the winter the kids often play in the area and on the BLIND CORNER. Many, many times I have had to jump off the trail when kids come ripping on the ATVs in the summer and their skidoos in the winter. My dogs have come close to being killed there a few times. I have had many angry arguments with teenage boys there, which results in nothing more than them spewing forth insults. THIS ACCESS TRAIL MUST BE TOTALLY OFF LIMITS TO ALL MOTORIZED VEHICLES. If not, I warn you, someone on foot is going to get killed.
- Heavy fines and possible confiscating ATV on repeat offence. 4 wheel as well as motorcycles included
- More enforcement, more, more.....who is really going to do it? It sounds like the idling by law, its there but never enforced.
- None grooming machines have already been on the ski trails at Chadburn. What does it take to stop these idiots from wrecking other people's enjoyment of the outdoors. I don't go and ski in and around the areas they use for their machines.
- I live in Riverdale and am an ATV'r; I have little interest in riding through town but think it is fair that we provide access to get into the back country without trailering
- Mandatory insurance and registration for all ATV. Helmet for

- all ATV operators. License plates and stronger enforcement of laws.
- Lobby YG for mandatory license plates on all ATVs. Also mandatory insurance and registration. Minimum age 14-16.
- Safety Course is not realistic.
- in the education area, SAFETY!
- Biggest issues for me a noise and safety. Some people rip it up in the green space behind my house, damaging trails and placing pedestrians in jeopardy. Education is probably the best deterrent, but it would be nice if all ATVs had clearly visible license plates for reporting and enforcement purposes.
- Noise from sport pipes in or near residential areas or from excessive revving of the ATV disturbs other taxpayers. Improved trails and trail signage can help limit trail degradation and damage to sensitive areas, enforcement through both self-policing and officers on patrol is required - miss use of trails or using trails to access/damage off trail sensitive areas should mean the closure of the trail - leads to a very effective self-policing aspect
- Where is the enforcement of current bylaws re ATV use? I walk the Hillcrest area greenbelt areas frequently and have never seen any evidence of enforcement of bylaws against use of motorized vehicles.
- Allow operators unlimited access in city,,I of course disagree with the UNLIMITED. Operators should be allowed to access trails or take off areas form within city. As long as proper insurance and licence.
- Age restrictions should apply. You must be 16 to drive a car, so you should be 16 to drive a ATV as well.
- I think ATV use within city limits, except for industrial use on valid mineral claims, should not be permitted, period. However, I know this isn't going to happen so I'm willing to see motorized out-and-away trails permitted. They should be kept out of everywhere else.
- I do not have a problem with responsible use on City Streets to access trails or using ATV's for snow removal. I do have a problem with ATV owners racing up and down streets and using them as a means of commuting throughout the City.
- I do not understand 'out and away' trails. ATVs should only go on designated trails anywhere.
- Many people use their ATV's for yard maintenance, such as firewood and snowplowing, including helping neighbors.. Limiting this type of use (helmets, no street access/use) of this would be unreasonable. A few atv users behaviors are inappropriate, and they, as individuals should be dealt with. I would not want to see one bad egg effect others who are who use the vehicle responsibly, be impacted. reasonable enforcement is appropriate.
- The city could not enforce their old outdated laws what makes them think they can enforce any new ones??
- While I understand the difficulty associated with banning

9. As it relates to Q8, "Which of the following do you view as the most important concerning ATV use in the City?" are there any other issues you wish to comment on? If yes, please state the issue and your comments?

- something that is so commonplace in our city the riders need to know that what they do is having strong negative effects on the forests. The shared aspect of this resource is difficult to share when it is being eroded almost mercilessly by careless and unbounded riders. Current non-motorized areas are disregarded on a very regular basis.
- more info and better signs for trails. Age limits should not be in affect if parents are with them teaching them the proper way to ride and respect for others and the environment and the trail systems
 - This is not Toronto. We are a wilderness city and although a few atv jerks ruin it for everyone else, the rest of us should not be punished for those bad apples.
 - I feel that there should be some control over were the ATV are allowed to go but i also feel that if we are controlling the ATVs the Bicycles should have to follow the same rules due to the fact that they cause so many accidents and cut people off downtown all the time they have NO manors and they should have rules and enforcement as well! Thank you for your time :)
 - Skidoos are far noisier than ATVs. It is ridiculous that skidoos are allowed to have muffler modifications but ATVs might be banned in the City? Hypocritical!
 - We do need more regulation. We need equality for ski doos and atvs.
 - education is the key
 - unless there is substantial investment in enforcement, I would suggest education to parents and young persons. Most atv operators do so respectfully of noise, minimizing trail damage and ensuring the safety of others. Enforcement is an impossible task. 1 officer going on periodic rides is a waste of taxpayers money. set up a complaint line that allows complainants an opportunity to call in issues and concerns. This will identify the small number of misusers, hopefully resulting in a good description of the user and their home location. Hold parent responsible for their children's misuse of ATVs ie fine the owner of the atv- not just the operator.
 - Any ATV that are allowed in a sensitive area should be chipped with a registration and a GPS if they damage the environment then you have a means of identification and you than have evidence for holding them accountable.
 - ATVs should be licensed and insured as proposed in this By-law. ATVs are not equipped for operation on City (any) street, road or highway and should not be allowed to operate on City roads or streets. Also, operators should be (of age - to be determined) and licensed. The mixing underage and unskilled operators on ATVs on City streets with licensed vehicles (cars and trucks) is dangerous.
 - I've seen quite a few times where young individuals are traveling at excessive speeds along the hamilton trail. I personally think there should be a young riders program to teach the kids/teens the importance to safe riding. Maybe even anyone under the age of 14 has to take a course and be accompanied by an adult, in order to be legal to operate an ATV.
 - For the regular ATV user the impact on the environment is very minimal. There is so many trails that are and have been used by ATVs for many years and if anything the trails have grown over since the bulldozer pushed it through.
 - there are already trail all around whitehorse to lead you away from residential areas
 - Snowmobilers do not have the right to police trails. Frequently I have been harrassed by riders for operating my Jeep on clear cut, open trails. MY tax payers dollars helped to pay for the development of such trails, therefor I have every right to enjoy them. I am always mindful of other people and respectful of both them and the environment that I call home. I feel it is wrong to be singled out because I choose to enjoy the trails in a truck rather then an ATV or sled.
 - Education on ATV use is very important. ATV use could be made safer and have less of an impact on the environment and others.
 - ATV'S AND SNOWMACHINES ARE BOTH IMPORTANT TO THE LIFESTYLE AND TRADITIONS IN THE YUKON. I FEEL IT'S IMPORTANT TO PUNISH THE INDIVIDUAL THAT IS BEING CARELESS/ RECKLESS NOT PUNISH THE WHOLE COMMUNITY.
 - Other issues which I strongly agree are important: -Reducing excessive ATV noise in all parts of the City; -Reducing hazards associated with ATV operation on trails shared with pedestrians and non-motorized vehicles. - Ban ad hoc ATV trail creation practices.
 - Though i dont belive there is a problem with noise levels emitted by Atv in general. A limit of decibel level may be a good idea. As some ATV's with aftermarket exhaust can be overly loud.
 - A major concern to me is the efficiency of these vehicles. I personally would be more supportive of these vehicles if they were electric or incredibly quiet and fuel efficient. I like the idea of elders being able to access foraging areas that they can no longer walk to, or people with disabilities being able to enjoy motorized trails, what I do not support is the needless consumption of fossil fuels for perfectly capable people to tear up ecosystems and get a thrill from going fast. It is an accident waiting to happen to have fast and dangerous driving occurring where families are walking and playing with their children and pets.
 - Education is a powerful tool. Completion of a certified ATV operators course with valid environmental education should be a requirement for obtaining ATV registration.
 - There should be no use of ATVs in the city of Whitehorse, in any area.
 - Without reviewing all of the available information, I would like to ensure if an ATV is operated on private property for the purposes of clearing snow (snow plow), helmets are not required.

9. As it relates to Q8, "the following do you view as the most important concerning ATV use in the City?" are there any other issues you wish to comment on? If yes, please state the issue and your comments?

- Skidoos are like toys while ATVs are a tool. You cannot plow your driveway with a skidoo.
- The concept of 'out-and-away' trails is basically flawed if ATVs allowed to drive from home to some 'out-and-away' trail, then all greenbelts and streets within a residential subdivision have become 'out-and-away' trails. 'out-and-away' trails will only work if ATVs are trailered to a designated trailhead.
- Answered agree to fourth question because I agree that sensitive areas should be protected but this can be done without making them off limits. Getting tired of certain groups wanting to ban this and ban that. Not what most people came to the Yukon for. Also sure that is not why we elect people to City Council. Have lived here for 35 years.
- N/A
- responsible use in the city should be allowed and enforcement of people that are obviously dangerous is o.k.
- Licensing would help to ensure education, registration would provide accurate information on numbers of ATVs and insurance would ultimately lead to better safety practices. although not asked I think bicycles should be subject to the same restrictions (when they are accessing public roads)
- ATV bylaw should be consistent with snow mobile bylaw.
- I lived in the Yukon my whole life, people just need to drive responsibly. I have been on these trails since I was 7 years old.
- There should absolutely not be a ban on ATV use in the City. ATV users should be allowed to go pretty much anywhere they can, just like any other citizen. Basing restrictions to areas based on mode of transportation is futile and ignorant.
- Whether I want more enforcement on ATV violations or not depends on what rules you choose to put in place. I also feel that trail development is unnecessary as there is so much access to the trails with the ability to use the roads to get to them.
- These vehicles do not belong in the Urban Containment Area of the City. Ban the use in this area and then there is no need for development of out and away trails and enforcement becomes possible and practical.
- I use my to plow snow on sidewalks as there's a lot of oldtimers
- Punish those that cause problems not everybody.
- Bylaw and sensitive area awareness; training opportunities for safe and environmentally responsible riding; testing/certifications; trail signage and designations.
- We already have rules that are not enforced. New ones should be reasonable and aimed at safety first and be accompanied by education campaigns
- City needs to do more to protect & maintain all it's green belt areas, not just the sensitive ones. More active enforcement & less reliance on education. Violators are not going to listen to & or accept education; that just falls on deaf ears or goes in 1 ear & directly out the other
- I have lived in Whitehorse for 43 years use of atv and snowmobile is critical to my lifestyle and that of all Yukoner's. Ensure the bylaws you create are sensible and enforceable.
- atv user may not be allowed in an environmentally area, should biker (mountain) or skiers due to there damage to the area? It may take more time but the result is the same.
- Most ATV noise & abuse is by a few young, unlicensed riders who will not obey more laws as they ignore existing ones. More laws will only impact law-abiding riders and will accomplish very little. I also use my ATV to plow snow from my and neighbours' driveways and our local sidewalks - this should be exempted from more by-laws (I am licensed and insured).
- What a great idea to tax the public more and have more law enforcement to create jobs when 98% of the public can use there own common sense. This is the Yukon and why I live here
- There should be designated ATV routes within city boundaries - no ATV use except on those routes
- all riders should be 16 or older
- No
- If implemented, out and away trails should lead riders well away from residential areas (eg 5km). Wild areas surrounding residential areas see very high use by non-motorized users that don't want to encounter much ATVs and their issues.
- Noise reaction? People need to be more tolerant, cutting grass creates noise for Christ's sake! Ban ATVs in residential areas? The majority of people are just out enjoying nature with their families/friends, what are they going to do otherwise? Hang out on the street? Vandalize property? People need to lighten up and mind their own business-too many do-gooder busybodies.
- Get ATV's out and away from where they are a risk to persons on foot/bike and animals
- Age - the operator should be licensed to operate the ATV. However, if they are, there is really no excuse for operating outside the regulations. So more enforcement has to be there.
- Because the City doesn't feel it needs to remove snow from residential streets that are not on bus routes than it must allow ATV's (snowmobiles and Quads) unlimited access to residential streets. The first snow was on Remembrance Day 2011 Hoge st has yet to have the snow removed. Not even once. I try to visit my neighbour in Mc Cauley Lodge but can't park on the side of the street for fear of getting stuck in the foot of soft snow . You need a truck to park along the south end of 4th Ave My small car would bottom out and get stuck or loose an axel.

9. As it relates to Q8, "Which of the following do you view as most important concerning ATV use in the City?" are there any other issues you wish to comment on? If yes, please state the issue and your comments?

- My husband and I have lived in Whitehorse since 1973, we currently have a skidoo and a Rhino(ATV) which we enjoy using from time to time on the trails around Whitehorse, I agree there is a small percentage of the population who do not respect the wilderness areas but don't penalize everyone for the actions of these a few. Possibly education on ATV use would help - its worth a try.
- having an age limit on use. small children should not be allowed to drive motorized vehicles. ESPECIALLY WITH NO HELMETS.
- Need much stronger penalties and much better bylaw enforcement
- Out and away trails already exist. Use of them by responsible users just needs to be decriminalized. More enforcement on blatant or dangerous misuse. Protection of environmentally sensitive areas idea is nothing but an open door for all the self righteous wankers in this town to ban their favorite places from any other users but themselves. If an area is truly environmentally sensitive, ban everybody, including walkers, joggers, bikers, dogs, bird watchers, horses, atvs, snowmobiles, skiers, etc.
- Education: The off-road survey shows that off-road people just plain don't want to be told what to do. They see no reason to take courses. One motorized group called requiring this to be predatory! Also, without a legal requirement, how can you educate people? Just because it's hard to enforce doesn't mean it shouldn't be a law. Think of open campfires in the greenspaces — obviously even if unpopular with the partying public, it should clearly be illegal!
- I think that most of the developed walking trails in the bush within city limits began as trails used by motor bike enthusiasts and then widened by snowmobilers and ATV users. People have moved to Whitehorse to enjoy the wilderness and the easy access living in the city allows to trails that lead out of the residential areas without having to load up on a trailer drive 10 miles out of the city and leave your vehicle parked in a gravel pit or the side of the road to get vandalized. The sound of snowmobiles and motorized bikes as they pass through an area is not a reason to restrict there use because it may aggravate an individual for 30 seconds as they pass. We all live in the City, the sound of the vehicles passing is background noise and it should be left as that. I don't believe we should remove every cat or dog in the neighbourhood because the odd pet uses my garden boxes and lawn as their litter boxes. Nor should we insist that all those screaming kids who are playing road hockey, soccer or just enjoying themselves be restricted to the basement to play video games because the noise bothers someone's sensitive ear. Some of the people that are trying to restrict the use of the wilderness to themselves or people like themselves have to get a life, they are probably the same people who believe that since they bought a lot that backs onto the bush or a country residential lot that the 500 acres around them is designated for their own exclusive use and that there should not be any new development allowed.
- Noise issue would be simple to address by banning the sale/ use of non OEM exhaust systems.
- Limited time for ATV use on motorized trails. i.e., say from 10:00 a.m. to 10:00 p.m. especially during the summer months.
- some speed controls should be in place in areas where pedestrians and cyclist use the trails also, so multi use trails.
- From a health and safety perspective, I am very concerned when I see young people and adults ferrying children around on an ATV without anyone wearing helmets.
- I agree that there should be some trails designated for ATV use, but mostly outside the city, and agreed to by people knowledgeable about biosystems. I find the above definition of environmentally sensitive to be too narrow!
- If the fifth question refers to the City of Whitehorse's boundaries, it too large to sensibly ban ATV use entirely. If the question is referring to banning ATV use in the downtown area, use should be banned for sound pollution and safety reasons. In residential areas ATV use should be restricted to slow, quiet, short distances to access the nearest trail, not to pop over to Super A for a bag of chips. Young ATV users should have to attend classes to learn proper use and safety. It should also be a rule that when they come upon walkers, especially those with small children or dogs, they MUST slow right down and move to the other side of the road to pass, or if there is not room to do this, pull over and stop until the walkers have passed, and then slowly proceed, not peel out. This courtesy should be added to the City's bylaws, as some users need to have this reinforced to them.
- Licensing and a license plate on all ATVs is seen as critical to proper enforcement of ATV rules. I support proper licensing as being key to both the education process and enforcement of rules for ATVs.
- Give the public a hotline (or use the TIP line) to report violations. Be modern -- allow for texts, and for emailed photographs. Also, consider the use of hidden cameras on non-motorized trails to catch and prosecute violators.
- Snowmobile use of groomed and signed ski trails
- fines for improper use or violations
- I think education is a possibility but would want to make sure that it targets the groups of people who are offending, which would be difficult.
- I want to emphasize that ATVs should be provided specific trails to use that are well marked. ATving itself is not a problem when designated well-built and well-signed trails are made available. Providing very clear access points is also key.

11. If you answered YES to question 10, what are your concerns?

Q 10. Do you have any concerns with the current ATV Bylaw?

- Fines too low; hard to enforce.
- Just look at comments made with regard to the snowmobile bylaw. You could have done both bylaws at the same time. Snowmobiles and ATVs are both motor vehicles (except when the former are motor toboggans when riding in Protected Areas.) If I have time I will make a written submission on the subject, but I have lost faith in the process by which we are coming up with new bylaws.
- Too vague in area of what constitutes annoyance in residential area.
- See above.
- Any one operating an ATV along a city roadway or highway must hold a valid Drivers Licence
- Yes it is out of date and needs to be in line with the regulations for snowmobiles
- The amount of public liability insurance should be increased from \$200,000 to \$1,000,000. The fines should be increased.
- newer Side x Side Vehicles are too large to push across a highway. An argo can have 8 wheels and you did not specify 8 wheeled vehicles in your definitions. This makes it impossible for you to enforce these rules against an 8 wheeled vehicle, a few of which exist in whitehorse.
- #22 I don't understand what mutatis mutatis is. #23 any officer should comply to the letter of the bylaw whether they are acting in the course of their duties, or not. YOU ARE THE EXAMPLE NOT THE EXCEPTION. # 28 a bylaw officer would have no right to enter private property without consent of the owner or a warrant. # 31& #32 A Bylaw Officer should not have the power to seize an all terrain vehicle.
- Not enough enforcement and the requirement for helmets.
- it is dated and limited in its content and scope
- The regs are worse than the firearms registry! I can get a licence plate for my ATV so why would I apply for a city registration #.
- Need to have YG legislation requiring helmet and license use in place. that would go a long way to assisting Education efforts. Not to mention enforcement aspect.
- To many to list
- control this.....control people in danger to others and also the environment and be careful not to ruin the balance
- Motorized vehicles (ATVs) on multi-use trails (such as Millenium trail and the trail up Hamilton Blvd) should not be allowed
- I do not believe that an ATV need be registered/licensed unless used on roadway for business, ie not just going to trails.
- cant solve everything with a rule or a bylaw. education is the key.
- -while it is a good idea to include many different amounts of wheels, I noticed that it does not include 8 or higher wheeled vehicles-maybe it should also include room for the odd person who modifies their vehicle to go outside the definition -there should be some exceptions to the tow bar rule, maybe if outside city can use improvised stuff
- ATV damaging existing trails and no bylaw enforcement per se.
- most is unenforceable. those who don't obey law to begin with certainly are not going to register, wear helmets, stop on demand, stay out of areas that are banned etc etc
- I haven't read it that thoroughly but it seems to address most concerns. The problem is more in having those bylaws respected. That's a lot more complicated than making up the rules, unfortunately.
- General Regulation 4 if atv is licensed by motor vehicles there is no need for an additional identification from the city
- i have done the lic and insurance crap on my quads and what a waste someone without gets the same treatment i do and they use the same trails i do but not a cost to them. This whole situation makes me so mad and i think if its not put under control there maybe confrontation as atver are just like anyone else they love the outdoors that's why we do what we do. what i would like to see is all these old roads around Whitehorse, old cat trails and anything else that was made by a motorized vehicle restricted to motorized vehicles and they made the trails and that's how they should be used not for some god dam greenie who says they are peace loving and care that's bullshit they are using the trails that a leaky old cat made
- Having to get identification numbers. Being from out of town, I wasn't aware of that. Also, I have liability insurance and plates, so shouldn't need ID numbers. Thanks.
- It does not sufficiently protect trails used by walkers and cyclists.
- People need to be educated, I was not aware of the restrictions.
- ATVs should be registered and licensed and insured. City and YG must have the same requirements.
- there are legal terms being used in the bylaw. I don't know what they mean.
- Excludes snowmobiles. Was written by a consortium that included ATV sales organizations, a conflict of interest!
- The ATV Bylaw is a joke. I all the years I have lived in Riverdale ATV use in the area has been a free-for-all. There has been ZERO enforcement. The ATV Bylaw just acts as a free ticket for ATVers to do whatever they want. City council is acting as nothing more than as a lobby for Lister's

11. If you answered YES to Q 10. "Do you have any concerns with the current ATV Bylaw?", what are your concerns?

- Motorsports. Is there any concern, what so ever, from City council for the safety of people on foot and the fragile trail system in Whitehorse?? So far NOT!
- Some of it sound like a cash grab. yes for insurance and plats the same as a car, yes for helmets, yes for age 16 with course when driving alone. No if your accompanied by a adult.
 - No operators under 16 years old should operate an ATV within city limits.
 - If have licence plate shouldn't need identification no's.
 - Too weak and not enforced.
 - ATV should have license plates so that it is easy to identify the owner/operator of the ATV. More zones in and around Whitehorse should be protected. ATV should be allowed on certain trails, only.
 - Don't agree with pushing atv across highway, seems unreasonable and silly.
 - The safety course.
 - Must have driver's licenses to operate. Clarify designated motorized trails.
 - Age restrictions?
 - Too lenient on ATV use in the City Not enforced Allows far more use on highways and other area than is reasonable
 - Age restrictions? Penalty amount not up to date or comprehensive.
 - did not see anything about a required ATV training course, age restrictions (for independent use i.e. > 16) or monitored use for those under 16 (responsible parent/guardian), passenger use where vehicle not appropriate/recommended, bylaw discusses a requirement for ID Decals from the city - have never seen any on any of the ATVs that have passed me on the trails or my homes in Whitehorse; should tie fines into driver's license renewal or vehicle registration renewals similar to parking tickets, requirement for a driver's license to operate independently (> 16)
 - I have never seen an identification number on an ATV or snowmobile encountered in the greenbelt areas. Again, where is the enforcement?
 - Agree with identification numbers from City. Disagree with having to obtain insurance, very costly. Special licence and ATV training would be preferred.
 - needs to be enforced in order for it to be effective
 - push your atv across the road, who do you think we are the HULK, have you tried pushing a full size atv across a road!
 - 12. No person shall operate an all terrain vehicle within the City in such a manner as to constitute a nuisance or create an annoyance to residents or other persons in the City. DOES THIS MEAN WE CANNOT PLOW OUR DRIVEWAY AS OUR ATV MAY BE NOISY?
 - not strict enough or enforced
 - It only excludes specifically the downtown area; other areas should be excluded as well.
 - there should be an operators test and license, and an age limit.
 - There needs to be more significant penalties or seizure of ATV for violations.
 - Would like to keep ATV's off trails in the winter. They cause terrible rutting, making walking and skiing difficult.
 - There is no enforcement.
 - Section .28 enter private property is a no no without owners consent, and or a proper warrant. section .31 I thought that only RCMP were allowed to seize said vehicles, with probable cause?? City Bylaw are not the RCMP!
 - That no one should be allowed to operate ATV's in the city limits. We currently live beside a city walk way that is constantly being used by ATV and pedestrians. The ATV's come flying down the walk way doing pop a wheelies and speeding and would never be able to stop in time for a pedestrian. It is only time before someone gets hurt. Go to designated ATV areas why do they need to be in the city?
 - I taught school and had a by-law officer to my class to discuss ATVs and snowmobiles. The officer was polite, clear and well spoken. On the other hand he was quite deferential to students who claimed that since they owned ATVs that were the correct size for them they could ride where they wanted. It is true he stated the bylaw, but it was also clear, that he may have, in his heart, felt the pain of a 10 year old deprived of a right that he may have felt he had when he was young. What I am saying is that officers need to believe in the law and support it unequivocally. If they used to dig bike parks and ride around and if they feel the deprivation of today's children, that is something with which they need to deal. The by-law is clear and they need to enforce it with enthusiasm. Thus registration and insurance provisions are all important and need to be (have I said this before?) enforced. Section 19 is a good example of a bylaw that is totally ignored. Now, you may nor may not keep it. However if you keep it ENFORCE it. I was under the impression (from the bylaw officer who visited my class) that there was an age restriction. If this is not the case (I can find no such indication in the bylaw) there needs to be one. I'd suggest 16 years of age as a bare minimum.
 - City permit. Pushing across roads. Road restriction.
 - Do not agree with I.D. placards or mandatory registration & insurance.
 - My concern is that those without atvs are making massive decisions for those with an atv. There is already too much regulation.
 - They should be able to Ride in city limits if they are going to a trail without special permission.
 - ATVs leaving mud tracks is not an environmental disaster.
 - The City is being over reactive to atv use. Atvs are not as loud

11. *If you answered YES to Q 10. "Do you have any concerns with the current ATV Bylaw?," what are your concerns?*

- as ski doos. Please limit the noise on ski doos.
- i am not able to respectfully use my atv in my neighbourhood to get to the expansive wilderness nearby.
- While there appears to be some good provisions in it, I don't see any indication ATV users are aware of it, have any respect for it, or are willing to abide by it. Nor do I see any effort to enforce. But I suspect it needs a thorough review and modernization.
- A minimum operating age should be determined. The licensing of operators should be included as part of this By-law.
- Think a helmet should only be required on the city streets. Shouldn't be necessary in your yard.
- Section 19 is ridiculous. I don't think anyone has ever pushed an ATV across a road in this town. I've never even heard of this.
- UNABLE TO OPEN DOCUMENT - I,M SURE ITS OVER REGULATED
- Should include snowmobiles, as riders of such seem to believe that they are above the law and have exclusive rights to the trails from fall until spring.
- THIS BY-LAW IS PUNISHING EVERYONE THAT OWNS AND OPERATES AN ATV AND THE MAJORITY OF THIS COMMUNITY ARE VERY CAUTIOUS AND RESPECTFUL. BICYCLE'S DO NOT HAVE INSURANCE AND REGISTRATION AND THEY CAN RIDE IN THE MIDDLE OF THE ROADWAYEVEN ON HIGHWAYS!
- I would think that skidoos and avys would be treated the same.
- The old bylaw does not appear to address adequately the 'strongly agree' concerns that I identified in question number 8 and the other issues that I noted in question number 9.
- section 16 and 19 what happened to most direct route to trail. Pushing an atv across road would be more dangerous than riding it. Also if ATV user require liability insurance just for crossing a road... well everybody should require it in order to be a member of society.
- I can see a number of 'sections' that are routinely being disregarded by riders and operators. The concerns I have with the current Bylaw is that the enforcement is lacking. The current bylaw could remain very similar to what it is with an addition of some clearly marked areas of use and non-use, but much of the rewrite money could be saved if more fines were being laid and operators actually believed they would be penalized for breaking the regulations. One other concern is that you are expecting operators to willingly register with you. Registration should be mandatory at the retail outlet. They should not be able to drive away with their new purchase unless it is registered properly.
- ATV violations aren't enforced nearly enough.
- Enforcement seems to be lacking. I realize enforcement of ATVs is difficult. I don't think I've ever seen an ATV with registration numbers on it. Is this provision of the bylaw currently enforced?
- There should be no use of ATVs in the city of Whitehorse, in any area.
- Spend the city's money enforcing skidoes, not useful ATVS.
- Currently, they're allowed to drive throughout recreational areas near subdivision, damaging trails, creating noise, raising dust. There should be wide non-motorized buffer areas around subdivisions.
- The main concern is that it allows ATV use anywhere within the City except the downtown area as described. ATVs are motorized vehicles and should operate on designated trails only within the city. They should not be allowed on streets, nor have free access to general recreation areas - ie open fields, old wood cutting trails or other numerous trails that exist within the city boundary. The only exception should be ATVs used to plow the public portion of sidewalk or roadway adjacent to a person's property. This could be personal use or commercial use of an ATV. Second, there are no restrictions for age of the operator. This should be 16 years of age. Smaller child sized ATV use should be limited to private property under the supervision of adults. Third, there should be a requirement for training as part of the licensing requirement.
- N/A
- Atv's are an important part of the economy and it should be allowed when they are operated safely
- not sure
- It does not ban ATV use in the City of Whitehorse. If that is not possible than ATVs should be banned from operating in any area near a residence.
- Answered no but have not read the bylaw therefore my answer would be don't know.
- My main concerns include lack of enforcement which is pretty much impossible given that the operators can ride wherever and whenever they want disturbing the natural environment and the peace and quiet of neighborhoods. It should not be such a free-for-all.
- I feel it more unsafe if an individual is expected to push a ATV across a road as opposed to quickly, but safely, drive across.
- #19(4) Would it not be more dangerous for a person to walk a quad or actually impossible in the case of a side-by-side UTV?
- atv pushed across the roads?
- There is no clause specifically requiring ATV users to avoid environmentally sensitive areas.
- yes - its out of date (why require an identification number if the machines have a license plate?) There needs to be a definition of nuisance - otherwise its up to someone else

to define.

• Not restrictive enough

- The requirement to dismount and push an atv across a highway is physically impossible and unsafe. Stopping, checking both ways and proceeding to cross safely would be a much more realistic and appropriate requirement.
- bylaws officers should not be seizing atv without RCMP officer assistants, endangering bylaw officers to violence or worse and are not trained properly for that. No chase recommendation for violators or bylaws.
- The existing by-law seems to cover everything required, but is not enforced - why will another version be any different? Doing the same (similar) thing over again and expecting different results is a sure sign of insanity (paraphrased from a famous saying). Why not try an education campaign and work on enforcing the laws already on the books? As mentioned earlier, it is mainly young, uninsured foolish kids (teens through 20's) who cause most of the problems. They must be reached or any by-law will be ineffective.
- This is sounding more like the OLD gun laws and it is just going to be a money grab and legal nightmare.
- I disagree with sections 3 through 9. I disagree with section 19(4). Pushing a vehicle across the highway is ridiculous. It is faster, therefore safer, to drive the vehicle across. I disagree with 20 regarding the use of trails. There should be equal access, for all, to public land. I disagree with 21(c) because I have not seen Appendix A
- Identification numbers - the city shouldn't have it's own nor charge for them, they should require atv be territorially licensed. Minimum age - most the nuisance atv issues I have had are b/c of stupid young kids being themselves (i am not trying to be derogatory - I was one once too), to solve this insert a minimum age of 16, younger must be accompanied by adult.
- It is too permissive and virtually impossible to enforce
- I THINK IT'S WAY TO MANY RULE'S
- Items 3-9 requiring the registration of the ATV with the City should be not be applicable to vehicles that are otherwise registered with YG Motor Vehicles Branch and that display that via a licence plate with valid tags. Such a change would eliminate the unnecessary redundancy that the bylaw, as currently written, includes.
- Get off and push the ATV across a highway? Sounds pretty dangerous to me compared to driving it across the road
- Not enforced, weak fines for non-compliance. Does not do enough to keep us walkers etc safe on trails - where we can relax without worrying about injury to persons and animals (dogs mainly)
- Lack of enforcement
- The description of an ATV How can tracked vehicles be included and snowmobiles not included? If anything is

an all terrain vehicle it is a snowmobile. It can hydroplane across open water travel on frozen rivers and navigate hills.

- Enforcement. If the rules were being enforced and followed we wouldn't be having this exercise.
- 19 is silly, nobody can nor should be pushing an atv on a highway.
- All terrain vehicle bylaw 90-15 19 - (3) and (4) We own a Rhino (atv) 2 seater side by side it would not make sense for us to get out of the vehicle and push this across the highway. General Regulations Also would the requirement for by-law enforcement to issue id nos on the atv when it has insurance and registration on it with the licence plate clearly visible. As this bylaw was written in 1990 and is 22 years old it needs a major overhaul.
- shouldn't have to push the unit across a highway, easier and safer to ride it. helmet use should be up to rider's discretion
- the practice of dismounting to cross highways 19.(3) page 4 is a definite safety issue
- Helmet should be up to the driver if they are adults. Children wear helmets. Getting off and pushing an ATV across the highway is ridiculous! Bicyclist's don't even do this!
- Penalties too weak, enforcement is pathetic to non-existent
- insure the machine, not each operator. A plate from motor vehicles should be all that is needed for registration. No need for a bogus fee and redundant registration by the city.
- If the By-law doesn't ensure large identification signs are used then we have no hope at having respect on the trail: helmet, black visor, all bundled up in leathers, no licence plate, going fast, how can we give a description? The By-law referenced talks about restricted areas in Appendix A, but doesn't give Appendix A. Is this the Protected areas By-law places? If so, then this needs to be expanded to cover all residential neighbourhoods.
- I am concerned that it doesn't include snowmobiles. I think that the fines are too low. I am concerned that there is no provision for excluding environmentally sensitive areas. I am concerned that it is not being enforced. I am concerned that there is no obvious exclusion of areas adjacent to residential areas.
- you require liability insurance for the motorized vehicles but you do not require the peddle bikes who are on the road in traffic to be licensed or identified or to carry insurance. If you use the road insurance should be required if you are on a trail why?
- The registration component is redundant as YG Motor Vehicles already has a licensing system which as a vehicle owner you are required to do. So the city would be forcing users to be double billed and the city itself is incurring additional expenses to duplicate a registration service. Simpler to change it to require registration with YG.
- That a law was drafted and passed in 1990 that is more or less still being debated - for instance, the helmet issue.

11. *If you answered YES to Q 10. "Do you have any concerns with the current ATV Bylaw?," what are your concerns?*

- snowmobiles should require plates
- It is rare that you can see the identifier numbers on the ATV.
- I think that ATVs should be treated much the same as vehicles are. In order to operate one, you should require a licence and go through adequate testing to ensure the safety of everyone involved. There are many deaths each year as a result of improper use and a lack of adequate safety instruction.
- no enforcement and little respect from ATV users, required age for driving ATV and need for visible plate number to help report violations by other users
- The by-law is 20 years old and there have been many changes made to ATVs in that period covered by the by-law, not the least of which is the horsepower. The primary emphasis appears to be on the insurance, licensing, and identification aspects. If I see an ATV operating in what I consider an unsafe way, or being a nuisance etc. I don't think I could identify the offender's make of vehicle or the licence plate, unless I was thoroughly familiar with the models and makes (which I'm not).
- A key problem is there are no designated ATV areas. ATVs can go anywhere. No areas are protected from them, even untouched areas without trails. How does a driver know there is a walker nearby being disturbed by the ATV roaring back and forth? How does the ATV user know they are in an environmentally sensitive area? How does the walker know, that if they go to a certain area, there will be ATVs, so expect it and don't get so upset.
- The current bylaw needs to be updated in order to make it effective in dealing with concerns. If it were effective now, we would not be having the problems that are consuming so much of our time for discussions, meetings and even this survey. ATV issues have been a topic of considerable discussion at recent Riverdale Community Association meetings.
- don't need City registration, should use YTG vehicle registration/plates. No need to dismount and push ATV across highway. Allow use on highway for the purpose of going directly from residence to out & away trails
- can't expect them to push their ATV across the highway.
- Could be better structured, easier to use.
- my concerns are that it's a bylaw talk link. not accessible.
- The fines should be higher and should increase for repeat offenders. There should be explicit provisions banning harassment of wildlife and harm to ecologically sensitive areas with penalties attached.
- Zero to no enforcement. Officers do not have means to stop/chase fast dirt bikes or snowmobiles. Penalties should be clear and harsher, ie. seize and sell
- Inadequate signs. No age restrictions. Inadequate enforcement.

13. If you answered YES to question 12, what are your comments on this subject?

12. Do you feel there needs to be more of a presence of enforcement personnel on the trails?

- There's enforcement NOW??? City is so large that perhaps a summer student bylaw program could help with coverage?
- As per snowmobiles, most are driven in the City during the weekend, and most after 11:00 a.m. in the morning. The City does not want to hire more bylaw officers on a full time basis, but it could hire and train part-time officers for the high use periods.
- I live near greenbelt in Riverdale. I regularly see ATVs cutting through Grey Mountain Public School, down the road without helmets, too many passengers, etc. Never have I seen enforcement personnel and I mountain bike/walk dog daily in the area.
- This is difficult work for By-law - perhaps more effective gating or barricades could help.
- I realize that trail enforcement is very difficult but without some enforcement of penalties I see little point in any form of bylaw.
- Really - I don't know what the presence of enforcement now exists - I hear complaints from others that enforcement is not there and in my walking around my area I have not seen any signs of enforcement being present.
- I know it's expensive, but the issue is a one of safety. If not dealt with now, the potential of increased effects is high.
- More staff and presence on the trails, more charges for violators with steeper fines
- I have frequently encountered ATVs being operated in an unsafe manner, such as to be a threat or hazard to other trail users. In particular, I have observed ATVS being driven at speeds in excess of 70km/h on the Hamilton Blvd trail (the same is true of snowmobiles). I have not yet seen any bylaw enforcement officer on this, or any other trails. Unless there are officers to enforce the laws, some ATV users will continue to ignore the laws regardless of what new bylaws are written.
- There is no sense in enacting a bylaw unless there are sufficient bylaw enforcement resources available to enforce the laws created.
- Too much enforcement is expensive and awkward but this is an important issue.
- Too many people riding on city streets or going too fast in pedestrian areas.
- officer presence should increase and this helps allow for educational opportunities in lieu of tickets. Give an option of a fine or a program.
- I know it is difficult to enforce the laws, therefore we need more bylaw and equipment to help them enforce the laws.
- There is a very finite limit of what the City can do with existing resources. Need to engage greater community support. Suggest working through the more organized trail support groups.
- Probably needs to be complaint driven based on available resources
- Far too many operators travelling at excessive speeds especially on the out and away trails.
- Some ATV users don't seem to follow many of the rules when it comes to use of non-motorized trails.
- If ATV's are going to be able to have access to the trails of Whitehorse then there needs to be much more enforcement.
- if you want to enforce the bylaw you are going to need more staff, which then is a cost to tax payers..you really think that is going to fly. Good Luck
- if rules are not enforced they will not be followed
- Stop the ones on the trails and on the road ways.
- This is a tough question. Enforcement would help with the regulation but putting people on the trail costs money. I would suggest looking into video monitoring at sites where there is a hx of violation. Similar to traffic/speed monitoring in other jurisdictions.
- to catch the few bad apples and enforce helmet wear.
- There needs to be some presence of enforcement but that is apparently not a very effective way of reducing ATV conflict. I think the most important is to provide ways for ATV users to get out of residential areas and provide well-signed routes for them to travel on. The annoying and dangerous part is when they are traveling too fast on trails used by walkers, skiers and kids and also tearing up multiple trails and areas. Last winter my husband was nearly hit by a snowmobile while skiing on a Hillcrest trail. If he had been pulling the baby pulk (as he often is), our son would have been run over.
- I have seen a few violations on trails and it would be good to see the few bad apples accountable
- I have never seen any ATV enforcement.
- If you want people to follow the bylaw then you have to enforce it. You are talking about registration, insurance, etc. and there is a cost to this, there has to be a consequence or people will not change their behaviours.
- Great, but not enough money for enforcement.
- violators need to be taken to task. they make it bad for the majority of the people.
- Putting bylaw officers on ATV's on the trails sends a mixed message. If we do education right, we should avoid much of the enforcement.
- RESPOND TO OUR PHONE CALLS!! Right now there is NO ENFORCEMENT! NONE!
- trails, meaning walk way along Hamilton Rd of which is very

13. If you answered YES to Q12. "Do you feel there needs to be more of a presence of enforcement personnel on the trails?", what are your comments on this subject?

- abused by riders including speeding.
- People go too fast in areas where there are people walking.
- It has been very effective in the McIntyre area, there is a lot less ATV traffic now that the Bylaw presence has been increased in the area. They are great ambassadors and very professional.
- I would prefer that with good signage, enforcement would not be required. Those that break the bylaws should have their machines impounded for the rest of the season and be subject to fines.
- I live in Riverdale since 2004, spending lots of my time on the trails. However, in all those years I have never seen enforcement personnel on any of the trail. I've seen motorcycles on the Millennium trail; snowmobile operators staging races along the power line behind Boswell, Firth, Bell,.....snowmobile racing across the Rotary bridge,.....but never an officer to enforce the law. With license plates (big enough to be readable) the owner/operator of those vehicles would have to be more concerned about following the rules and regulations because it would take away the anonymity which some of them obviously use to hide behind.
- If license plates were mandatory it would be much easier to enforce bylaws even if the drivers did not stop.
- Keep the bad apples off the trails and roads. You will only be punishing the good people with this law.
- Yes, but I'm not sure how to make it work. Hard to enforce. Can't be everywhere.
- It is hard for bylaw to be everywhere, but a presence on the trails/streets discourages law breaking.
- It would be nice if all ATVs had clearly visible license plates for reporting and enforcement purposes because there's no way that by-law officers (or police officers) are going to be able to get there on time.
- More regulation of ATVs and more enforcement of existing bylaws would dnn
- a combination of officers patrolling areas and inspecting conditions of trails. tracking and monitoring damage to sensitive sites along with self-policing by users - i.e. if trail are closed (and closure enforced) because of excessive damage to trail or sensitive areas near trail more people will report those violators in order to ensure trail remain open as much as possible
- Enforcement is virtually non-existent in my experience.
- I've seen and heard many approximate 100 examples of motorized vehicles on Hillcrest greenbelt, and zero examples of enforcement or bylaw presences
- People with atvs should be allowed to trailer their machines and use them on roadways outside of the city, this will require enforcement within the city.
- Need to teach people the rules, and ticket the people destroying property
- since I favor banning atv use, the following are not applicable
- Any Bylaw is meaningless without vigilant enforcement. The main problem is with joyriders and they are not 9 to 5 kind of folks. Without an enforcement presence, many ATV users will not obey the bylaw...
- There is no sense in having a bylaw which is not enforced. This also costs money for more enforcement officers. Is the City willing pay for this?
- Some ATV users are very destructive, e.g. running over small trees and riding through wetlands and consumption of alcohol also seems common.
- Most users are courteous and self police
- Not enough enforcement. There are lots of people in Riverdale riding their ATV's without helmets and doing stunts. If this is going to be allowed (which I don't think it should) then more enforcement needs to be in place. I think the RCMP are busy enough without having to monitor ATV use in city limits. Unless more bylaw enforcement people are hired to do that job. Is it worth the extra cost?
- See earlier comments. We have bylaws, such as please do not dig up trails, or forest for a bike park. This happens throughout the city. I have called for by-law support, shown photos, indicated the residence of the perpetrators and NOT received any support from the officer. Shame.
- Not for age restrictions but for people riding like morons and tearing up trails, nature and littering .Just being there might be enough.
- Yes, and this should include stiff penalties. In particular seizure of the ATV's when found in violation. It's impossible to have as much enforcement presence as we need, so make the penalties very stiff, so in the rare cases where someone is caught and convicted a strong message is sent.
- no way would you be able to enforce, you would not catch the criminal, not unless you got night vision helicopters.
- I have no idea how this can be achieved. I trust bylaw will just have to do their best.
- If the bylaw isn't enforced, then making changes to it won't actually change anything.
- see above (11)
- ATV riders need to be more accountable and respectful of the laws. Education would be the first option but stiffer fines and better resources to catch and prosecute offenders would help.
- Currently, there is a lack of enforcement on the trails in Whitehorse. I'm not confident that enforcement personnel will patrol residential trails to uphold an ATV bylaw.
- Non-motorized personnel at strategic points, e.g. footbridge. Install motor-noise-activated electronic monitors at strategic points. Motorized patrolling would be counterproductive.
- Perhaps cameras or other trip devices could assist officers

13. If you answered YES to Q12. "Do you feel there needs to be more of a presence of enforcement personnel on the trails?", what are your comments on this subject?

- trying to catch repeat offenders in areas where they are not allowed.
- N/A
- some riders are being unsafe in residential areas
- not sure
- There is none right now NONE
- There must be logical restrictions placed on the use of ATV's, just like cars: safety (helmets) and insurance/ registration. These rules need to be enforced to be effective. Enforcement requires personnel...
- Ban machines in the Urban Containment Area and enforcement becomes practical and possible.
- Needs to be at least 1 officer on the trails doing enforcement On weekends and evenings
- No, tax payers pay enough as it is.
- They need to have a better response method for responding to complaints and addressing violations, such as allowing for public call-in with specific details about the incident and the vehicle involved. They need to speak with students and raise awareness about where ATVs are prohibited and permitted for use, and environmentally sensitive areas highlighted.
- I am strongly opposed to new fees - this is not required if there is insurance and registration.
- don't actually know - can't answer yes or no to #12
- Active enforcement with charges will do far more for protection, safety & enjoyment that feel good please comply education
- As mentioned earlier - better enforcement is the only answer to any by-law - and enforcement means presence - but I doubt the trails (from my experience) are the problem - it is close to town where the young people cause the most havoc & problems.
- although i do realize enforcement cant be every where, so do a volunteer rider program with bylaw.
- ATV use on Mt Mac ski trails is common in summer. It is not damaging to trails but is a high risk for collisions with other users. Random patrols might curb the activity.
- I don't think they need to be on the trails but rather on city streets.
- atvs should have license plates
- I have encountered no enforcement around Riverdale. Some is better than none.
- Enforcement is tough as if Bylaws uses motorized equipment to police trails - it makes the trails look as if they are for motorized use and encourages ATV's to use
- Road check stop type enforcement. With lots of cameras and atvs to chase those who take off.
- In the context of education, more bylaw presence explaining to those who stop, what the issues in that area are. In reality, I'm sure the enforcement presence is tough, as pursuit is challenging from both a legal and operational standpoint. (I'm not sure that side-by-sides were the best choice. Not only are they the least agile, they are also the most environmentally damaging/trail widening)
- It may make irresponsible ATV users think twice before going off trail and destroying sensitive land that may never recover for generations.
- Yes, but with budgets as they are, perhaps a better system for the public to report abuses of the ATV bylaw. If ATV's are to be numbered/licensed for easy identification, this would greatly facilitate reporting irresponsible operators.
- question is self explanatory.
- yes, but to educate. I am not sure if fines will deter people. Other jurisdictions could likely give you a good idea of what has worked in their area.
- Get these bylaw enforcement officers away from the Parking meter beat and out doing some meaningful work, protecting the public interest for a change!!!!
- Ambivalent about this. I believe if there were rules, and if you could get buy-in of the motorized groups, then peer pressure would be a big tool. Children being taught respect in their homes to follow the law would help.
- I don't know how this could feasibly be met but the inability of bylaw officers to enforce the existing bylaw is part of the problem. Requiring registration numbers on ATVs would allow citizens to note and report offenders.
- There does not currently appear to be any enforcement of any kind at the moment. A stronger presence would be welcomed.
- rules..... without enforcement what is the point.
- There's greenbelt immediately behind our home and as soon as weather permits, ATVs are moving through that greenbelt at high speed. Little seems to be done to slow them down and have them use the area more responsibly (even though it is designated as an area where motorized vehicles are not permitted).
- and in city green spaces and streets
- I don't ever see anyone enforcing the bylaw.
- More enforcement is required overall on the Millennium trail. There is too much under aged drinking on the trail, bonfires, even tenting some time. And if the ATV users are allowed to access some of the trails to cross over, such as the bridge, they should do so slowly and enforcement is required for this.
- I know that Bylaw are trying their best with very limited resources but I would feel better knowing that they had the proper resources at their disposal. If budget can be made for such resources I would be a much happier and safer citizen.
- I recognize that regulation is difficult, and my opinion is that the majority of ATV users are probably responsible. It is the other 10% that need to be reined in.

13. If you answered YES to Q12. "Do you feel there needs to be more of a presence of enforcement personnel on the trails?", what are your comments on this subject?

- It seems that enforcement is difficult without proper man power
- Weekends and evenings seem to be the times of greatest use, especially on the trails around town.
- ATV's should carry a visible license number, as cars do. Otherwise the bylaw won't be much use.
- There is not a fast enough response to complaint calls to Bylaw, and no response whatsoever from the RCMP. The RCMP has personnel on bikes in the summer months, maybe the City should have some as well. If not humans, how about motion activated cameras on non-ATV trails and if there is enough picture evidence of infractions, have City personnel concentrate on this area. I have read that motion activated cameras were used to determine animal activity in the MacIntyre Creek area, so I see no reason why this couldn't be used to stop abusers of sensitive areas.
- There is no license plate to easily identify the ATV owner. Many ATVs are unregistered. ATV drivers' faces are typically masked by their helmets. ATV drivers typically will not stop when asked to. Drivers currently use trails for non-motorized use with impunity. Noise is an issue. The current enforcement process is seen as ineffective.
- need education and enforcement
- Look at having Deputy By-law folks, similar to Special Constables, to help out given the limited resources By-Law has.
- First of all, non-ATV users should not have to bear the costs of ATV bylaw officers. It should be a user pay system (licensing of ATV's should cover cost of enforcement. Some ATV users are irresponsible, and always get away with breaking the law, because there is little or no enforcement.
- At least patrol crossing of Millennium bridge and Millennium trail
- On the trails and in areas where ATVs are not meant to be operated.
- There are dozens of infractions every day and often at the same time each day. i.e. using Millennium Bridge for dirt bikes and snowmobiles every day.
- abusers know there is nobody around so they can do what they want
- Was almost ran into by a young girl on an ATV on the paved path by the CGC. I thought that path did not allow motorized vehicles, maybe I was wrong.
- If there are a limited number of key access points this makes enforcement much more feasible. Also if there are clear designated and well-built trails enforcement is also easier.

15. As it relates to driver education and safety, should persons requesting an ATV special permit be required to write a test on their knowledge of the ATV Bylaw, trails, and the environment prior to issuing an ATV special permit?

- As the territorial government is unlikely to deal effectively with the ORV problem, then it falls on the City which accounts for most of the territory's population, to take such steps. However, as there will be no driving component to the test then it does not need to be farmed out. The City can use its own website to administer the test.
- It should be noted on the diver lic. like wearing glasses, the person is aware of bylaw.
- Valid drivers licence or have permit requirement
- Yes and an ATV/OHV safety course
- Absolutely, and ask for it. Enforce it!
- under 16 should be allowed to ride if accompanied by an adult
- No ATVs should be permitted in the city of Whitehorse.
- N/A
- Person should be given the necessary information, but testing is not necessarily the best and most effective way to accomplish the goal of educating people.
- Only for drivers who do not hold a valid class 5
- as stated previously - the city should not be permitting, but rather use the Yukon DL
- If cyclist don't have to obey the rules of the road why should anyone else.
- If the driver of the ATV has a vehicle drivers licence that should be sufficient, provide an information manual containing the bylaw and trails that can be driven on.... A Minor child/teenager though - driving a small atv should have to have a special permit and write a test as per #15
- definitely

17. If a fee were charged for an ATV special permit, is there any other area you feel the funds should be allocated other than the areas mentioned in question 16? (please specify)

16. If a fee were charged for an ATV special permit, where would you support the funds being allocated? How strongly do you agree or disagree with the funds being allocated to the following?

- No
- No-education the most effective.
- The money should go to the development of non-motorized trails. Multi-use trails that allow motorized use sound so democratic. It permits ORV organizations to get funding from governments and other sources because it seems that the ORV people are being so nice to allow other users on their trails. Of course, some trails have to be made wider to accommodate said vehicles. Such trails present obvious dangers to the non-motorized users. It also results in displacement. In other words, if there are alternatives to a motorized multi-use trail, the non-motorized user will take it. Unfortunately, this is becoming more difficult to do. A non-motorized trail does not deny anyone access. All an ORV user needs to do is park his/her machine and use their legs. So, such trails are democratic as well, and provide a provide a much better form of exercise as well as allowing a better appreciation of the surrounding environment.
- enforcement
- Development of NON-motorized trails for use by pedestrians and cyclists only. Multi-use trails do not work as intended. The City is putting their citizens and themselves at risk with multi-use trails. The issues regarding multi-use trails have been studied in other jurisdictions, and it has been found everywhere else, as in Whitehorse, that the multi-use designation results in these trails becoming unsafe and/or undesirable for pedestrians and cyclists. ATVs and non-motorized users are incompatible.
- See number 9's answer. However if this does go through then this By-law should feed itself. I.e: All monies in should pay for maintenance, costs of all kind and By-law Enforcement. I don't believe the people of Whitehorse/Yukon should have the burden of expense. This should be put only on the users.
- if a licence is required, the funds should go towards the enforcement.
- to enforce/protect the environmentally sensitive areas.
- Enforcement of ATV bylaws.
- why should I pay a fee to use my ATV on the multi-use trails and skiers and hikers and dog mushers don't. If you are going to charge a fee then the trails are for motorized vehicles only.
- Should not be charged. Is another form of tax and the city is already increasing taxes and fees at an astronomical amount. Time to put the house in order.
- CGC and protection of environmentally sensitive areas - like endowment lands
- no
- No
- Habitat restoration, pictogramme signs (many ATV users like all Canadians have low literacy levels), showing what not to do, and what to do on trails. Current trail signs are good models to follow.
- NO, fees should all go to enforcement
- Protection of environment
- snowmobile association for their work in maintaining trails. We do not own or operate snowmobiles
- Where is the already existing multiuse motorised trail system???
- Education is essential, then enforcement.
- No.
- For damage control and fixing damaged areas.
- no fee
- Enforcement
- monies to trail development, both non-motorized and motorized AND signage and trail heads.
- Non-motorized trail development
- Enforcement of the ATV bylaw.
- Environment protection
- repairs to damaged areas; upgrades to multi-use trails - i.e. bridges over creeks; enforcement/maintenance staff
- Mitigation of damage done by unfettered ATV use. It happens every year (witness the area around the culvert under Hamilton Blvd) and beside a non-motorized trail according to the City map!
- environmental education and testing
- Offset cost of enforcement officers.
- Rehabilitating areas damaged by ATVs and improving blockage of trails not permitted by ATVs
- Paying for more enforcement in the city to monitor these ATVs.
- Enforcement presence.
- We are taxed to death already
- Enforcement O & M.
- taking down gates that block existing trails from usage
- No.
- Supply of necessary tools to upgrade enforcement capabilities.
- Hiring staff to enforce violations
- Resources for ATV bylaw enforcement.

17. Is there any other area you feel the funds should be allocated to other than the areas mentioned in Q16. "If a fee were charged for an ATV special permit, where would you support the funds being allocated? How strongly do you agree or disagree with the funds being allocated to the following?"

- There should be no use of ATVs in the city of Whitehorse, in any area.
- Repair ATV damaged areas. Promote non-motorized use of trails. Education on the need to reduce the use of non-essential fossil fueled machines. Medical fund to treat ATV related injuries.
- I think the fee should be annual and approximately \$50- 100 per annum
- N/A
- Training for safe atv operation
- There is no need for additional motorized trail development - as long as we have access to those trails there are enough. There is no need to spend money on maintenance of those trails either. Signage and education will likely be beneficial.
- ATV permit funds should be used only for ATV related activities, as per the above. NOT in general revenue.
- trails for non motorized users only
- No new trails are required. Trail decommissioning and revegetation, trail designation and on-going maintenance should be the priority. ATV users should be encouraged to be stewards of the land and trail systems. ATV organizations could be recipients of some funding to carry out some of this work.
- I am very strongly opposed to a new fee for ATVs - why this and not 4x4 trucks, bikes etc? The city builds and maintains many kilometers of mountain bike trails and charges no fees - why a fee for ATVs?
- Towards more active enforcement ie IR camera & trail monitors
- Rehabilitation of areas damaged by ATV use.
- No fees, no special permits, the city needs to look at existing licensing mechanisms they can use.
- environmental protection and remediation
- Repairing walking trails damaged by ATV'ers
- Enforcement of the rules.
- Question; Would Senior Citizens 65 YRS PLUS be exempt from the ATV special permit fee?
- enforcement.
- additional bylaw officers
- enforcement
- No. In reference, though, to the next question (18), I don't think there should ever be such a thing as a lifetime permit. At best, it should be something that is renewed every 3-5 years, just like a driver's license.
- conservation and enforcement
- No Opinion
- As far as the next question, #18, why a lifetime permit? I would think annual should be considered, like cars and business permits. So, \$50 per year not a lifetime.
- Not sure what is meant by 'better trail signage'. The new signage in the Riverdale trail area is fantastic and should continue please!
- no
- Restoration of areas already damaged by ATV's
- Enforcement of ATV rules along with some combination of the areas shown above.
- enforcement
- Toward a restoration fund for areas that have been terribly degraded by irresponsible ATV use like McIntyre Creek.
- Enforcement and education

20. If you answered YES to question 19, what areas need more enforcement?

19. Do you feel there needs to be more enforcement of ATV legislation?

- People speeding on roadways.
- At present under territorial law all ATV operators/owners require a driver's licence, liability insurance, must be registered, and display a licence on their vehicle when driving on a highway (as defined under the Act.) A highway includes trails. It does seem that a helmet is not a requirement under the MVA. The City must include these restrictions as the territorial government will probably weaken the present Act. motor vehicle means a vehicle that is designed to be self-propelled in any manner except solely by muscular power, but does not include (a) a vehicle operated exclusively on rails, (b) a vehicle operated exclusively off-highway, (note the definition of highway below) This means that both ATVs and snowmobiles are considered vehicles under the Motor Vehicle Act unless they are only driven in areas not specifically designated under the definition of highways. As one can see it would be very difficult to operate any type of ORV in the territory only in off-highway areas especially when a trail is actually considered to be a highway under the Act. (c) a vehicle not primarily designed to carry a load and operated exclusively for purposes of road maintenance or construction, mining, forestry, or farming, or (d) a traction engine or a power-assisted wheel chair; vehicle automobile highway means any cul-de-sac, boulevard, thoroughfare, street, road, trail, avenue, parkway, driveway, viaduct, lane, alley, square, bridge, causeway, ice-road, trestleway or other place, whether publicly or privately owned, any part of which the public is ordinarily entitled or permitted to use for the passage or parking of vehicles, and includes (a) a sidewalk, including a boulevard portion thereof, (b) when a ditch lies adjacent to and parallel with the roadway, the ditch, (c) when a highway right-of-way is contained between fences or contained in a cut-line or between a fence and one side of the roadway, all the land between the fences, all the land in the cut-line, or all the land between the fence and the edge of the roadway, as the case may be, (d) all the land shown on a registered plan of survey of a highway right-of-way, (e) when a highway right-of-way is not shown on a registered plan of survey or is not contained between fences or cut-lines, all the land within 30 metres of the centre line; route 5(1) No person shall operate a vehicle on a highway unless they are the holder of an operator's licence authorizing them to operate that class of vehicle. (Again, note the definition of highway under the Act. As well, you are not able to obtain an operator's license until you are sixteen.) (2) Subsection (1) does not apply to a person who is undergoing a driver's examination conducted by an authorized driver examiner. 3) Subsection (1) does not apply to a person normally resident outside of the Yukon, (a) if they do not remain in the Yukon for more than 120 consecutive days in any year; and (b) if they are authorized by the laws of their place of residence to operate a motor vehicle of the type or class being operated by them. (4) Subsection (1) does not apply to a person, not being normally resident in Canada, who (a) holds an international driver's licence issued outside Canada; 11(1) Except as provided in section 9, an operator's licence shall not be issued to any person under the age of 16 years. 39(1) Subject to this Act, (a) no person who is the owner of a motor vehicle or trailer shall operate
 - Noise and dangerous driving on roadways.
 - Illegal use of non-motorized trails; dangerous driving.
 - I am not aware that there is currently any enforcement. It seems to me that at present atv's can do whatever they like.
 - Maybe you should have an Unsure option for this question - as I mentioned in question 13 I am not really aware of the degree of enforcement in place in my area of Whitehorse.
 - Underage drivers caught and parents involved in addressing the issue.
 - charging parents for their kids actions.
 - Speed and reckless use of ATVs needs to be dealt with. I have encountered ATVs travelling at very high speeds (70 -80 km/h - I have clocked the with my car) on the Hamilton Blvd trail, and have also encountered them while on the trail on a bicycle and on foot). I have also witnessed extreme damage to vegetation and landscape in both protected and recreational areas around the city.
 - speed, use in residential areas
 - Existing legislation exists that requires the careful use and controlled speed of ATV's the complaints I have heard are about atv's being used in contravention of existing atv legislation. More rules are an inconvenience to the honest and will continue to be ignored by the dishonest!
 - enforce the bylaw about driving within city limits.
 - All areas
 - helmets, insurance and registration as well as speed restrictions in residential areas. This can be imposed by creating calming zones where the trail narrows forcing a speed reduction.
 - all areas,
 - Helmet and driver license, registration
 - Noise, speed and destruction of wilderness
 - Use of non-motorized trails.
 - The enforcement area needs more improvement.
 - HELMETS
 - Licencing
 - Age limits and speed control
 - trails, roads, highways, greenbelt - enforcement would be good. We have lived here in Hillcrest for 17 years and

20. If you answered YES to Q 19. "Do you feel there needs to be more enforcement of ATV legislation?", what areas need more enforcement?"

- have never seen bylaw here to police ATVs, motorbikes or snowmobiles.
- If they were licensed then licensing infractions and also unauthorized or improper use on roads and trails.
- helmet use and excessive noise.
- Use of ATVs on non-motorized trails; use of helmets
- Minimum age. Helmets, insurance, registration, speeding, operating in sensitive areas, operating in residential areas.
- noise, speed, use of protective equipment
- Helmets, insurance, licensing. Harassment of trail users (brush by passes), carrying alcohol on ATVs, destruction of habitat.
- Safety of the public and destruction of local hiking trails and environments
- side walk trails such as along Hamilton Rd
- Speed.
- helmets, off trail atving
- Actually enforce the legislation, not just have it one the books. The RCMP should have to enforce it also not just Bylaw officers
- There should be tough enforcement within the City with fines and impoundment of machines.
- The trails need to be controlled more. ATV operators should be checked for intoxication on the trails. Better follow up on complaints about misbehaving (also to protect those ATV operators who are playing by the rules and use their vehicles responsibly).
- Fines, vehicle impounds
- helmets, speed, more than one rider, travelling on non-motorized trails.
- Kids driving down the highway at night on the wrong side of the road with no helmets; zipping along green belts...
- noise, safety, and trail damage
- Identification numbers, insurance and sections, 16(1) & 13
- Damage to environment.
- as mentioned have never seen ID Decals on any ATVs in use in the city, enforcement of traffic violations and noise issues in residential areas, use of ATVs on non-motorized trails
- Keep them off the areas designated as off-limits to motorized traffic.
- Instances where users violate the curfew.
- use in residential areas. Helmets.
- Late night joyriding. Keeping riders off trails that aren't indicated as motorized trails. Keeping ATVs from damaging off trail areas.
- Off trail use, improper road crossing
- Enforcement of penalties. This seems to get peoples attention.
- All of them
- non-motorize trail use insurance vehicle identification noise damage to the environment
- Way more bylaw hires, and RCMP actually doing enforcement. Never see bylaw or the RCMP doing traffic or bylaw enforcement in Riverdale. People do whatever they want on Alsek Road. The RCMP are too busy for other criminal matters and calls for service. Hire way more officers, be nice to see checkpoints not just in December.
- Radical driving (MVA) and environmental damage (Environment Act)
- people tearing up sensitive areas need to be stopped and fined to repair what they have ruined for others
- You already over enforce.
- My impression is that there is currently no enforcement. Maybe I'm wrong about that?
- ATVs are not equipped for street operation. They are often operated on City streets, at high speed and high noise - creating a dangerous situations.
- Stop speeding and roaring down streets, stop degradation of green spaces, ensure insurance and registration. Maybe even temporary cameras catching recreational vehicles breaking bylaws because personnel cannot be everywhere at once.
- green space violations
- Registration and identification of ATVs and riders.
- Use more non-motorized patrols. Use electronic monitoring (the City is proposing electronically monitoring of parking, then why not ATVs). Apply fines and confiscation. More education and ads.
- I think the number of abusers has decreased in the last 2 years in the north end of Riverdale. If there are limitations to the use of ATVs to trails only, obviously the requirements for enforcement will be increased.
- N/A
- not sure
- Enforcing a ban on all ATV use in the City of Whitehorse.
- Making sure that all ATVs have a valid drivers licence.
- Safety: helmets, speed, reckless disregard, etc. If there were a registration/insurance requirement, then that would need more enforcement too. Do not rely on citizens ratting out other citizens. We are not deputy bylaw officers. We will call you to report violations, but, do not rely on these self-reports as the only method of violation enforcement. This is the second dumbest idea I have heard from the City...
- helmets, speed, driving in subdivisions only to get to trails
- Should be NO lifetime permits!!! Renewals should be similar to car registration.
- Excess speed
- Responding to environmental damages/ abuse. Fines and or penalties should be issued for damages.

20. If you answered YES to Q 19. "Do you feel there needs to be more enforcement of ATV legislation?", what areas need more enforcement?"

- speed and noise (mufflers) only
- Being out there more & laying more charges
- Penalties for illegal damage to environment.
- Already mentioned in detail - insured, licensed ATV's operated responsibly and carefully on streets/side roads, slowly, etc.
- Unauthorized use of restricted areas and sensitive areas.
- It is abuse of rules by generally young kids, figure out some way to educate and enforce with this group.
- enforce ban from all city trails and roads
- I suspect most ATVs I encounter are not register.
- keeping ATV'ers off walking/skiing trails (any trail not specifically designated as motorized)
- Who is driving, what they are driving (ie- speed) and where and when
- protected areas, non motorized trails, noise issues, illegal modifications and on and on. There is no enforcement of any rules as of now.
- ATV Legislation - if you are talking about by-law 90-15 it needs to be re-written and agreed to by the citizens of Whitehorse before it can be enforced.
- Residential areas for reckless operation of ATVs on roadways and trail systems for operation of ATVs in non-motorized areas.
- excessive noise at late hours
- use of trails speed and safety helmets age
- I've never seen any enforcement of any kind, and I regularly see atv users out on the trails around Hidden Lake/Chadburn Lake destroying everything in sight. They especially love to rip up sensitive wild vegetation and bird habitat that may never recover.
- More signage and trail blocking. If blockage is removed, put it back, let them know that NO means NO.
- sections 3, 12-15, 20, and 25
- driving in unprotected areas/
- whatever the rules say
- It's not so much that any one area needs more enforcement as there just needs to be at least some amount of enforcement. Visible presence counts for a lot.
- reckless behavior and callous destruction of nature
- All areas.
- helmets, speed and safety and impact on natural areas.
- All of the parts that aren't currently covered and I think should be. ;)
- Driving without helmet. Driving irresponsibly on roadways.
- Use of ATV in non motorized trails, helmet, speed and alcohol
- not sure -- right now, they seem to do what they want with very little oversight
- Gray Mountain, the Chadburn Lake area, the Millennium Trail and the alleys, especially in Riverdale.
- All. Enforcement requires licenses.
- Signage stating that no ATVs are allowed on certain trails and then policing the areas.
- 1. Enforcing rules prohibiting operation of ATVs on non-motorized trails and public roads (except to get to the trail head) 2. Enforcing rules on noise from ATVs particularly in areas where ATV owners are not supposed to drive ATVs.
- helmet, licence, insurance, registration, operating off of motorized trails, loud mufflers
- Noise, use of non-motorized trails / off trail use.
- driving on non-motorized trails, speeding on roadways, and driving on private property.
- keep off non-motorized trails. good god.
- Trail access and underage drivers
- I don't think I have ever witnessed any enforcement, despite frequent reckless use of ATVs in my neighbourhood.
- Most are not enforced. Under age, operating while impaired, speeding, excessive noise, use on streets, use on marked ski trails, etc
- every part of it
- Age limits. Alcohol restrictions. Enforcing use off-trail.

22. If you answered YES to question 21, please detail and comment on your experience?

21. Have you (as an ATV operator or as a non-motorized user) had a negative experience on any trails within Whitehorse with another trail user? (ATV operator or non-motorized trail user)

- Just about run over by cat-walking kids on ATV on trail.
- Unfortunately, when a non-motorized user of a multi-use motorized trail comes in contact with an ORV it is always an unpleasant experience, although most of us do not make any comment because it is a motorized multi-use trail and ORVs have a right to be there. We have to endure the noise, the smell of gasoline, and have to worry about the possibility of collision especially when such vehicles come up behind you.
- Had to ask City to set up barricades to stop ATVs from accessing trail via my driveway. Asked ATV driver not to use trail (non-motorized) - goes to Elijah Smith school - response was verbal obscenities. Witnessed ATVs nearly hit dog walkers.
- 1. Many encounters with atv's travelling at high speed on trails. 2. Extreme noise pollution from unmuffled 2 stroke engines. 3. Exhaust pollution. 4. Excessive speed by atv's on neighbourhood streets.
- Loud (increased revving of motor) and cutting too close to hikers in a rude way
- Excessive speed (70-80 km/h) and reckless riding by ATV and dirt bike operators on Hamilton Blvd. This is a COMMON occurrence, not rare at all. In fact, this happens about 50% of the time that I am on this trail in the summer (and similar encounters with snowmobilers in the winter).
- speed, destruction of property (lawns, trees, ect.)
- speed, youth, trails being wrecked, the smell of fuel and smoke.
- Too many people using ATVs on streets not intending to go to trail
- Not watching for others on the trail and going to quickly. Too loud and too noxious in fumes.
- Have almost been
- excessive speeds especially on the out and away trails along Hamilton Blvd.
- I have had many people walking finger me or even had one person throw an object at me. I am NOT riding recklessly, I move as far over and slow right down. This is bullshit, someone is going to get hurt!
- ATV users have been widening (ruining) mountain bike and hiking trails that I have been using over the years.
- Myself and my pet have had several near collisions with ATV operators driving erratically.
- Going up Pee Wee Hill in Riverdale and I had to jump off the side of the road because an ATV came ripping around the corner to go down the hill at a high rate of speed and was taking up the whole road.
- SKIERS not wanting to move, people on the trails not using helmets....this is ridiculous....HELMETS should be mandatory.
- Almost hit by ATV's several times on the trail along Hamilton Blvd.
- Not in the last year, but a few years ago I have had ATV's roar by me. Most drivers are courteous but there are those few bad apples. I've also seen evidence of them doing wheelies on the ski trails .
- ignorant skiers, and assholes that walk their dogs off the leash, i was nipped by one this past summer.
- see #13
- excessive speed and disregard for others (atv & walkers) on the trail
- i was riding my atv in a controlled manner and someone walking on an atv trail refused to move which made me mad so than i had to drive through the tree probably killing some because this asshole would not move. i love atving and always will whether its here in whitehorse or else where
- Shortly before the Porter Creek kid on the motorbike died this fall I was passed by 2 motorbikes, on the right, in complete darkness, they had no lights, I could hear them, but could not see them. Couldn't call RCMP as no lights, or plates, couldn't even see where they went! Another time I stopped 2 kids, 3 and maybe 4 years old on a motorbike that was taller than they were behind Vanier School! Same place, an entire family on motorbikes, no helmets from maybe 4-5yrs old, teetering, I could not bear to look when I knew that they would fall over and get hurt, parents were with them, I think drunk.
- Numerous very bad encounters with ATVs and snow mobiles in Riverdale over the past 10 years. I hike the trails in the Hidden Lakes area as much as anyone (I am out there almost everyday). See my above comments. Basically ATVs need to be completely banned directly behind Riverdale. Access need to be somewhere else, like off the Chadburn Lake road or the Grey Mountain Road.
- Coming out of no-where, no warning, sounds get muted because of the terrain....
- Walking trail along Hamilton Rd with young operators.
- As described above.
- damaged woods. Without snow atvs do much more damage than snowmobiles in wooded areas
- Had to confront an Argos driver that was making donuts in McIntyre Creek. Making slow down gesture to young ATV riders that race along on the pump house road to keep their speed in check.
- ATVs chew up the ski trails at Chadburn as well as on Grey

22. If you answered YES to Q21. "Have you (as an ATV operator or as a non-motorized user) had a negative experience on any trails within Whitehorse with another trail user? (ATV operator or non-motorized trail user)"; please detail and comment on your experience?"

Mountain ruining the skiing experience.

- Motorcyclists where using the Millennium trail - they were pretty rude when I told them that this trail was off limits for motorized vehicles (I thought that they were maybe tourists and didn't know any better). Alas, they were locals (pretty rude locals). I called Bylaw and reported the incident - don't know what came of it but I haven't seen any motorcycles on the trail ever since. Snowmobile races along the power line - couldn't do anything since they were going extremely fast and didn't show any inclination to stop or slow down. Since there is no identification on the machines I could not do anything.
- Numerous times I have had to get off the trails in the Hillcrest Greenbelt as an ATV rounded the corner at high-speed. Had I not gotten off the trail, on several occasions I would have been hit. Annually dirt bikes make deep muddy ruts on the trails which make walking and biking difficult and unpleasant. ATVs frequently run down saplings around the trails.
- as a non-motorized trail user, the ATV user did not slow to pass us and we had children and pets.
- Noise by our home; waling along a trail and they come zipping along too quickly;
- tearing up the trails, making them difficult to walk on for pedestrians excessive noise excessive speed through narrow trails (in non-motorized areas)
- Incident 1: ATV rider intentionally stirred up dust to annoy a group of pedestrians. Incident 2: ATV rider passed by my wife going far too fast while she was walking and carrying our newborn son on a trail in the McIntyre Creek area.
- seen the erosion and trail degradation left by off highway vehicle users
- ATV bullies who dominate the trails, forcing walkers/skiers/cyclists to move out of their way.
- Fined for not having insurance.
- ATV user not slowing down when approaching walkers and dogs. walkers being forced off of trail by atvs and snow machines.
- atvs using narrow single track making it wide
- ATV user trying to access a single track walking trail and causing damage. ATV user riding way too fast (faster than traffic was driving) on the Hamilton Blvd multipurpose trail (a trail concept that is fatally flawed - whoever thought up the concept that ATVs and snowmachines could ride where baby strollers and pedestrians go didn't have their thinking caps on...)
- While skiing in deep, unpacked snow on a trail in the City, a very large ATV roared through and churned up gravel so that skiing was not possible.
- A dirt bike group used to run rallies through my green space and did a lot of damage to our wetlands.
- Trails are chewed up by excessive speed. Users do not slow down around pedestrians.
- We live beside a city walkway trail and we have people on ATV's speeding and doing tricks on these walk ways. We have small children that play outside and we are concerned for their safety.
- Unleashed dogs running in front of vehicle. Skiers attempting to gore with poles. Skier ran into my kid and did not stop.
- it was with a guy speeding and almost hit my snowmobile on a trail he also had his child on his snowmobile and ended up in trees I was mad and told him he could have killed his kid riding like that but again he was well over 12-16 yrs old so again a permit or age limit would not make a difference
- As a Whole the bicycle riders in town are very rude. They act like a pedestrian when it works for them and then act like a car when that works for them they don't follow the rules if there are any and i have almost been in 3 or 4 accident due to them just pulling in front of me on road ways or cutting across a street without warning!
- ATVs driving recklessly on walking trails, making lots of noise, ruining the out door experience.
- SUM PEOPLE GET VERY VERBAL AND RUDE. THEY FEEL MINING ROADS WERE CUT SPECIALLY FOR THEM. AND ATVS SHOULD GO ELSEWHERE???
- As mentioned in section 9, I've had snowmobilers feel that they have the right to harass me for being on clean cut trails during the winter. I didn't buy a Jeep to keep it on pavement. If it can go somewhere, I will take it there. I am always respectful of the environment and other riders and feel that 4x4s have been singled out as you see gates and rocks blocking all the trails with snowmobile tracks leading around them. The Yukon should be there for all to enjoy no matter the season.
- On multi-use trails as a pedestrian, I often have to step off the trail to allow a speeding ATV to pass. But on other occasions, ATV users will slow down and allow me to pass on the trail. It depends on the person and their attitude towards safety and sharing the trails.
- My experience has been that I feel my safety and the safety of my family is at risk whenever we encounter ATVs on any trails within Whitehorse. Hazards associated with combined ATV and non-motorized trail use will be reduced with a city wide ban on ATV operation within the City.
- Walking with my disabled child and dog on the gated road beyond the snow dump in Riverdale I was forced to rush my family off the road as an SUV with three youths drove recklessly up the road. They would have had to somehow get around that gate to even get there. I took their license plate number, and called bylaw officers. I was told that they could do nothing with the information because of privacy issues where motor vehicles were concerned. This

22. If you answered YES to Q21. "Have you (as an ATV operator or as a non-motorized user) had a negative experience on any trails within Whitehorse with another trail user? (ATV operator or non-motorized trail user)"; please detail and comment on your experience?"

- could have been a perfect opportunity to educate those youths and possibly even penalize them to prevent future occurrences but instead they will continue to do things like this because they know they can get away with it.
- ATV users on the Hamilton Blvd path using excessive speed. I also heard a story from about 18 months ago of a hiker going up to Bonneville lakes and discovering a ATV operator cutting a new trail up the mountain. When asked what he was doing the operator said that he was cutting a new ATV trail before the do-gooders had a chance to stop him.
 - Non motorized user complaining for no good reason
 - I've been out walking /hiking on the trails in both Riverdale and Copperidge area and have had to leave the trails on many occasions because skidoos were using the trails (on areas where they were banned). I've also seen full-size trucks and cars on trails both in Riverdale and Copperidge in the summer of 2011.
 - Damn skidoos making a ton of noise and they are almost always children or teenagers.
 - ATVs trespassing on non-motorized trails and sensitive or protected areas, carving new trails and damaging vegetation in recreational areas, significantly eroding existing trails, motor noise and dust. In areas surrounding Riverdale. (I'm not so familiar with other Whitehorse areas.) Witnessed several instances of dangerous operation of ATVs trespassing on the Millennium trail where pedestrians were nearly run over.
 - Multiple times every summer we are subject to 2 or 3 individuals who ride their ATVs across the ridge north of Riverdale. This causes noise pollution and considerable damage to sensitive plant communities. Ruts and brush damage are also evident. I do not know whether the bylaw has an addition which is not attached but there are signs posted that indicate that it is contrary to the bylaws. Signs have been defaced or removed. In several areas south of Riverdale ATVs have done hill climbing off the pond ice in the spring up sensitive hillsides which exposes subsoils, causes erosion and looks awful.
 - N/A
 - Non user confronted me claiming I had no right to be on trails for no reason
 - Skier that threw sticks at me when I was going slow and gave lots of room for them and their dogs
 - I have answered no, but wanted to make the comment that in my 20-plus years of using the trails in Whitehorse EXTENSIVELY (for running, biking, walking, snowshoeing, skiing, snowmobiling and ATViing - with my children as well) I have never (not once) had a negative encounter with any kind of motorized vehicle. I have, however, had numerous negative encounters with dogs - have been bitten and attacked several times and have had many negative interactions with dog owners. This, in my opinion, is a much greater issue on the trails in Whitehorse.
 - ATVs and motorcycles use both the streets of MacPherson and the MacPherson Trail that abuts my property. They are extremely loud. They pollute. And more often than not they are driven at high rates of speed. I can not move my house away from the ATVs but the ATVs can move elsewhere. ATVs are a nuisance with no redeeming value of any kind and need to be banned completely from the City of Whitehorse. If that is not possible, at the very least ban ATVs from operating on any street or trail adjacent to or near residential property.
 - ATVs on Riverdale loop trail too early in the season - creating giant muddy ruts.
 - -excessive speed, therefore safety issues -damage, often forever, to existing trails areas -rude operators -unlicensed machines, therefore no way to report
 - Atv user was going to fast with the walkers on the same trail.
 - I had a nice afternoon of ATV riding ruined by a individual walking his dog harass my riding group and myself for riding on an ATV designated trail as per signage posted within 200m of our location.
 - I've been hit by skiers on the copper mine trail well atving
 - The non-motorized users seem angry that I am there even though it is a motorized trail when they could be using the non-motorized trail. They see a trail and think it should be theirs alone and all other users that have been using the trail for years should go elsewhere.
 - Severe scarring of wetland areas and erosion on hillsides causing both esthetic damage and long-lasting environmental damage.
 - Noise, careless driving, atvs on non motorized trails, kicking up rocks, erosion, damage, & trail braiding in wet areas,
 - I have been chased and bitten by an unleashed dog, I have been forced to walk through piles of dog shit on trails left behind by poor pet owners and have had skiers shake poles at me and use profane gestures while passing them safely on trails.
 - skiers trying to hit me with there poles, been chased by dogs
 - Other young (teens or younger) operating ATV's very fast and dangerously on trails (haul road), also dog sled operators operating after dark with no lights and not yielding half the trail and almost causing problems - irresponsibility may come from all users.
 - A nasty, unofficial sign painted on a piece of plywood and nailed to a tree by cross-country skiers declaring they are the only ones who are permitted on a trail.
 - people walking their dogs of leash, and bikers thinking they own the trails
 - ATV operator maliciously spewing gravel directly at us by spinning tires aggressively. Most of my encounters with ATV users on Mt Mac trails have been respectful and polite.

22. If you answered YES to Q21. "Have you (as an ATV operator or as a non-motorized user) had a negative experience or any trails within Whitehorse with another trail user? (ATV operator or non-motorized trail user)"; please detail and comment on your experience?"

- I think this is a leading question - everyone has a bad experience. I have had way more good experiences than bad, but there have been a couple times where atvs were going too fast and not respecting other trail users, or racing along sidewalks in the city itself being yahoos.
- ATV zoom up and down Hillcrest Drive all summer at 90 km/h almost incessantly.
- OK- not directly. I do often find tracks of riders that have ripped up vegetation (even snowmobilers).
- Some ass who was walking his dog shook his fist at me when I passed him. I wasn't going more than 10 mph and went very wide around him. Meanwhile, his dog is running around chasing me, crapping all over and chasing squirrels. In my view, these are the type of idiots who are pushing for ATV reform.
- Finding ripped up trails and vegetation along the trails. Having to get my dogs out of the way quickly of fast moving ATVs on walking trails, noise and smell.
- Walking dogs, on leash., on the road - ATV passing going too fast and too close.
- A non motorized trail was turned into a quad trail by four quad riders. The trail was never the same and has huge ruts and berms now as churned up by the quad tires.
- I've had run-ins with intolerance while using motorized and non-motorized. I've had two standoffs with shouters while I was motorized, and I've been driven off the trail by reckless motorized folks. Militant non-motorized folks seem to be more vitriolic and angry about wanting us (Yukon) to be a giant park, while the stupidity of the reckless and ignorant motorized users (wheelie-ing and jumping near bystanders) floors me.
- Concern for personal safety when ATVs have passed me on trails at unsafe speeds (there are a few young operators in the Hillcrest area who ride very fast on the trails) and a lot of noise from the repeated and continuous operation of ATVs by these same operators on the roadways in Hillcrest and on trails in the greenbelt (non-motorized trails) immediately behind my home. It's godawful noisy.
- dangerous driving and noise.
- Experience seeing the damage done by ATV use on sensitive areas.
- Regularly-- they just ignore you and keep on breaking the law because they know the city bylaw folks don't do anything to stop them
- aggressive dogs. Bad attitudes from some believe they are they only ones who belong in the greenbelts. I was running down a very steep hill the other day between the small hidden Lake and the pond on its far side and came across a booby trapped trail. Somebody intentionally dragged a old tree full of gnarly sharp branches across the trail. It did not fall there. I was on foot and was barely able to get stopped in time. A little further down was another fallen tree that had been propped up one end just high enough to catch the skis of a snowmobile. Last year while snowshoeing I came across fishing line tied across a trail. Who is the real problem out there.
- getting the finger. Seeing trails through the wetlands being destroyed. Having almost every small trail gradually expanded to be increasingly bigger.
- I was skiing in the spring and was nearly run over by a motorcycle driving exceptionally fast on the hard packed snow. It was only because the motorcycle had a damaged muffler and was extremely loud that I was able to get off of the trail in time to avoid being run over.
- Snowmobiler driving his children back up a narrow toboggan hill, forcing other children going down the trail to have leap off as they were descending so that they wouldn't run into said snowmobiler. Also as a trail runner in the summer, being forced off a trail while running by two minors operating a quad. they told me to move and I had to jump into the bushes. another time trail running on the clay cliffs, a man on a dirt bike trailed me aggressively until I stopped and stepped off the trail and down onto the cliffs. he roared past me, inches away.
- the destroyed /damaged sites noise dust
- I've almost been hit several times by ATV and dirt bike riders travelling too quickly on the trails around Riverdale.
- numerous
- Indirectly because of the noise and pollution left by ATV users.
- I was walking along a trail in Riverdale greenspace when a kid whipped around the corner and came ridiculously close to hitting me while I was walking home from work.
- Skidoos and ATVs going too fast on multi-use trails while I was walking with my family. Have also have good experiences when dirtbikes have stopped to let me run past when we've met on trails.
- Being on non motorized trail and passed by high speed ATV rider with little respect for other user and with no visible plate to report on...
- I like to bike ride and I cam close to being hit by an ATV on the Millennium trail.
- As a walker, I frequently note wilderness land torn up by ATV use, new trails created, small paths made into roads, vegetation flattened. As a walker, I go to the land for quiet exercise and connection with the land/renewal. It is disruptive and very unpleasant to have someone roaring back and forth nearby or on the same trail.
- There are walking trails that come very close to our home in Porter Creek and in the summer we listen to and see bikes roaring within a few feet of our greenhouse up a dead end trail. Then we watch them come back, through the cloud of dust they created when they went up. We also play with our dogs in the greenspace behind our property and walk them on the trails. The dogs are well behaved until they are

22. If you answered YES to Q21. "Have you (as an ATV operator or as a non-motorized user) had a negative experience on any trails within Whitehorse with another trail user? (ATV operator or non-motorized trail user)"; please detail and comment on your experience?

frightened by the loud noise of the bikes. These are young kids and they have no manners; they just want to drive fast. I don't know if it is the same ones over and over or many riders, but I am sick of them. There used to be a large no access by motorized vehicles sign at the start of the trail they take, but that was long ago dug out and pushed over by kids and never replaced by the City.

- I have encountered ATV users who were on trails designated for non-motorized uses. They refused to stop in most cases. Enforcement of rules when the driver or vehicle cannot be identified is almost impossible. One person was punched by an ATV driver. The identity of the driver was never determined to my knowledge.
- ATV too fast
- encountering ATV users on millennium trail, telling them they weren't allowed there, and them being extremely rude about it.
- the sense of 'rip it up' entitlement is a problem with ATVs. a dear friend was punched in the stomach by an ATV-er who got off his machine when she tried to verbally enforce the rules of the trail. what can be done about this obnoxiousness? that's the magic question, right? it's rather depressing.
- motorized vehicles come flying down walking trails and accidents are avoided because we hear them in advance and climb out of the way. Damaging of groomed ski trails while i on them
- I have had ATV users fly past me at dangerous speeds on trails, assuming that they have the right-of-way many times.
- Dirt bike and snowmobiles on Millennium bridge (no helmets), snowmobiles on groomed ski trails, excessive speeding snowmobiles behind Riverdale (just after school is out) Noisy ATVs late at night, dirt bikes on sensitive hill side by Schwatka Lake, Snow Bikes' on groomed ski trails, etc.
- rude drivers loud disrespectful of other trail users and of the environment trashing down large areas of trees to make new trails and destroying old single track trails all around porter creek
- Was almost ran into by a young girl on an ATV on the paved path by the CGC. I thought that path did not allow motorized vehicles, maybe I was wrong. I have also seen young teenagers involved in dangerous and scary ATV use on the hill by the powerline road in Porter Creek (in proposed porter creek d, close to mtview drive).
- Being a pedestrian and biker on trails where ATVs are using excessive speed or are chewing up the terrain. I've also had lots of positive encounters with ATVs.

25. If you selected OTHER in question 24, please specify the activity?

Q 24. How do you use the trails within Whitehorse?

- Annual (and periodic) garbage clean up on trail behind my house.
- Exercise
- Sledding with kids. Hiking.
- disc golfing
- sledding
- Dog walking
- berry picking and tobogganing
- relaxation for all the bullshit
- tobogganing
- taking grandkids for walks, looking at nature.
- Snowshoeing.
- dog walking.
- playing with children and dogs
- Walking dog
- Showing visitors the sites and sounds of beautiful Whitehorse.
- Snowshoeing
- snowshoeing
- kicksledding
- Snowshoeing.
- DIDNT MEAN TO CHECK THIS BOX
- snowshoeing
- Note: I do not use ATVs for recreation, only for work.
- Access permitted firewood cutting locations
- in the spring, summer, and fall months I use trails around, and within city limits, to get to and from my destinations on my ATV, as well in the winter months I use my snowmobile for same.
- Trail maintenance.
- some times take dog for a walk on trails and yes I do pick up after her
- Dirt biking
- 4x4ing in a truck/Jeep
- dirt bike
- Snowshoeing
- Maintaining fitness and health with no carbon footprint or negative noise or pollution effects on others in my community.
- Collection of wood lengths from fire smart program. Use of ATV is only way to get wood out otherwise would go to waste
- snowboarding
- Access to walking areas
- Snowshoeing
- snowshoeing
- Horseback riding!
- horseback riding
- Other public interpretive and educational programming
- Frequency above pertains to season re skiing, & snowmobiling
- walking to my active outside
- cleaning the neighbourhood trails
- Dog walking
- Dog walking
- I think motorcycles are dramatically less consumptive ,and should be in a class of their own. Think back to the '70's, before ATC's came on the scene. All Trails were single track.
- snowshoeing
- It is time for the City to act to protect sensitive habitat
- snowshoeing
- dancing
- snowshoeing
- dog walking
- snowshoeing
- walking dogs.
- snowshoeing.
- We have taken visitors on lovely nature walks in the trails behind Porter Creek D, winter and summer. We walk very happy dogs on those trails when weather permits and toboggan with our grandson down the back side of Pine Street. All the snowmobilers we have encountered have been very courteous, but the motorbikes in the summer, not so much.
- Other recreational uses, such as visiting with friends
- tobogganing
- Snowshoeing.
- snowshoeing

26. Please specify if you have any other comments or concerns related to ATV use in the City of Whitehorse?

- Why a lifetime license? That will be hard to control.
- We need trails specifically designated for non-motorized use and motorized use. We have so many trails within the City boundaries that it seems logical that we could design a trail system that would permit everyone to get where they wanted to go but on trails that satisfy their form of transportation. Having said that ORVs should not be permitted on trails or otherwise in environmentally sensitive areas or Protected Areas within the City.
- I believe that allowing ATVs (or snowmobiles) to operate on the same trails as non-motorized users will result in a tragic accident to either or both users. There is a very visible segment of the ATV user group who have no respect for either laws or other users. ATV use must be restricted to a limited number of designated trails well away from residential areas and separate from trails that are commonly used by pedestrians and cyclists. Separation of motorized and non-motorized traffic is critical to both the enjoyment and the safety of the trail users. Enforcement must be stepped up, and fines greatly increased in order to change attitudes of some ATV users. Simply requiring users to write a test to get an operator permit will not be sufficient. Protection of the public and of the natural environment are paramount.
- As a northern wilderness community we should be able to find ways that all users of our trails including motorized and non motorized can share access. I also think that a tracked ATV should be given the same access to trails that a skidoo has.
- This by law is ridiculous and you are setting yourself up for failure and will make criminals out of law abiding people just because you want to create a money grabber law. I for one will not apply to get a number from the City nor will I allow my ATV to be taken from me.
- It is not just ATV use: it is the mentality of the Canadian. The prescribed use of vehicles in our culture is very disheartening. I run to work every morning over 5k either plus 20 or minus 40 and I see the city bus go by. Nobody in it. Streams of cars and trucks go past me with one sole occupant in each one. Where I work, the parking lot is full with mostly pick up trucks. Usually large, and only one driver. Riverdale's rush hour is a disgrace and only one driver per vehicle. I have lived in this town since I was 20 years old and have seen improvements by people walking, running and biking to work but are usually treated with disrespect and disdain by drivers. Yes, some drivers even swerve at us, for a laugh I guess. The change has to happen, but I cannot see it in the near future with the current members in government and I really cannot see it with the city councillors and mayor. The myopic thinking in this territory has always been there. Get an outside opinion, hire a consultant that is how Whitehorse deals with everything. I'm afraid we need a real leader who is intelligent and well versed in the understanding of what it means to go forward in this land. We don't have it. They are old, tiresome and dusty. I truly believe the territory only serves those that buy the fuel. They seem to get their way because they revve their engines harder.
- concerned regarding doing things without understanding the big picture
- It would be nice if ATV users would stay off of the Millennium Trail in Riverdale. They are a danger to pedestrians, cyclists and dog walkers.
- if you are going to enforce anything at all....enforce helmets on ALL all-terrain vehicles.
- I think that one of the biggest reasons there are issues is that there was no vision when sub divisions were being built to include easy access to trails hence ATV's driving on roads to try and get to a trail. Also it appears that homes that are occupied on the edge of these trails are complaining of the noise etc. I would suggest that those trails were there long before and these homeowners should have realized this before moving.
- Please be environmentally friendly and enforce our bylaws
- I don't think the ATV permit in Q # 18 should be lifetime. Match it to the driver's licence 5 year renewal cycle. The ATV licence plate and insurance should be just like a vehicle - annual.
- i think the tree huggers are going to never stop till everything is off limits except walking.
- I don't think people should be able to add noise enhancing features to their ATV (or motorbikes, I guess) and drive them around neighborhoods.
- it should be allowed if you are to ban atvs and other motorized i would like to see skiing banned as they litter badly or maybe its just one person pulling them all down hm,mmmmm sounds the same as atvers hey!!!running and biking on road ways should be outlawed they are an extreme hazard and also they do not have to have a special permit or lic for that
- ATV special permits - 10 day exemption for visitors. Perhaps a Drivers License adequate for visitors.
- We have to use education to change the bandit culture of ATV use.
- You'd better ban use of motorized vehicles up the little connector trail off Hyland Crescent in Riverdale. There will be an ugly accident SOONER THAN LATER and all the fees and training and permits will not stop the teenage boys from eventually taking out a group of people on that blind corner. Best yet just ban ATV use behind Riverdale. That is the smart thing. My bet is the City will do nothing. But believe me I will be there to testify at the eventual trial when the City is sued for a child that has been killed by some teenaged boys on ATVs on that blind hill. Also, this survey is mixing too many

issues. You should have a separate survey for issues around safety of ATV use. I could care less whether a teenage boy needs to wear a helmet, pay a fee, have a license, etc... That is nothing to do with the issue of the non-ATV public vs the ATVers, their noise, the destruction they cause and the hazard they present to folks on foot. Here is an idea to think about: YOU CANNOT MIX ATVS AND THE GENERAL WALKING PUBLIC ON CITY TRAILS!!!

- lifetime? I didn't notice any of the questions with 'lifetime permits' until Q18!
- it might be easier to have a hot line i can ask questions to, rather than trying to figure out if I'm interpreting right.
- I urge Council to pass a tough bylaw making it clear that within the City you have to be trained, licensed, no multi use, no residential street access - trailers only with as much enforcement as required to enable all to enjoy ambulatory recreation activity.
- I am aware that most of the ATV users in and around Whitehorse are trying to be responsible. However, many are lacking the necessary knowledge about the fragility of our environment and do damage even though they think they are doing everything right. I would strongly suggest that every ATV user has to take a course on environmental issues and also learn about the ATV bylaw and the laws in general. People should know how to avoid doing damage to nature while still being able to enjoy riding their toys.
- no city licensing
- As the city grows in population, ATVs become less and less appropriate within city limits. Motorized recreation is not a sustainable activity as climate change increases in severity and peak oil approaches.
- ATVs are more damaging the snowmobiles and should be treated as such. Size of ATVs are now increasing.
- There is no point in having a bylaw and areas restricted against motorized use when there is no enforcement.
- I think that ATVs should be excluded from the area of Whitehorse encompassing all the subdivisions and the green belts in between. Although many ATV riders are law-abiding, there is a joyriding element that won't ride slowly, on a quiet machine and only on specified trails. As such, all riders should pay the price for their behaviour but playing outside the urbanized areas and neighbouring greenspace/recreation/environmental protection areas.
- Question 1. Users under 16 should be required to wear helmets...this is the group that is at highest risk of injury. A helmet worn during activities such as snow plowing or hunting should be at the discretion of the adult operator.
- If people use common sense, and respect for each other, and designated off limit trails such as ski trails there would be less problems. I respect people on foot, or skis, or snowshoes when out on trails, weather it be winter or summer, I stop and give them right of way, or move over and pass them very slowly. As when I am out walking with my children and dog I

expect the same.

- Don't allow it in city limits. There are plenty of mountains and trails outside the city that people can ATV on it shouldn't be in the city. I have lived in many different cities in Alberta and never would that be permitted for the safety of people so why should it be allowed here.
- If you write it please enforce it.
- General regulation will not stop the real problem of a few idiots. Non-motorized users need to realize that trails were mainly established by motorized means for motorized uses and, if they want to benefit from the work of others, they need to learn to share.
- ATVs are tools for work (and sometimes play) Skidoos are toys. They cannot plow or do real work. Ban skidoos: they're noisy!
- Stop all of this over regulation on atvs. Atvs and ski doos should have the same enforcement.
- Listen to the people, not the whiners, the Klondike snowmobile association made some very valid points, pay attention, rather than come up with more stupid taxes and rules
- Cyclists are another issue, they are almost as bad as snowmobilers. They go out of their way to harass and then try to block trails with rocks and boulders. It is embarrassing that they cannot share the Yukon they feel it is theirs and the hypocrites have turned something that they felt was theirs and theirs alone into a useless war of words that is becoming a waste of time and money, all because of a few bad apples we all have to suffer.
- Extend ban of ATV operation to all areas of the City.
- ATV use would be fine with me if operators could be relied on to use their vehicles in a respectful and efficient manner. Unfortunately, by their very nature - recreational vehicles have negative impacts that affect everyone in Whitehorse and therefore operators should be under scrutiny to ensure that their use is justified and negative impacts mitigated as much as possible.
- ATV use tends to make people less physically fit.
- There should be no use of ATVs in the city of Whitehorse, in any area.
- Please be reasonable and treat skidoos and ATVS the same.
- The life time special permit fee should be much higher, at least \$1,000. There should be environmental, enforcement and fuel taxes on the sales of these machines. Tax payers are unfairly having to pay for higher law enforcement & education costs. ATV vendors and users should be made to pay for such costs.
- no concerns. Existing by-law is sufficient.
- Whitehorse should be atv friendly to promote tourism and help the economy
- The yearly special permit fee is only one part of the equation - better trails etc. can also be funded through registration. Insurance is obviously outside of the scope of funding trails/signs

- If Whitehorse is to describe itself as The Wilderness City it must ensure residents have access to that wilderness. Problems and conflicts on Whitehorse trails are not caused by ATVs or snowmobiles. They are caused by people - some of which happen to be ATV or Snowmobile users, some of which happen to be bad dog owners, some of which happen to be careless smokers or destructive axe-wielding teens! Problems with noise (whether the noise is caused by ATVs, snowmobiles, chainsaws, mufflers, stereos) should be dealt with under the noise bylaw. Destruction of wilderness areas (whether it's by ATVs, snowmobiles, arson, vandals, garbage dumpers etc.) should be dealt with under other appropriate acts. You can't address all of these issues in ATV and snowmobile bylaws. So give the public a way to report problems effectively and educate everyone on what the rules are.
- I don't think we need to be like a big City and just leave things as they are. You need to deal with the abusers and not every body enjoying the outdoors.
- The need to constantly restrict activities of citizens is getting annoying. I am unsure as to where the mandate of restriction is coming from, other than the usual tree-hugger NIMBY ninny's that want the City to regulate every little thing. No City politician has successfully run on this mandate. Plow my streets and pick up my garbage while maintaining basic services (fire, water, sewer, parking, dog-catching, etc.). When the City is perfect at its basic activities, then it can monkey around with the citizens' behaviour modification programs, not before. How's the supply of building lots coming? The Mayor should resign, then run on her behaviour modification platform, see how far that gets her... Reign the darn administration in, if that's where this nonsense is coming from. How's the CGC budget coming along? Quit wasting taxpayers time with these stupid, unenforceable petty little tree-hugging ninny-nanny rules! *end rant*
- I don't even own an ATV but I think that the privilege of using one is a perk of where we live. Everyone knows how to use all of our trails in harmony. It just feels as though people are concerning themselves with the wrong problems.
- In Edmonton, the Multi Use Trails are for walkers, skiers and bicyclists Whitehorse needs to be much more serious about banning these machines from our city trails Please listen to the non-motorized users of trails!!
- A transparent, participatory trail planning and designation process is critical to ensure parks and sensitive areas are protected and maintained and that bylaws are respected.
- ATVs are an important recreational use in whitehorse. Why does the city propose to regulate them more harshly than snowmobiles of trucks and motorbikes? motorbikes licensed for on road use can and do go everywhere atvs go.
- helmets and safety absolutely. ATVs should not be on city streets.
- Active ongoing enforcement with charges is the key to managing this activity
- I have lived my life in Riverdale, Copper Ridge and most recently Meadow Lakes. I do not agree there is a problem with atv's within the city. I do agree that true multi-use is very difficult to please all. Multi-use trails combined with an adequate number of out and away trails would in my opinion be the best solution.
- enforcement should be done by rcmp not bylaw, they are not trained properly in this area.
- Already stated many times - more education and enforce the by-laws we already have and forget trying to invent new rules for those who already obey the rules. Try to reach the problem few and leave the rest to enjoy the lakes and wilderness responsibly.
- Uncontrolled speed and noise on the multiuse trail along Hamilton Blvd. There should be some way to control this.
- A bylaw that addresses the key areas of community safety with a practical and responsive approach should be the principle objective for any revisions here. The scale and scope of any impacts related to ATV use or ATV restriction need to be carefully examined with objective, scientifically sound evidence for any bylaw objectives other than safety. Actions taken must be appropriate for the magnitude of the human environment and physical environment impacts that may be encountered.
- The world is not as it used to be - it's busy here now and it's time the rules were updated to deal with modern risks.
- I as a car driver would much rather share the road with someone on a ATV (snowmobile included) than cyclist. You can see an ATV and hear an ATV coming. Several times I have been parked at a red light and a cyclist goes right thru without slowing down. The City spend a huge amount of money paving bike lanes and supplying the brightly coloured bike boxes so they can lock them in and how do they show their gratitude? By ignoring the rules of the road. Explain why it takes 2 by law officers to approach a cyclist who may get angry at being detained. Than can we expect by-law officers who write parking tickets out to start working in pairs for the same reason? I strongly believe that cyclist should have to ride in single file in bike lanes and shouldn't be allowed to wear ear bud head phones. I personally have seen cars pull over for emergency vehicles but a cyclist just kept going. It is disrespectful and dangerous and the city must prove they can control the cyclist before trying to licence and enforce recreational ATV riders
- If the existing by-laws were enforced (or enforceable), we wouldn't have an issue with snowmobiles or ATV's. My fear is that a regime will be set up, and those of us who obey the rules will pay extra fees, and have our usage reduced, while the minority of bad apples will still go on annoying the rest of us, and they will remain unchecked. Unless the City (bylaw enforcement) is prepared to spend significant dollars on communications equipment and multiple higher performance machines (to pursue and corral offenders), then the bad guys will be able to disturb and annoy the rest of us,

while reasonable OHV users will pay the price. Education is the key, and somehow, the rule respecters must be made responsible for the enlightenment of the bad apples. I have no solution for this, but a gun registry approach can't be the way to go either.

- I would like to see a trail system designated for ATV users so that they can ride from residential areas out, away from the city core to suitable and sustainable trails. And I would like to see a licensing system so that riders who fail to abide by the bylaw can be reported and held responsible. Presently, I feel helpless to do anything to stop or have any impact on unsafe and irresponsible operation of ATVs in my neighbourhood and on the community trails.
- make helmets mandatory!!! The cost to our health care system (which we ALL pay into) are huge for one permanent injury (brain or otherwise)!!!
- I take great offence to being deemed a criminal for taking my young son for a quad ride from my Riverdale home out to Cantlie Lake to do some fishing. Why should so many beautiful places served by so many existing trails be off limits to us. There are so many trails in the Riverdale/Chadburn/Long Lake and Grey Mountain areas that by default see no motorized traffic. The only problem is the people doing the whining are to lazy to use them. In the winter they don't get packed by snowmobiles so almost nobody uses them. Leave all the main arteries that everybody (including ATVs) have been using for years open for all. If someone wants to walk in these areas and not see motorized traffic, there are hundreds of other trails back there they can use. I also have a huge problem with a small group of whiners getting organized and the calling themselves the Riverdale Community Associations simply to push their own personal agendas. I've been to some of these meetings and listened to Jenny and friends vowing to have Motorized traffic banned. I listened to all their bulls%t and blaming everything negative out there on ATVs, from old beater cars with no mufflers roaring up and down the Chadburn Lake Road at all hours to natural erosion. Education was never option with them. It was always ban ban ban any form of recreation that they don't personally enjoy. These people should be ashamed of themselves for trying to divide the community. There is so much room out there for everybody. A few years back they had Monty come by and directly ask what the number one complaint to Bylaw was, Monty replied that BY FAR it was animal control issues. That was not the answer they were looking for and I don't think it was ever brought up again. You see, Jenny and most of her friends all had dogs themselves.
- whitehorse is a huge area and there is a big difference between Country residential and urban areas very hard to please all
- Q. 18: Cars, taxes have no lifetime fee. There should be an annual licence fee. These are not toys and shouldn't be treated as such. Q. 14 : like a motor cycle licence, people should have a driver's licence. Is this ATV special permit a Licence Plate? confusing? FAIRNESS: There is a big problem with

allowing ATV (and snowmobiles) to go everywhere. There is then nowhere people can go without their presence. Q. 8 refers to Development of out and away trails (motorized trails that lead ATVs out and away from residential areas). Even the surveys of motorized off-road vehicle drivers say they just want to get to the hinterland. So make it easy to encourage that by putting special restrictions on use inside protected areas: slower speed limits; never off a motorized trail. Then define protected areas as: - Inside the UCB to acknowledge that these neighbourhoods have now and will increasingly have denser population and greenspace use. - around each residential neighbourhood including its neighbourhood trails (trail plan says Neighbourhood Trails: majority of trails within a designated distance from established or new neighbourhoods; maximum 500m distance dictated by geography, trail conditions - trails one might use on an evening _hour dog walk. - There should be some special places inside each general city district with heavy populations where it is completely motor vehicle free (including motorized snowmobiles). Paddy's Pond/Ice Lake Park is a good example of this.

- we spend alot of \$\$'s on roads and we have rules to manage our use of them I really dislike use of other motorized vehicles atv's dirt bikes snowmobile in my neighbourhood and walking and hiking areas especially with no limitations on where and when. There should be no lifetime licence...we know there are many lost driver's licence riders who use atvs and snowmobiles and dirt bikes to get around avoid cops. Do we want under the influence riders on our streets and trails. What about insurance ...what happens when the drunk hits someone....we need to know annual if it is valid. need to be identifiable
- young children driving unsupervised
- Safety and the noise factor for elders and young children. Pre-school and school age.
- I'm not sure this should be a lifetime permit. I think it should be renewed every 5 to 10 years as a license might be. I realize this may add to red tape and bureaucracy, but I think that sometimes people need guidelines. Let's not have any more kids injured.
- Thank you for your work on this difficult issue.
- The bylaw change process should include interested community associations. The community associations can effectively deal with aspects of the process that would otherwise require more attention and time of Council and the City Administration. Perhaps a process similar in some aspects to what was done for the Snowmobile bylaw would help.
- Be firm -- rules are needed to prevent harm to ATV users as well as others.
- Why are the Barriers used on the Millennium Trail wide enough to allow snowmobiles, dirt bikes, ATVs access? What are they for just cars?