



BIG HORN COUNTRY

SNOWMOBILING TODAY

Submitted by
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SNOWMOBILING TODAY

In order to understand the strength of snowmobiling and those who are involved in snowmobiling, information is documented by section pertaining to Snowmobiling as it is today.

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THE TRUTH ABOUT SNOWMOBILING

With more than 4 million riders, snowmobiling continues to grow in popularity. It is a major winter recreational activity and a significant factor in increased winter tourism in much of Canada and the snow belt of the United States.

Traveling by snowmobile is a wonderful way for families and friends to socialize and experience the many wonders of winter. Snowmobiling appeals to many people of all ages -- from youngsters to senior citizens. With the 230,000 miles of groomed and marked snowmobile trails throughout North America there are always new experiences around the corner.

The support for snowmobile trail systems really goes beyond the purchasing of a snowmobile registration or a riding permit. The great snowmobile trail systems within many of Alberta's forests result in a successful program because of the coordination of the provincial snowmobile association, the provincial and local governments, and the hard work of local snowmobile clubs, which undertake the building, grooming, signage and maintenance on those trails.

User pay snowmobile trail passes, designation for the security of the trail/land base, signage and maintenance programs, infrastructure support, affordable insurance rates for volunteers, landowner liability and rights-of-ways resolutions and safety training are some of the things which make a snowmobile trail system sustainable.

Who is the typical snowmobiler?

The median age of a snowmobile owner is 44 years old, has an annual household income of \$68,000, and is married with children living at home. Surveys show that over 94.5 percent of snowmobilers consider it a family sport.

Where do snowmobilers ride?

Approximately 80 percent of snowmobilers use their snowmobile for trail riding and touring on marked and groomed trails. The other 20 percent of snowmobilers use their snowmobile for work and ice fishing.

Who maintains snowmobile trails?

In the U.S. and Canada, snowmobile clubs construct, maintain and map trails, usually in cooperation with provincial, state and local governments.

Are snowmobiles used only for recreation?

No, they serve many other functions. In remote portions of Canada and the U.S., snowmobiles are some residents' primary mode of transportation. Snowmobiles are relied upon by law enforcement units throughout the snowbelt for search-and-rescue work and emergency missions. They are also used by surveyors, ranchers, public utility employees, environmental and wildlife scientists, and countless others. Snowmobiles are also widely used by cross country ski race officials, dog sled races and by ski patrols for rescue purposes.

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STATS AND FACTS

Alberta Snowmobile Association Trails

- There are approximately 129,800 snowmobilers in Alberta.
- Presently, there are approximately 5,000 kms of ASA organized snowmobile trails maintained throughout the province by 52 clubs.
- Well-designed, signed and maintained trails and riding areas not only provide enjoyable recreational snowmobiling opportunities; they have been proven to significantly reduce the likelihood of a snowmobiler being injured.
- Many ASA snowmobile trails interconnect to form a network of trails, allowing snowmobilers to travel in a safe environment to other towns and provinces while providing them with a high level of riding enjoyment.
- *The Alberta Guide to Snowmobiling* is now available at many snowmobile retail outlets, visitor information centers or by contacting the ASA. This program was developed by the association and supported by Alberta Travel and corporate sponsors.
- The estimated economic impact of snowmobiling to Alberta in 1995 was in excess of \$162.6 million. We can expect that this impact is much more significant now with the addition of over \$490 million or 70,000 new

snowmobiles sold from 1992-2001 in Alberta. Today, Snowmobiling generates over \$3 billion towards The Canadian economy, which is mostly due to domestic travel and the interconnectivity of towns and provinces.

- Many Canadians are surprised to learn that snowmobilers pioneered this country's first coast-to-coast recreational trail in 1998.
- *The Trans Canadian Snowmobile Trail* is a 10,000-kilometer corridor that runs through the heart of the Canadian snow belt, and this winter you can ride many parts of it for yourself. From the ASA trail map, you can see that the association has accomplished much, however, there is still a great deal to do in order to come up to the level of other provincial trail systems.
- Today, Canada boasts over 132,000 kilometers of organized snowmobile trails, all managed by the volunteer provincial snowmobile federations/associations through Trail Passes/Permits. Mandatory snowmobile trail permits are required in Saskatchewan, Manitoba, Ontario, Quebec, New Brunswick and (regionally) B.C. The highest permit costs are in Ontario and N.B. at \$150 per season and both offer a pre-season discount price of \$120 and \$100. Quebec is at \$130 for the season.
- The Alberta Snowmobile Association develops, maintains, signs and grooms not only the Alberta portion of the Trans Canadian Snowmobile Trail but most organized snowmobile trails in the province. This is accomplished by cooperation with provincial and local governments.
- Funds for these initiatives come from Trail Pass revenue, raffle revenue (signage and development) and club fundraising initiatives and local grants.
- Revenue does not adequately meet the requirements for good maintenance and grooming at \$50 voluntary Trail Pass to support a public system, which all users do not contribute to.

The Alberta Snowmobile Association welcomes snowmobilers to ride the many trails available to them.

- Purchasing the ASA Trail Pass enables snowmobilers unlimited snowmobiling on ASA trails while supporting the volunteer clubs, which develop, maintain, sign and groom the trails.
- These same trails are often used as a multi-use trail system throughout the summer months for other activities.
- The Association has been working with landowners over the past number of years and has established landowner agreements for snowmobile use. The trails are used during the winter season only, then often dismantled.
- Many ASA snowmobile events are scheduled by the clubs throughout the winter months welcoming the snowmobile tourists to participate and stay the weekend to enjoy the local hospitality. An up to date calendar of events can be found on the ASA website at www.altasnowmobile.ab.ca along with other very helpful information and links.

- The Alberta Snowmobile Association Snowmobile Show is held annually at Northlands, Edmonton. Attendance increases annually.
- Drayton Valley shall be hosting the 2002 ASA Jamboree.
- Profits from the ASA raffle are directed to our Safe Trails Program whereby, in addition to the Trail Pass allocations, the association invests in excess of \$25,000 annually to our trail signage program.
- The Alberta Snowmobiler/SnoRiders West magazine is distributed to all our individual and corporate members and appears on many newsstands throughout Alberta.

General Stats

- In 2001, there were new 208,592 snowmobiles sold worldwide; 140,629 were sold in the U.S. and 46,973 were sold in Canada.
- The number of Licensed Snowmobile Dealers:
 - United States - 1570
 - Canada – 1081(Over 100 in Alberta alone)
 - Scandinavia - 403
- There are approximately 2.7 million registered snowmobiles in North America.
- The most popular engine size of recently acquired snowmobiles is in the 500-cc range.
- The Economic Impact of Snowmobiling:
 - United States - \$7 billion annually
 - Canada - \$3.5 billion annually
 - Scandinavia - \$1.6 billion annually
- Over 75,000 full time jobs are generated by the snowmobile industry in North America. Those jobs are involved in manufacturing, dealerships and tourism related businesses.
- The average age of a snowmobiler is 44 years old.
- The average annual household income for snowmobilers is \$68,000.
- The average snowmobiler rides his/her snowmobile 1,202 miles per year.
- The average snowmobiler has 18 years of experience riding.
- The average snowmobiler spends \$4,000 each year on snowmobile-related recreation.
- 75% of snowmobile owners are married. The average snowmobile family has 0.8 children living in the home with them.
- 63% of the snowmobilers usually trailer their snowmobiles to go riding. 37% either snowmobile from their primary residence or have a vacation home where they keep and use their snowmobiles.
- Approximately 80% of snowmobilers use their snowmobile for trail riding and touring on marked and groomed trails. 20% of snowmobilers use their snowmobile for work and ice fishing activities.
- Snowmobilers spend on the average 7.2 nights per snowmobile season in a motel/resort room while snowmobiling.

- Snowmobilers are caring neighbors, they raised \$3 million for charity during the 2000-2001 season.
- Approximately 17% of all snowmobilers are part of the Senior Circuit - 60 years or older and 37% of all snowmobilers are 50 years or older.
- There are over 225,000 miles of groomed and marked snowmobile trails in North America that have been developed by volunteer clubs working with local government and private land owners.
- There are over 3,000 snowmobile clubs worldwide involved in trail grooming and charity fund raising and family activities.
- There are 40 registered non-profit associations representing snowmobilers in the U.S., Canada and Scandinavia.
- Snowmobiling is great exercise that brings people outdoors to interact with nature and each other. It is an invigorating sport that is great for stress release and good mental health.
- Snowmobiling is a great family sport. It is an activity that keeps parents and kids together. Historically individuals who snowmobile at a young age continue to snowmobile with their parents and continue in the sport throughout their lives, sharing great experiences as a family. In many winter regions, snowmobiling is simply the main form of winter outdoor recreation and in some cases the main method of transportation available.
- Majority of Americans Favor Snowmobile Access to National Parks - Nearly eight of ten (78 %) of Americans believe snowmobiles should be allowed in national parks and only 11 percent support the National Park Service's recent decision to ban snowmobiles from the park, according to a poll released by SWR Research. The survey of 1,000 adult Americans was conducted May 16-17, 2000 by SWR Research. It has a margin of error of + 3.1 percent. SWR Research is an internationally recognized polling and public opinion firm.
- The use of snowmobiles in U.S. National Parks is controlled, organized and regulated by Federal Law Enforcement. The snowmobiling occurs on roads groomed and marked for snowmobiling, the same roadways used by recreational vehicles, cars, trucks and busses. Snowmobiles are NOT used as off-road vehicles in National Parks such as Yellowstone, Rocky Mountain and Grand Teton.
- On U.S. National Forest Land, most of the trails used by snowmobiles are on groomed roads used by summer recreationists. There are also secondary and seasonal roads within the forests used by snowmobilers. These roads are groomed and marked by volunteers who work closely with the local U.S. Forest Service staff in maintaining and managing those areas.
- The manufacturers have always been actively involved in promoting safe riding behavior while snowmobiling. Over one million brochures, decals and hundreds of thousands of posters and safety videos have been distributed free of charge to snowmobile enthusiasts throughout the world. Safety trainers, enforcement officers, Chambers of Commerce and more

use safety materials provided by the manufacturers through the Safe Riders! You make snowmobiling safe a safety campaign.

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ECONOMICS

Snowmobiling has great economic impact. Snowmobiles aren't merely a presence on Canadian and American trails and snowy landscapes, they play a big role in each country's economy. North America has a snow-borne fleet of over 4 million snowmobilers, and conservative estimates peg its contribution to the continental economy at \$10 billion - \$6.5 billion in the U.S. and \$3.5 billion in Canada.

The average snowmobiler spends \$5,850 on a snowmobile and \$1,100 on accessories such as clothing and a trailer. Approximately 10 percent of snowmobilers purchase a new snowmobile each year. In addition, the average snowmobiler spends over \$3,000 per year on snowmobile tourism-related activities (food, gas, lodging, travel).

The sport of snowmobiling is responsible for "spin-off" economic benefits such as:

- Jobs for tens of thousands of people; jobs which enable those people to further stimulate the economy through additional expenditures on goods and services; jobs which provide significant income tax revenues to provincial and federal treasuries and dramatically reduce unemployment and welfare payments.
- Millions of dollars in tax revenues derived from snowmobile-related businesses (including, but not limited to manufacturers, suppliers, distributors, dealers, resort and hotel facilities, restaurants, service stations, insurance agencies, hardware stores, etc.)
- Millions of dollars in winter tourism spending which support local snowbelt economies.
- Millions of dollars in local/provincial sales and gas tax revenues.

ALBERTA SNOWMOBILING BY THE NUMBERS

The figures below are compiled from the "Expenditures by Snowmobilers in the 1994-95 Season" prepared by Alberta Economic Development and Tourism

162,600,000	\$162.6 million economic impact to Alberta
128,100,000	\$128.1 million is spent by Alberta Snowmobilers
30,900,000	\$30.9 million in taxation revenues accrued to Federal Government
9,800,000	\$9.8 million in taxation revenues accrued to Alberta Government
4,000,000	\$4 million in taxation revenues accrued to local governments
56,000,000	\$56 million gas, oil & repair expenditures on day trips
23,000,000	\$23 million on meals & beverage expenditure on day trips
74,405,000	\$74.4 million = 8,572 new units sold in Alberta
399,000,000	\$399 million = 69,447 new units sold nationally

Other information of interest:

44	44 is the median age of a snowmobile owner
1,000,000	\$1 million raised by ASA clubs for charity
30	30 years the ASA has been the voice of organized snowmobiling In Alberta
52	52 clubs registered with the Alberta Snowmobile Association
490,000,000	\$490 million = 70,000 new snowmobiles sold from 1992-2001
5,000	5,000 km of signed and maintained ASA snowmobile trails in Alberta

* We can expect that the total economic impact is much more significant now (2002) with the addition of over \$490 million or 70,000 new snowmobiles sold from 1992-2001 in Alberta.

2000 CANADIAN SNOWMOBILING BY THE NUMBERS



132,881	Total kilometers of organized snowmobile trails in Canada
275,195 Canada	Number of user-pay membership (trail permits) sold in Canada
\$127.95	Average price of a trail permit/membership fee in Canada based on the number of permits and number of participants
\$35.2 Million	Paid toward snowmobile organization user-pay membership in Canada
\$3.1 Billion+	Snowmobile-related dollars spent by Canadian snowmobilers yearly
759,320	Best Guestimate of registered snowmobiles in Canada (Active & non-active 1998)
495,085	Number of family snowmobilers belonging to organized snowmobiling in Canada
914	Snowmobile clubs in Canada
12	Provincial or territorial snowmobile organizations in Canada
43%	Percentage of snowmobilers who return to an area in the summer that they have snowmobiled in
51,995	Total number of new snowmobiles sold in Canada in 1999-2000 season
\$8213.94	Average price of snowmobile sold in Canada , winter 1999-2000
29%	Of snowmobile fatalities occurred on organized snowmobile trails in 1999-2000
31%	Decrease in snowmobile fatalities in Canada compared to winter 1998-1999
26	Years the CCSO/CCOM has been providing leadership & support to organized snowmobiling in Canada

CCSO/CCOM
Canadian Council of Snowmobile Organizations,
514-25203002
E-mail: <ccso@bconnex.net>

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OPERATOR EDUCATION/SAFETY

Since 1971, the Alberta Snowmobile Association and its member clubs and dealers have played a leading role in the promotion of safe and responsible recreational snowmobiling. Snowmobilers savor the winter season, and that calls for extra responsibility. Training, experience, education and awareness are essential to ensure safe riding. "You are the Safe Riders! You make snowmobiling safe" is a snowmobile safety campaign established by the International Snowmobile Manufacturers Association and adopted worldwide.

The Alberta Snowmobile Association offers an Industrial and Recreational Snowmobile Safety Training Program, which is being delivered through our partnership with Portage College and the ASA Certified Instructors. For Snowmobile Avalanche Training we have two ASA Training Instructors who have received their CAA Level 1 Avalanche Training.

Over the past few years the Alberta Snowmobile Association in partnership with Alberta Transportation, RCMP, Alberta Center for Injury Control and Research and corporate sponsors have developed a strong Alberta snowmobile safety program that centers on three key elements: information, education and community involvement. The focus of the campaign is to raise awareness of safe and environmentally responsible snowmobile operation to students in grades seven to nine. The ASA SLED SMART Snowmobile Safety Campaign has been delivered to over 140 rural schools in Alberta and has indeed strengthened community awareness and support of snowmobile safety. The Sled Smart Trainer has presented the snowmobile safety message to over 14,000 students in the past two years.

Through the International Snowmobile Manufacturers Association and the Alberta Snowmobile Association, information is available for use and distribution in promoting safety and assisting in safety education classes, as follows:

- Safety video titled *Safe Riders, You Make Snowmobiling Safe.*[™] - This video features key safety issues and areas of rider responsibility explained and presented in an easy to understand fashion.
- Safe Riders! Safety Brochures - discussing key areas of snowmobiling safety.
- Safety Decals

- Safe Riders! posters - these include a variety of posters depicting key issues of the safety campaign (i.e.: alcohol and riding don't mix, always check local ice conditions, when night riding slow down, etc.)
- Video Public Service Announcements - four TV production quality public service announcement videos covering key safety issues within the snowmobile community.
- Radio Public Service Announcements - are radio broadcast ready covering key issues.
- Additional information is available through the ISMA web site at www.snowmobile.org.

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SNOW TRAILS

Inadequate riding and trail facilities increase the risk of snowmobile safety related incidents. Just a few of the risks include: cables and guide wires, fences, barbed wire, unsafe ice and ice ridges, hidden rocks, tree stumps, low hanging branches and other obstacles.

Well designed, signed and maintained trails and riding areas not only provide enjoyable recreational snowmobiling opportunities but have been proven to significantly reduce the likelihood of a snowmobiler being injured. Safe trails and use areas remain a top priority and concern of the snowmobile community.

Statistics indicate that only approximately 10 - 15% of snowmobile incidents occur on well maintained and designed trails where as much as 80-90% of all snowmobile riding takes place.

There are an estimated 230,000 miles of signed and maintained snowmobile trails in North America that have been developed by snowmobile clubs and associations, usually in cooperation with provincial, state and local governments.

Trail and Off Trail Riding

Today, Canadian snowmobiling falls into two broad categories, trail and off-trail riding.

- Off-trail riding allows you to explore untracked areas of backcountry, ride in deep powder or challenge the peaks – to travel almost anywhere you have the expertise, energy and fuel to break your own trail and find your way. In many areas, organized trails lead you to the area for the off-trail experience.
- Trail riding is primarily a leisure pastime that is rapidly becoming a major tourism industry. Safe, secure trails make snowmobiling more comfortable, less arduous and more accessible for snowmobilers of all ages and experience levels. Trails lead from one marked destination to another and often allow you access for some off-trail exploring.

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TRAIL DESIGN

The ideal snowmobile trail system is designed to meet multiple criteria:

- Safety - It is designed, signed and maintained to specifications, which will eliminate or identify hazards.
- Environment - It is designed to avoid environmentally sensitive areas and built to strict environmental standards.
- Destination - It is designed to go somewhere (to a point of scenic interest or recreation site, to connect nearby towns, etc.)
- Integrated Network- It is designed to be part of a formal, long-distance, integrated network which links towns, counties, states and provinces. A number of jurisdictions are now working to develop international, interstate and inter-provincial systems. It is now possible to ride 70% of North America's snowmobile trails through the continuous interconnections that exist, especially in the eastern half of the continent.
- The ASA has developed resource manuals: Trail Development, Trail Signage, Trail Grooming, Trail Funding and are presently working on a Trail Inspection Manual.

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TRAIL FUNDING

Snowmobilers have historically "paid their own way" for the development and maintenance of snowmobile trail systems. Funding for public snowmobile trail systems, paid for by the snowmobile user, include:

- Snowmobile registration fees (dedicated funding)
- Snowmobile gas tax rebates; (U.S. dedicated funding)
- Snowmobile Trail Permits/Passes
- Volunteer trail construction and maintenance

Snowmobile trail funding mechanisms vary from province to province depending upon whether the trail passes are mandatory, how much the provincial government dedicates to trail infrastructure, whether the province has adopted the "STOP" program (Snowmobile Trail Officer Patrol) and what the grant structures are in each province.

In Alberta, most of the original snowmobile trail systems, which were developed by the Alberta government in the 1970s have been handed over to the ASA clubs to manage. These systems are currently being maintained, signed and for the most part, groomed by volunteer operators. The clubs have purchased groomers and signage has been supplied by the ASA. Many thousands of miles of trail have since been developed by ASA snowmobile clubs.

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OTHER FUNDING PROGRAMS

Many snowmobile trail systems have been developed through programs, known in some jurisdictions as "grant-in-aid" programs. They allow a province or state to use snowmobile funds to develop and maintain trails not only on provincial or state-owned lands but also on private lands and lands owned by local governments - thus making possible the development of a comprehensive, interconnecting system. Under these grant-in-aid programs, snowmobile funds

can be distributed to local governments or recognized snowmobile clubs.

Funds may be provided on a cost-sharing basis or they may allow for 100% funding up to a maximum limit.

In many jurisdictions, donated labor and materials are applied toward the "costs" incurred by local governments or clubs.

Local governments and recognized clubs must meet certain criteria and comply with trail requirements to receive these funds.

Many areas have been very effective in developing a shared financial responsibility for trails with other user groups, benefiting business partners and tourism organizations.

PROVINCIAL TRAIL GRANT FUNDING AVAILABLE TO ASA CLUBS:

1. Municipal 2000 Sponsorship Program - Municipal Project Grant
Summary Alberta Municipal Affairs
To promote excellence in local governance by helping municipalities identify and implement improvements in four areas: municipal governance and administration, municipal services and service delivery, inter-municipal co-operation, and municipal economic viability.
2. Community Lottery Board Grant Program
Alberta Gaming and Liquor Commission
To provide grant funds for the enrichment and enhancement of project based initiatives in community services, recreation, culture, libraries, parks, health, education, social services and the environment.
3. C-FEP Community Facility Enhancement Program
Alberta Gaming and Liquor Commission
To provide financial assistance to build, purchase, repair, renovate, upgrade or otherwise improve sport, recreational, cultural or other related family and community wellness facilities.
4. Agricultural Initiatives Program
Alberta Agriculture, Food and Rural Development
Funds are provided by Alberta Lotteries to Agricultural Societies and other rural –for-profit groups to encourage improvements in agriculture, the quality of life in agricultural community and to facilitate rural development.

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MULTIPLE USE TRAILS

Trails developed with snowmobile funds directly benefit other outdoor recreationists. During the non-winter months, many of these trails are used for other trail-based activities.

Because of the safety issues, impact on the trails and liability issues, the ASA promotes snowmobile use only during the winter months on their maintained routes.

Because development of snowmobile trails is compatible with many other summer trail-based activities, and because voluntary snowmobile user fees provide a ready source of trail funds, other recreational organizations often support snowmobile trail development.

There are organizations within Alberta, which deal with multi-use trail issues and work bees, which some of our clubs members affiliate themselves with.

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ENVIRONMENT

Sound levels for snowmobiles have been reduced 94% since inception. Pre-1969 snowmobiles were noisy. At full throttle, these machines emitted sound levels as high as 102 dB(A) from a distance of 50 feet.

Snowmobiles produced since February 1, 1975 and certified by the Snowmobile Safety and Certification Committee's independent testing company emit no more than 78 dB(A) from a distance of 50 feet while traveling at full throttle when tested under the Society of Automotive Engineers (SAE) J192 procedures. Additionally, those produced after June 30 1976 and certified by the Snowmobile Safety and Certification

Committee's independent testing company emit no more than 73 dB(A) at 50 feet while traveling at 15 mph when tested under SAE J1161 procedures.

For comparison purposes, normal conversation at three feet produces approximately 70 dB(A).

It would take 256 78 dB(A) snowmobiles operating together at wide open throttle to equal the noise level of just one of the pre-1969 snowmobiles.

Problems with excessive noise levels do occur when irresponsible snowmobilers modify the snowmobile exhaust system or substitute the factory system with an after-market racing exhaust. In most states and provinces this practice is illegal and grossly misrepresents the sport.

- **THE BASICS OF SOUND AND NOISE**

Every kind of sound is produced by vibration. The sound source may be a violin, an automobile horn, or a barking dog. Whatever it is, some part of it is vibrating while it is producing sound. The vibrations from the source disturb the air in such a way that sound waves are produced. These waves travel out in all directions, expanding in balloon like fashion from the source of the sound. If the waves happen to reach someone's ear, they set up vibrations that are perceived as sound.

Sound then depends on three things. There must be (1) a vibrating source to set up sound waves; (2) a medium such as air to carry the waves; and (3) a receiver to detect them.

Noise is defined as unwanted sound, a definition that includes both the psychological and physical nature of the sound. The term "sound" and "noise" are often interchangeable.

- **HOW SOUND IS PRODUCED AND CARRIED**

It is easy to detect the vibrations of many sources of sound. A radio loudspeaker, for example, vibrates strongly, especially when the volume is turned up. If you lightly touch the speaker cone, you can feel its vibrations as a kind of tickling sensation in your fingertips.

Sound waves are often compared with water waves but are actually a very different sort of wave. What they are can be seen by considering what happens when an object vibrates in the air. Suppose someone strikes a gong, as the gong vibrates, it bends outward and inward very rapidly. This movement pushes and pulls at the air next to the surface of the metal. Air is made up of tiny molecules, and when the metal gong bends inward and outward, it creates a wave. The wave travels outward from the gong.

becoming weaker and weaker until it dies away.

- **THE SPEED OF SOUND**

Sound waves travel at a constant speed, regardless of the loudness or softness of a sound. Temperature, however, does affect their speed. At room temperature sound travels in air at a speed of 1,130 feet per second. Sound waves travel one mile in about five seconds. At freezing (0o C), sound waves travel at 1,087 feet per second or one mile in about 5 seconds.

Some sounds are high and others are low; some are loud and others barely audible; some are pleasant and others harsh. The three basic properties of any pure sound are its pitch, its intensity, and its quality.

- **THE PITCH OF SOUNDS**

Pitch is simply the rate at which vibrations are produced. Another way to define the pitch of a tone is to find its wavelength. The wavelength of a particular tone is equal to the velocity of sound divided by the frequency of the tone.

- **INTENSITY AND TONE QUALITY**

The intensity of a sound has nothing to do with its pitch. Intensity depends upon the strength of the vibrations producing the sound. The loudness of sounds is measured in decibels (dB).

- **REFLECTING AND FORCING SOUND WAVES**

Like light waves, sound waves can be reflected and focused. An echo is simply a reflection of sound. A flat surface, like that of a cliff or wall, reflects sound better than an irregular surface, like a tree, which tends to break up sound waves.

Other examples of decibel levels are as follows:

Sound	dB(A)
75-Piece Orchestra -	130
Car Horn, Snowblower -	110
Blow-dryer, Diesel truck -	100
Electric Shaver, Lawn Mower -	85
Garbage Disposal, Vacuum -	80
Alarm Clock, City Traffic -	70
Dishwasher -	60

Dishwasher - 60
Leaves Rustling, Refrigerator - 40

EFFECTS OF SNOWMOBILING.....

- **ON WILDLIFE**

Dr. Andres Soom participated in the University of Wisconsin's comprehensive three-year study on the effects of snowmobile sound levels on deer and cottontail rabbits. His report entitled Emission, Propagation and Environmental Impact of Noise from Snowmobile Operations, concluded that "only minor reactions were noted in the movements of cottontail rabbits and white tailed deer to moderate and intensive snowmobiling activity." He stated that it had not been possible to determine sound levels at which there is a clear reaction on the part of the deer "because snowmobiles must be so close to deer to generate the higher levels that other factors such as visible presence... are likely to be more important."

The Wisconsin study also compared the reaction of deer to the presence of cross-country skiers. When cross-country skiers replaced snowmobiles on the test trail systems, the deer moved away from the trail more frequently.

A three-year study, Response of White-Tailed Deer to Snowmobiles and Snowmobile Trails in Maine, conducted by wildlife scientists for the Maine Cooperative Wildlife Research Unit and the Maine Department of Inland Fisheries and Wildlife, revealed that:

"Deer consistently bedded near snowmobile trails and fed along them even when those trails were used for snowmobiling several times daily. In addition, fresh deer tracks were repeatedly observed on snowmobile trails shortly after machines had passed by, indicating that deer were not driven from the vicinity of these trails... The reaction of deer to a man walking differed markedly from their reaction to a man on a snowmobile... This decided tendency of deer to run with the approach of a human on foot, in contrast to their tendency to stay in sight when approached by a snowmobiler, suggests that the deer responded to the machine and not to the person riding it."

In a study entitled Snow Machine Use and Deer in Rob Brook, conducted by the Forest Wildlife Biologist of the White Mountain National Forest in New Hampshire, snowmobile operations and deer movement were monitored. A summary of the study indicated that deer travel patterns

were not affected by periodically heavy snowmobile use. In addition, continued use of established snowmobile trails was recommended.

The University of Minnesota issued a study by Michael J. Dorrance entitled Effects of Snowmobiles on White Tailed Deer which found no meaningful difference in the deer's home range during periods of snowmobile use and non-use.

Addressing the subject of snowmobile operations in Yellowstone National Park, Jack Anderson, a former Superintendent of Yellowstone commented:

"We found that elk, bison, moose, even the fawns, wouldn't move away unless a machine was stopped and a person started walking. As long as you stayed on the machine and the machine was running, they never paid any attention. If you stopped the machine, got off and started moving, that was a different story. The thing that seemed to be disturbing to them was a man walking on foot."

Wolf Population Increases with Snowmobiling Expansion. The Michigan DNR reported in June 1999 that the wolf population in Michigan's Upper Peninsula has increased to over 249 wolves in 30 packs, from near extinction in 1989. This tremendous growth has occurred hand in hand with the growth of snowmobiling in the U.P.

EFFECTS ON PEOPLE

Operated in normal, considerate manner, snowmobiles are barely audible from inside a home. From a distance of 50 feet, snowmobiles generate between 68 - 73 dB(A) at 15 mph. Since doors and windows are almost always closed in winter, snowmobiles operating outside at a distance of 50 feet only create an interior sound level between 41 and 47 dB(A). From a distance of 200 feet, snowmobiles produce an interior sound level between 29 and 35 dB(A), This is well below the average evening household sound level of 47 dB(A). Dr. Andres Soom, (University of Wisconsin) concluded from his study that the newer, quieter machines can travel within 45 feet of a residence without adverse effect.

Natural sound barriers, careful trail planning and reduced speed limits in residential areas further reduce snowmobile noise. Snowbanks or trees can cause a 20 dB drop in sound levels if they are between the machine and listener.

U.S. Forest Service researcher Robin Harrison reported that under usual wildland conditions, snowmobile operation is undetectable to the human ear at distances of more than 750 feet. He reported that snowmobiles were barely detectable above normal campground sound levels at a

distance of 400 feet.

COMPACTION AND VEGETATION

Everything we do has some effect on the environment. When a hiker steps on a flower, he affects the environment. When land is paved over for a bicycle path, it affects the environment. Many of the foot paths man has used for centuries still exist and are clearly visible throughout the world.

However, it's a fact that a snowmobile and rider exert dramatically less pressure on the earth's surface than other recreational activities (i.e., just one-tenth the pressure of a hiker and one-sixteenth the pressure of a horseback rider). Average pounds of pressure per square inch exerted on earth's surface:

Object	Lbs. of Pressure
Four-Wheel Drive Vehicle	30
Horse	8
Man	5
All-Terrain Vehicle	1.5
Snowmobile	0.5

(All vehicle weights considered include 210 lbs. estimated weight of one person and gear.)

Moreover, the snowmobile's 1/2 pound of pressure is further reduced by an intervening blanket of snow.

In many jurisdictions, snowmobiles are not classified as off-road vehicles. By both definition and management policies, these jurisdictions have completely separated snowmobiles from off-road vehicles. As the U.S. Department of the Interior concluded in an environmental statement:

"A major distinction is warranted between snowmobiles and other types of off-road vehicles. Snowmobiles operated on an adequate snow cover have little effect on soils - and hence cause less severe indirect impacts on air and water quality, and on soil- dependent biotic communities, than other ORV's do."

Given adequate snowfall and responsible operation, all evidence of snowmobile operation disappears when the season changes and the

snow melts.

In its environmental statement regarding off-road vehicle use of public lands, the U.S. Department of the Interior stated: "Where snowmobiles are used exclusively over snow on roads and trails, the impact on vegetation is indeed virtually nil."

A University of Wisconsin study of J. W. Pendleton entitled Effect of Snowmobile Traffic on Non-Forest Vegetation discovered that snowmobile traffic had no effect on grain yield of winter wheat, alfalfa, red clover plots or grass legume. Species of turf grass showed slightly reduced yields at first harvest, but were not negatively affected in subsequent harvests.

Research undertaken by Dr. James C. Wittaker and Dennis S. Wentworth of the University of Maine concluded that "compaction by snowmobiling does not alter the grain weight yields of alfalfa in Maine."

A Utah Water Resource Laboratory study found that snow compaction, caused by snowmobile tracks, does not damage wheat crops. Instead, the compaction increases the yield and eliminates snow mold. Erosion is also reduced.

There is no evidence that snow compaction caused by snowmobiling, ski-touring or snowshoeing has a significant impact on the population of small burrowing animals. Since these recreations take place over a minuscule portion of the total land area, the ecosystems of burrowing animals tend to be overwhelmingly affected by natural forces-such as wind-induced compaction, early and late snowfalls, temperature fluctuations resulting in thaws and freezes, etc.

ENVIRONMENTAL SUPPORT FOR SNOWMOBILERS

Jan 2001 - The following comments were made by John Monarch, President of an ecological consulting firm in Colorado. His input reflects the reality of just how twisted the process of "protecting our environment" has become.

I have been a wildlife biologist who has conducted wildlife studies for over 35 years in the intermountain west. During that time I have used snowmobiles to access areas where I have conducted studies.

Having observed wildlife responses to snowmobiles over that time I would support Ed's (Klim, President of the International Snowmobile Manufacturers Association) observation that there have been no studies to support the notion that there have been significant impacts to wildlife. As a matter of fact I would

doubt one could prove even through studies that elk, deer, bison and other wildlife are affected at not only the population level, but the individual level.

The potential risk to wintering wildlife by snowmobile activity is minimized by the fact that most snowmobiling occurs in non-winter use areas. An example is the White River National Forest where less than 3% of the forest is considered to be winter habitat for big game animals. And of this area portions of that are not accessible to snowmobilers.

The argument that snowmobiling affects humans is driven primarily by the cross-country skiers who feel the snowmobilers are impacting their wilderness experience. They are unwilling to accept that with the new exhaust systems sound levels are very low and one can't hear them very far away. I enjoy cross-country skiing as much as snowmobiling and have never had a problem with noise or discourteous riders.

As for the environment there are no studies to prove snowmobiles affect the environment. There may be evidence that sleds have been in an area, but no evidence that the environment has been harmed. The special interest groups don't want to accept the fact that snowmobiling occurs on the snow and, with few exceptions, do not affect vegetation or habitat.

The few exceptions I reference are those instances when snowmobilers ride during marginal snow conditions and tear up the vegetation. This is an education and self-policing issue that we must continue to work on and not a reason to close down national parks or portions of the forests or BLM lands.

Whenever I deal with environmental issues, I find that they have an opinion and are pushing an agenda and don't care what the facts or lack thereof show. What people need to do is spend as much time in the field as I have over the past years then maybe they would have a better understanding of how wildlife reacts to not only winter, but year around recreation and other activities. Then, maybe they wouldn't be so inclined to get on the bandwagon in opposition of motorized recreation.

I should further point out that over my many years of observations, I have found that wildlife reacts more to a person walking or cross country skiing than when they are in a vehicle, or on a snowmobile or ATV.

MONTANA STATE UNIVERSITY STUDY SHOWS BISON DON'T FAVOR GROOMED ROADS IN YELLOWSTONE NATIONAL PARK - January 2001 - According to a study by a former Montana State University graduate student who spent two winters documenting the shaggy beasts' precise movements in the park's western section, most of bison travel is not taking place on groomed roads. Dan Bjornlie, who finished his master's degree in ecology at MSU last

spring and currently works for the Wyoming Game and Fish Department, is the first person to directly address the issue with field studies.

The study, funded by the Biological Resources Division of the U.S. Geological Survey and accepted for publication in the Journal of Wildlife Management, found only 8 percent of the time were bison traveling on roads. More often, the bison followed natural corridors, streambanks and packed (ungroomed) trails.

In 28,293 bison observations in the Madison, Firehole and Gibbon river drainages from November 1997 to May 1998 and from December 1998 to May 1999, Bjornlie found of all bison activities, a really small part is traveling, and most of that, a small part is travel on the roads. What's more, bison road use peaked in the months before and after the roads were groomed, especially after mid-April when spring thaws opened up new foraging areas.

The study yielded no evidence that the animals used groomed roads for traveling long distances. Most - 68 percent - traveled less than 1 kilometer while on groomed terrain refuting the travel hypothesis repeated so frequently by the media. Citing the increasing population since control efforts were halted in 1967, researchers said the bison are moving because of range expansion, not because of the roads.

NEW TECHNOLOGIES PRESENTLY BEING TESTED BY THE MANUFACTURERS

1. Snowmobiles using four-stroke car type engines are being used throughout North America.
2. New direct injection technology and catalytic converter systems for two-stroke engines are being tested. This technology is similar to the technology used in marine engines and the results are promising.
3. Additional work is being done on high technology engines using direct injection systems, and new engine designs.
4. More precise carburetors to reduce emissions from continuing improvement of the air and fuel metering
5. Improved mufflers, muffler wrapping and hood foam to continue reduction in sound.
6. Advanced 3-dimensional electronic ignitions for emissions reduction, more efficient operation of engine, and less fuel consumption.

HISTORY OF MANUFACTURERS TECHNOLOGY IMPROVEMENTS

Here is a history of some technology improvements made by the snowmobile manufacturers that have lowered emissions and sound levels of snowmobiles.

Presently - The EPA is moving forward on regulating snowmobile emission levels and by September 2002 the new emission regulatory standard for snowmobile engines should be law.

- 1998 - Developed Frequency-Tuned intake system resulting in reduced engine sound level.
- 1995 - Promotion of oxygenated fuel, and technology improvements to allow use of oxy-fuel resulting in emissions reduction of 19% and 31%.
- 1994 - Altitude compensating carburetors introduced resulting in emissions lowered as a benefit of more accurate fuel and air metering.
- 1991 - Electronic Fuel Injection introduced resulting in emissions lowered utilizing electronically controlled air and fuel metering.
- 1988 - Movable Exhaust valves introduced resulting in largest single improvement for sound reduction and emissions lowering both.
- 1977 - Oil injection introduced resulting in reduced oil consumption and exhaust emissions.
- 1976 - Secondary air silencer introduced resulting in further reduced air-intake noise.
- 1976 - Center Dump Pipes introduced resulting in reduced exhaust noise.
- 1975 - Pipe wrap of exhaust systems introduced resulting in reduced shell noise from expansion chamber.
- 1975 - Fin dampeners in fan-cooled engines introduced resulting in reduced high frequency sound from cooling fins.
- 1974 - SSCC Regulations Promulgated resulting in mandated sound reductions and comprehensive SAE regulated testing for all OEM snowmobiles.
- 1973 - CDI Ignition developed resulting in emission reduction from improved combustion.
- 1973 - Hood Foam Lining introduced resulting in absorbed under the hood sound.
- 1973 - Intake air boxes introduced resulting in reduced air intake

- noise.
- 1972 - Fully enclosed engine compartment introduced resulting in trapping noise under the hood.
- 1971 - Variable ignition timing introduced resulting in more efficient combustion, less emission and better fuel economy.
- 1970 - Aluminum clutch introduced resulting in increased efficiency, lower emissions and better fuel economy.

SNOWMOBILING INTO THE FUTURE

Sound levels for snowmobiles have been reduced 94% since inception. Pre-1969 snowmobiles were noisy. Today's machines emit no more than 78 dB(A), which is comparable to a garbage disposal or vacuum. It would take 256 snowmobiles operating together at wide-open throttle to equal the noise level of just one of the pre-1969 snowmobiles. Problems with excessive noise levels do occur when snowmobilers modify the snowmobile exhaust system or substitute the factory system with certain after-market racing exhaust. This practice is illegal and grossly misrepresents the sport.

Manufacturers, using the latest in technology and science, are working and investing in order that all aspects of the machine are updated to serve the needs of a growing populace. They are also meeting stricter environmental requirements. Some of the technologies being reviewed and tested include using four-stroke car type engines; new direct fuel injection technology and catalytic converter systems for two-stroke engines and direct injection on high technology and new engines; improved mufflers, muffler wrapping and hood foam; and advanced 3-dimensional electronic ignitions for emissions reductions, more efficient operation of engine and less fuel consumption.

The sport of snowmobiling will continue to offer a unique form of recreation to mankind. A recent study conducted by the Recreation Roundtable showed that people who recreate outdoors are happier, healthier and more productive. They are better citizens and neighbors. As our future holds new demands on our time, the recreation that snowmobiling affords will increase in importance.

The future will see the snowmobile itself continue to improve in dependability, reliability and quality for all consumers. Manufacturers, using the latest in technology and science, are working and investing in order that all aspects of the machine are updated to serve the needs of a growing populace.

-ELEVEN-

SNOWMOBILE ORGANIZATIONS

International Snowmobile Manufacturers Association (ISMA) is an organization representing the four snowmobile manufacturers, Arctic Cat, Bombardier, Polaris and Yamaha. ISMA's main function is to provide and encourage policies, programs and activities to improve the sport of snowmobiling throughout the world. ISMA coordinates committees within the industry to handle concerns such as snowmobile safety, the promotion of the sport of snowmobiling, keeping accurate statistics, reporting the growth of the industry and the positive economic impact the sport has throughout the world.

American Council of Snowmobile Associations (ACSA) is a non-profit national (US) association dedicated to providing leadership and advancing the efforts of all snowmobile-affiliated organizations to promote the expansion and education of responsible snowmobiling in the United States. Acts as national coordinator and spokesperson for state volunteer snowmobile associations and snowmobile clubs. ACSA was formed in 1995.

State Associations - each state in the snow-belt areas of the U.S. has a non-profit state snowmobile association representing the interests of snowmobile users, dealers, and service and supply companies within their state.

Canadian Council of Snowmobile Organizations - Conseil Canadien des Organismes de Motoneige (CCSO/CCOM) is a non-profit federation of snowmobiling organizations located within Canada, dedicated to providing leadership and support to organized snowmobiling in Canada. Designed to facilitate effective communication and cooperation among snowmobile organizations, government(s) and industry; unite snowmobilers in Canada to pursue common goals; promote the opportunity to snowmobile in Canada; and to promote safe and environmentally responsible snowmobiling. The CCSO/CCOM was formed in 1974.

Provincial Organizations - each province and territory in Canada has a non-profit snowmobile organization representing snowmobile clubs and users. Membership in most of the provinces is mandatory if users wish to use the trail system within the province. The trails within the provinces are maintained, designed, developed and controlled by the snowmobile clubs through an arrangement with the province and private land owner.

International Association of Snowmobile Administrators (IASA) is government employees and paid administrators who coordinate government action pertaining to the snowmobile industry and in particular, manage the safety training programs and the trail systems within the states and provinces.

National Snowmobile Foundation (NSF) - a 501(c)(3) foundation designed to educate the public about safe snowmobiling and assist snowmobile organizations with fundraising for charity.

Snowmobile Safety and Certification Committee (SSCC) - was formed in 1974. The organization is responsible for the safety certification standards covering new production snowmobiles. The members work with 3rd party inspection agencies and engineering groups.

International Snowmobile Council (ISC) was formed in 1973 and is designed to provide a communication forum and a means of addressing issues that are common from an international perspective. Delegates from ACSA and CCSO/CCOM form the ISC.

International Snowmobile Congress -a four-day event held annually (early June) in North America. All snowmobile representation groups meet, exchange information and address issues and concerns common to the industry.

International Snowmobile Media Council (ISMC) - an organization of media personnel from within the snowmobile industry. They meet at least twice per year and exchange ideas on the snowmobile industry.

International Snowmobile Tourism Council (ISTC) - an organization of tourism bureau representatives from the states, provinces and territories. They meet at least once a year at the International Snowmobile Congress to discuss the importance of the industry to tourism and how they can work cooperatively to expand and promote snowmobiling within the tourism industry.

SNOWMOBILE CLUBS

"I tell groups--we, the clubs, are the fifth snowmobile manufacturer," says Don Lumley.

Lumley, of Sudbury, Ontario, is past president of the Canadian Council of Snowmobile Associations, and serves on ISMA's Safety Certification Committee. He has been chair of the International Snowmobile Council and president of the Ontario Federation of Snowmobile Clubs. He knows snowmobiles and trails.

"We are the infrastructure manufacturer," Lumley says of the clubs and associations scattered like snowflakes across North America. "We're volunteers, and yet we develop a product--an infrastructure of trails that snowmobiles are capable of using."

Snowmobile clubs do even more than that. They groom trails--on their own--by buying grooming machines or by contracting with professional groomers. They also work to keep trails safe, maintaining them through all seasons. They work to create safer snowmobilers, too.

Helping others, creating safe riding areas, training safe riders and preparing for any problems . . . these are all activities of the modern snowmobile club, whose members pursue their own special winter fun at the same time.

Some clubs have built their own clubhouses. Others have created annual fund-raising events that channel money to charitable groups while providing pleasant social events for their members.

Clubs also keep their collective eye on the snowmobile trail . . . the pathway to winter fun. First came individual trails, many of them now 30 years old. Gradually, individual trails became linked or "integrated." Some are even international, bridging the border between Canada and the United States.

With a group of eight snowmobilers, Lumley left his home in Sudbury, Ontario, 300 miles east of Sault Ste. Marie. They traveled north, then west, around the western end of Lake Superior and through Minnesota, Wisconsin, Michigan and back to Ontario--2,300 miles in 10 days, all on snowmobiles, all on groomed trails.

All thanks to snowmobile clubs and snowmobilers.

-THIRTEEN-

SAFE RIDERS PLEDGE

- I will never drink and drive a snowmobile.
- I will drive within the limits of my machine and my own abilities.
- I will obey the rules and laws of the state or province I am visiting.
- I will be careful when crossing roads, and always cross at a right angle to traffic.
- I will keep my machine in top shape and follow a pre-op check before each ride.
- I will wear appropriate clothing, including gloves, boots and a helmet with a visor.
- I will let family or friends know my planned route, my destination and my expected arrival time.
- I will treat the outdoors with respect. I will not litter or damage trees or other vegetation.
- I will respect other peoples' property and rights, and lend a hand when I see someone in need.
- I will not snowmobile where prohibited.

ASA REGULATORY INVOLVEMENT

TO MAKE SNOWMOBILING IN ALBERTA BETTER the Association was formed in 1972 and was immediately involved in the Eastern Slopes Policy and most of the Integrated Resource Planning affecting snowmobiling. Within the past 15 years, we have been involved in:

1. Presentation to Standing Policy Committee on Natural Resources and Sustainable Development (1995). Called for:
 - a. A dedicated fund to collect and disperse fees for snowmobile trail development and maintenance
 - b. Revision of the Off Highway Vehicle Act
 - c. A process for accessing abandoned railway lines
 - d. A process to address liability issues and concerns

- e. Division of snowmobiles from summer use off highway vehicles and restrictions be removed throughout the Integrated Resource Planning Process or Access management processes/land use restraints
 - f. A trail co-ordinator be funded and introduced to oversee all trails within the province
- 2. Alberta Snowmobile Economic Impact Study with Alberta Economic Development and Tourism
- 3. Alberta Trailnet member
- 4. Alberta Snowmobile Inventory and Development Study 1996
- 5. Alberta Snowmobile Trail Enhancement Plan 1997
- 6. Occupiers Liability Legislation review 2000
- 7. Agricultural Dispositions Statutes Amendment Act 2000
- 8. Special Places 2000 – Provincial Coordinating Committee
- 9. Castle Access Management Review
- 10. Off-Highway Vehicle Act Review 2000-01 - Recommendations
 - a. Increase the penalty for unregistered and uninsured snowmobiles
 - b. Mandatory use of snowmobile safety approved helmet by driver and passengers of snowmobiles
 - c. Utilization of a sticker license system instead of plates for snowmobiles
 - d. Snowmobiles be permitted to operate in ditches and rights-of-ways under certain conditions fixed by regulations
 - e. Operation – driving on right hand side, turning, passing/yielding, traveling safe distance behind,
 - f. Equipment – snow vehicles vs snowmobiles
 - g. Towing – reflectors etc.
 - h. Riding in a public place or across a highway – valid driver’s license requirement or completed approved snowmobile operator safety course authorized by the government.
 - i. Regulatory trail signs – compliance and removal
 - j. Licensing – Drivers operating snowmobiles while license is suspended – prohibition should apply to snowmobiles.
 - k. Establishment of a dedicated fund to be directed to trail development, maintenance and safety.
- 11. Alberta Snowmobile Safety Task Group 1996-present
 - a. Sled Smart Snowmobile Safety & Awareness Campaign
- 12. Standing Policy Committee on Agriculture, Environment and Rural Alberta (2000) regarding Alberta Rocky Mountain Snowmobile Committee Pilot Project
- 13. Federal Species at Risk Act – review and submission
- 14. Snowmobile Industry Guidelines Validation Committee (Tourism Training Canada)
- 15. National Environment Campaign - CCSO

16. Trans Canadian Snowmobile Trail Map established in consultation with all the provincial snowmobile federations under the Canadian Council of Snowmobile Organizations (CCSO)
17. National Snowmobile Tourism Study 2001 (CCSO/Ab. Economic Dev.)
18. Alberta Trail Advisory Council member
19. Riverland Recreation Trail Society
20. Big Horn Access Management Plan

SUMMARY OF EVENTS- IMPACT ON SNOWMOBILING

BACKGROUND

The Alberta Snowmobile Association, or more commonly known as “ASA” is the umbrella association responsible for 53 snowmobile clubs throughout Alberta. We are comprised of 5000 members who, in turn, maintain nearly 5,000 kilometers of snowmobile trail in Alberta, 3,000 of which are groomed, and a further 5,000 kilometers are being planned.

We are the Alberta member of the Canadian Council of Snowmobile Organizations (CCSO) and a member of the Western Chapter of the International Snowmobile Council.

We are proud to be the recognized voice of organized snowmobiling to government on public land management issues. The threat of land closure to snowmobilers and eventual closure is not new to Alberta.

Historical Events for Snowmobiling in Alberta:

October 1966	Federal Parks Policy restricts snowmobiling to specific areas within the parks.
1966 – 1971	Pressures from other user groups to increase restriction on motorized vehicles in National Parks.
1970	Beginning of studies to address the demand for resources outside National Parks, on the Eastern Slopes.
	Major studies begin, in order to address the demand for resources in the Eastern Slopes.

- The Alberta Snowmobile Association formed, as a response to Eastern Slopes Policy, in order to lobby government.
- 1971 – 74 More restrictions imposed on Trails systems that are conducive to snowmobiling in National Parks.
- Provincial Government announces a policy of integrated resource management for the Eastern Slopes.
- Kananaskis Country created, restricting snowmobiling use in one of the prime snowmobiling areas.
- Integrated Resource Planning Program begins for all of Alberta.
- 1979 – 80 Alberta Forest Services establishes a designated system of Snowmobile Trails in eleven areas in selected Forest Zones/Tourism Zones. These, (approximately 1,000 km) have since basically been turned over to the Alberta Snowmobile Association clubs under a volunteer mechanism.
- 1983 – 84 Alberta Tourism and Small Business undertake “A Profile of Recreational Snowmobiling by Recreational Households”, a study that showed an impact of over \$18.3 million during the 1983-84 season, just as a result of equipment and operating expenditures.
- Alberta Snowmobile Association presents briefs to the Federal Government on the Four Mountain Parks Planning Program.
- Federal Parks Minister issues a ministerial order banning ALL snowmobiles from National Parks and delegates the responsibility for snowmobiling to the Provincial Government and that any trails and facilities be on provincial lands.
- 1987 – 89 Public hearings proceed throughout many parts of the province. Concern with possible implications for remaining snowmobiling use areas prompts the ASA to initiate lobby campaign to the provincial planning team.
- 1988 “Alberta Inventory and Development Study” was initiated by the ASA with the objective of developing a plan to enhance recreational snowmobile for resident and non-residents.

- 1990 Implementation of the ASA Snowmobile Trail Development Committee, as recommended by the study, with the objective of developing and implementing a provincial snowmobile trail system.
- 1992 Federal census reports 65,000 Alberta households owning one or more snowmobiles.
- 1995 Alberta Economic Development and Tourism, in conjunction With the Alberta Snowmobile Association, complete a study of economic impact of snowmobiling in Alberta for the 1994-95 season. (\$163 M impact)
- Alberta Department of Environmental Protection and Department of Economic Development and Tourism announce “Special Places 2000”, a policy to balance the preservation of Alberta’s natural Heritage. The policy’s three goals – outdoor recreation, heritage appreciation, and tourism/economic development (Special Places 2000: Alberta’s Natural Heritage.) Special Places 2000 resulted in further restrictions and designated routes within Wildland Parks for snowmobiling and off highway vehicles.
- The Alberta Snowmobile Association presents recommendations to the Standing Policy Committee on Sustainable Development.
- 1995 – 1999 The Alberta Snowmobile Association provides representation for all snowmobilers on the Special Places Provincial Co-coordinating Committee, appointed by the Minister of Environmental Protection, leading to negotiations for (at best) restricted trail corridors through protected areas or dealing with the worst scenario, total closure and banning of snowmobile use.
- 1997 Alberta Snowmobile Association participated in the provincial public lands review dealing with public access and management of those lands.
- ASA participated in the Kananaskis Country Recreational Development Policy Review, which will potentially, further restrict access to snowmobiling on these public lands.
- 2000 Minister of Environmental Protection disbands the Special Places Provincial Co-coordinating Committee and continues

with Public review process leading to the possibility of more closures.

2001

Prime snowmobiling areas are continually under threat of closure to us and further restrictions.

2002

Legislative issues related to provincial recreation corridors will be the focus of an MLA review committee appointed by Community Development Minister Gene Zwozdesky. The committee will complete a legislative review of existing legislation related to trails and recreation in Alberta and other provinces, listen to the concerns of individuals and organizations through public consultation this spring, and make recommendations that will address issues.

The expected outcome of the review is new legislation governing recreational trails and amendments to some of the existing 20 provincial acts related to trails.

This condensed historical perspective is meant to serve as a summary of some of the events that have had an impact on snowmobiling in Alberta. The majority of these events have served to limit snowmobiling activity, rather than to enhance it.