

WINTER MOTORIZED RECREATION MANAGEMENT PLAN IN THE SOUTH PEACE

WHAT WE HEARD REPORT

AUGUST 2021



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EXECUTIVE SUMMARY

In early 2021, a draft Winter Motorized Recreation Management Plan (Plan) for the South Peace was prepared by the Ministry of Forests, Lands, Natural Resource Operations and Rural Development, in collaboration with the governments of Canada, West Moberly First Nations, Saulteau First Nations. This draft plan was informed by recommendation from the South Peace Snowmobile Advisory Committee (SPSAC). The draft plan identified management measures proposed to mitigate the impacts of winter motorized recreation on caribou recovery while retaining or enhancing winter motorized recreation opportunities in appropriate areas.

The Ministry worked with RC Strategies, an independent recreation planning and engagement firm, to plan and implement an engagement process to obtain feedback on the draft plan.

This report documents the process and presents the key themes that emerged from that engagement. This report does not present the input gathered during consultation with local First Nations.

ENGAGEMENT BY THE NUMBERS

14,661 POSTCARDS
DISTRIBUTED

1,318 SURVEY RESPONSES

3 LOCAL GOVERNMENT
DELEGATIONS

30 EMAIL SUBMISSIONS

1 LETTER SUBMISSION

64 WEBMAP SUBMISSIONS

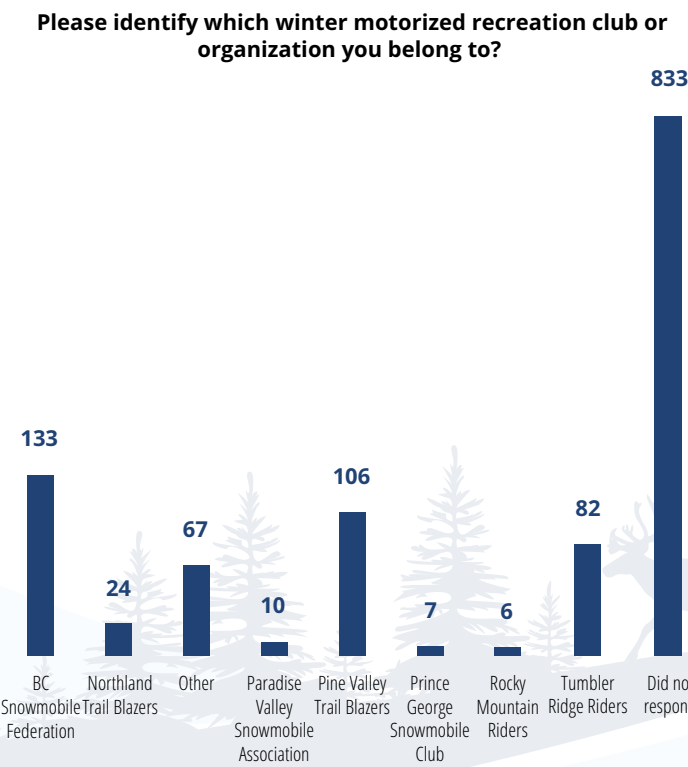


Engagement Process

The engagement process was initiated on May 19, 2021 and completed on July 14, 2021. British Columbians were invited to share their input through one, or more, of the following ways:

- Completing the online survey available through the EngageBC project website,
- Online interactive crowdsource webmap available through the EngageBC website,
- Completing a hard copy of the survey and submitting it to a local FrontCounter BC offices,
- Written letter mailed to the Caribou Recovery Program, of by
- Electronic letter emailed to the Caribou Recovery Program.

These opportunities were communicated through a direct mail campaign (postcards), direct email notices, meetings and webinars, posters, and social media.



Engagement Respondents

Thousands of British Columbians and residents outside BC shared their feedback and ideas on the draft plan. 33% of survey respondents reported being residents of the South Peace region, an additional 25% were BC residents but from outside the Region. 21% were from outside BC and 21% did not report their place of residence. Respondents identified themselves as having a broad diversity of interests in the plan, with the majority (44%) indicating that they represented a winter motorized recreation user perspective. Of those who identified as active winter motorized recreationists, 64% indicated that they belonged to a winter motorized recreation club or organization while 32% did not. Nearly 30% of all respondents indicated that they were an interested member of the public who was not associated with other specified groups. The remaining 6% of survey respondents included:

- Indigenous persons
- Members of environmental non-governmental organizations
- Elected officials
- Adventure Tourism Operators and natural resource tenure holders
- Other / unspecified

The input received through the engagement process shows that the opinions of respondents varied based on whether the respondent lives in the region and whether they reported being a winter motorized recreation user or another interest.

Findings

1. Support for the Plan as a Whole is Low, but Varies by Interest and Rationale

In general, survey respondents expressed a low degree of support for the plan. 75% of survey respondents strongly (66%) or somewhat (9%) opposed the Plan as drafted. Of the 75% of respondents who opposed the plan, 54% were winter motorized users. Proportionately, support for the Plan was lowest among respondents who indicated that they were winter motorized recreation users and also members of a winter motorized recreation club.

Qualitative input from all forms of feedback (e.g. survey respondents, e-mails, and letters) suggests that support for the Plan is low for the following reasons:

- There is a belief that the draft plan did not meaningfully consider the input of the South Peace Snowmobile Advisory Committee.
- There is concern about the transparency of the caribou recovery process and the process used to develop the draft plan.
- There is a belief that public lands should remain open and accessible to all British Columbians.
- In the opinion of some respondents, the plan does not give strong enough consideration to the importance of winter motorized recreation and the negative impacts the plan will pose on the quality of life of residents, the region's current winter visitor economy and the potential for the region to further develop its winter visitor economy.
- There is a disbelief that caribou are using many of the areas proposed for closure.
- Some respondents believe that predator management, rather than winter motorized recreation management, will better support caribou recovery.
- Some respondents do not agree that winter

motorized recreation should be prohibited from areas where resource development (forestry, mining, oil and gas, etc.) is permitted.

- Some respondents favour more "active management areas" where winter motorized access is dynamically managed based on caribou presence rather than full or partial season closures.
- Some respondents are concerned that the proposed 2-year adaptive management cycle for highly valued riding areas creates uncertainty for winter motorized recreation users and many expect these areas to be closed by government in the future anyways.
- Some respondents believe the draft plan should provide even greater protections for caribou by closing more area to winter motorized recreation and industrial development.

2. Agreement with the Definition and Proposed Application of Management Strategies Varies by Strategy & Interest

Adaptive Management

Most survey respondents (69%) strongly or somewhat disagreed with the definition and proposed approach to adaptive management. The qualitative feedback indicated that many respondents perceive there to be a lack of consideration for the outdoor recreation lifestyle and economy of North Eastern communities as well as a lack of consultation, which underlies their responses. Many respondents felt that the definition of adaptive management did not reflect what was reported and provided through consultation with the SPSAC. Within the concept of adaptive management, requests were made for more public data on caribou locations, habitat, ranges, and current GPS coordinates of caribou herds. Some respondents suggested that predator control, predator management and management of other factors beyond winter motorized recreation should be included in the definition of adaptive management.

Some respondents expressed the view that adaptive management in its current definition does not go far enough to protect caribou and their habitat.

Full & Seasonal Closures

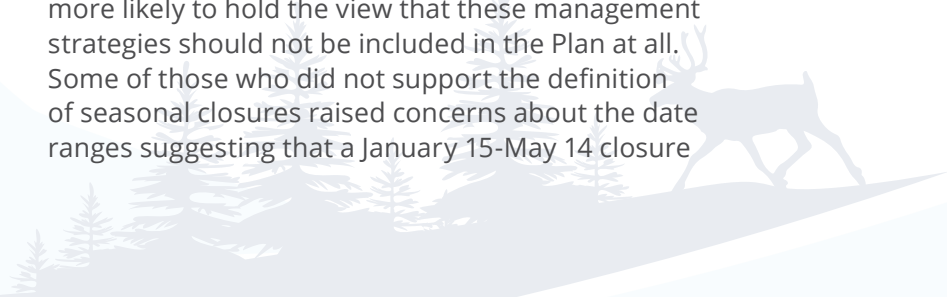
Of all the management strategies proposed in the plan, agreement by survey respondents was lowest for the definition and application of full season closures followed by seasonal closures. The qualitative input suggests that respondents who did not agree with the definition of these management strategies were more likely to hold the view that these management strategies should not be included in the Plan at all. Some of those who did not support the definition of seasonal closures raised concerns about the date ranges suggesting that a January 15-May 14 closure

period does not consider or reflect the actual weather patterns and snow levels in the region and would effectively result in a full closure.

Winter motorized recreation users were most likely to strongly disagree with the definition and application of full season and seasonal closures. Respondents who indicated that they were interested members of the public were more likely to agree with the definition and application of these management strategies than not. 40 different respondents suggested that further closures should be implemented to better protect caribou.

Active Management Areas

Over 61% of survey respondents disagreed with both the proposed definition and application of active management areas, with winter motorized recreation users representing the majority of those not in agreement. A noticeably higher proportion of non-club members expressed support for the application of active management areas than club members. Interested members of the public were more likely to agree with the definition and application of active management areas, although some still expressed strong disagreement with the location of proposed active management areas, and some expressed the desire to reduced motorized access further.



Enhancement Areas

Support was stronger for the definition and application of enhancement areas than most other management strategies. Approximately the same number of survey respondents agreed (42%) with the definition of enhancement areas as those that disagreed (44%). However, support for the location of proposed enhancement areas was lower (53%).

Some respondents indicated the need for the government to commit a specified amount of funding for supporting and investing in enhancement areas. The most commonly identified enhancements included:

- Warming cabins,
- New / improved trails and trail connections,
- Staging areas
- Comfort amenities such as washrooms, and
- Bridges

Some respondents suggested that the enhancement areas proposed were too small; while others suggested that no enhancements areas should be provided, in order to protect more area for caribou.

Education & Communication Strategy

Of all proposed management strategies, survey respondents expressed the highest level of agreement (46%) with the education and communications strategy. Winter motorized users represented the largest proportion of respondents who disagreed with the strategy. Interested members of the public were much more likely to agree with the strategy than disagree.

Compliance & Enforcement Strategy

Overall, 46% of survey respondents disagreed with the proposed compliance and enforcement strategy while 35% were in agreement. Disagreement with the strategy was highest amongst winter motorized users while interested members of the public were much more likely to agree with the compliance and enforcement strategy.



1 INTRODUCTION

Southern Mountain Caribou, including the herds within the Central Group, have experienced significant population declines over the past three generations. On February 21, 2020, the Governments of British Columbia, Canada, West Moberly First Nations, and Saluteau First Nation (the Parties) signed the [Intergovernmental Partnership Agreement for the Conservation of the Central Group to the Southern Mountain Caribou](#) (Partnership Agreement) in accordance with Section 11 of the Species at Risk Act. This agreement specifies the actions that the Parties have agreed to take to achieve the shared recovery objective of: “Immediately stabilizing and expeditiously growing the population of the Central Group to levels that are self-sustaining and support traditional aboriginal harvesting activities, consistent with existing Aboriginal and Treaty rights”, while considering the social and economic well-being of communities and stakeholders in the region.

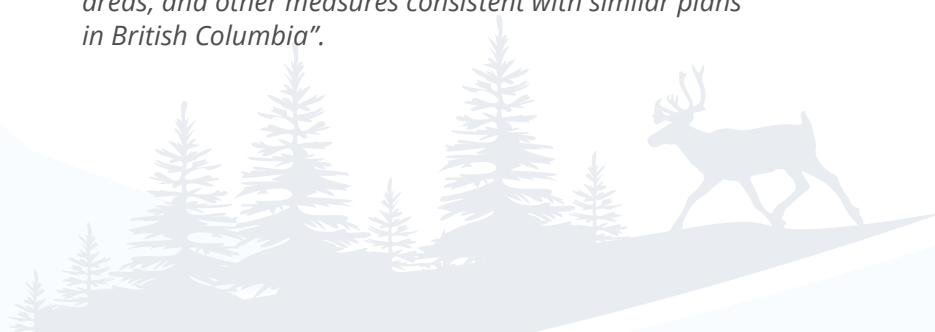
Clause 37 of the Partnership Agreement states British Columbia’s responsibility to:

“Develop and implement a management plan for motorized recreation to achieve the Shared Recovery Objective for the Central Group of Southern Mountain Caribou. The design and implementation of the management plan will be undertaken jointly with representatives of the other Parties, and in consultation with technical experts, First Nations, local governments, and snowmobile clubs. The management plan may provide for the restriction of recreational motor vehicle access within prescribed areas of caribou habitat, the enhancement of recreational facilities in appropriate areas, and other measures consistent with similar plans in British Columbia”.

In early 2021, a draft Winter Motorized Recreation Management Plan (Plan) for the South Peace was prepared by the Ministry of Forests, Lands, Natural Resource Operations and Rural Development, in collaboration with the governments of Canada, West Moberly First Nations, Sauteau First Nations. This draft plan was informed by recommendation from the South Peace Snowmobile Advisory Committee (SPSAC). The draft plan identified management measures proposed to mitigate the impacts of winter motorized recreation on caribou recovery while retaining or enhancing winter motorized recreation opportunities in appropriate areas.

1.1 Purpose of the Report

The purpose of this report is to transparently document the process that was undertaken to engage British Columbians in providing input and feedback on the draft plan and present the key themes that emerged from that engagement. Though the report provides a summary of the key findings, all input received during the engagement process is made available in the appendices as a means to ensure engagement and reporting transparency. This report does not present the input gathered during consultation with local First Nations.



1.2 Engagement Process

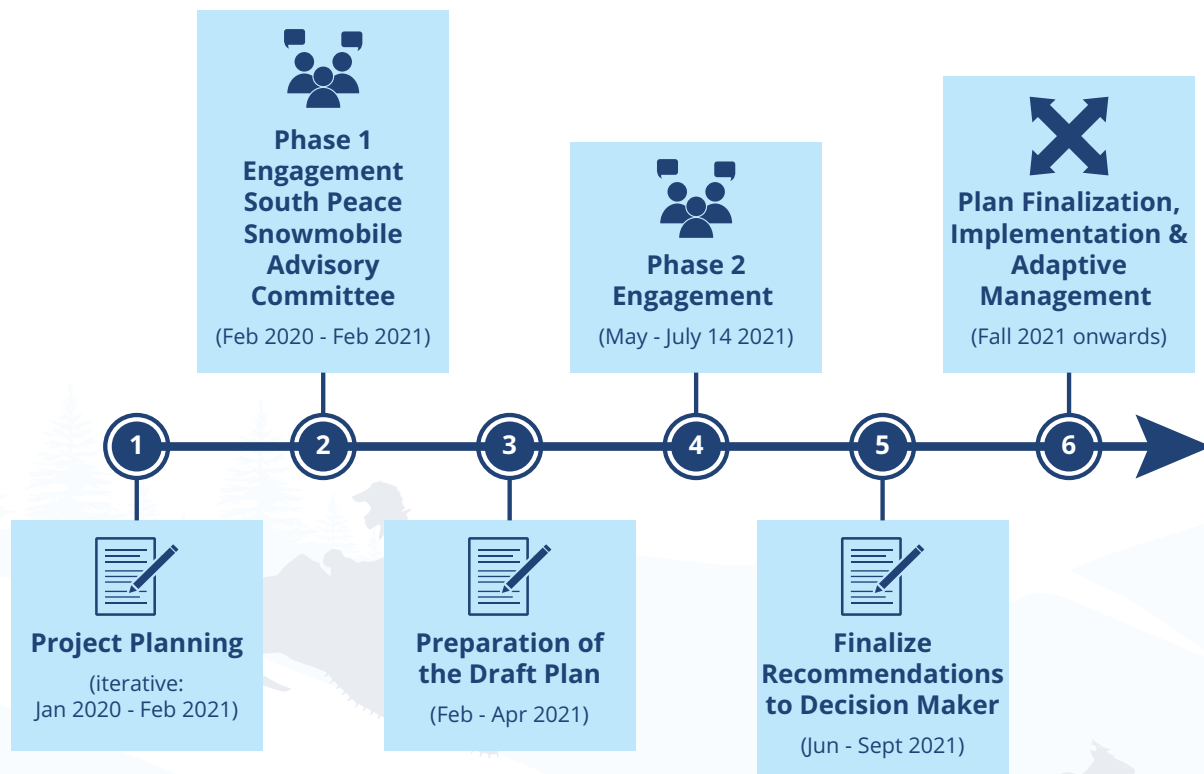
The Ministry worked with RC Strategies, an independent recreation planning and engagement firm, to plan and implement an engagement process to obtain feedback on the draft plan. The engagement process occurred in two phases:

PHASE 1:

Thirteen (13) meetings were held with the South Peace Snowmobile Advisory Committee. Based on the input received during those meetings, RC Strategies prepared a [report and recommendations](#) were submitted to the Government of British Columbia to inform preparation of a draft plan. Following receipt of the SPSAC advice, the Government of British Columbia worked collaborative with the Government of Canada, West Moberly First Nations and Saulneau First Nations to prepare the draft plan.

PHASE 2:

The Phase 2 engagement process was designed to provide any individual or organization who has an interest in caribou recovery and / or winter motorized recreation with the opportunity to share their ideas, opinions and perspectives on the draft plan.



1.3 Engagement Communications

The draft plan was presented, for information, to the SPSAC on May 18, 2021. The draft plan was then released publicly for review and comment between May 19 and July 14, 2021.

British Columbians could view / obtain the report electronically through the EngageBC project page (<https://engage.gov.bc.ca/caribou>), in hard copy from one of the local FrontCounter BC office locations in the region, or by contacting the Provincial Caribou Program and requesting that the Plan and engagement materials be mailed or emailed to them.

Engagement opportunities were communicated via:

- **Direct mail campaign:** 14,661 engagement notice postcards were sent to post boxes and residences throughout the South Peace (week of July 2, 2021),
- **Direct email notice** to 33 stakeholders including tenure holders, recreation organizations, environmental organizations and others (sent May 19th, 2021),
- **Local / Regional Government Presentations** offered to all local governments. Three presentations were provided:
 - » Dawson Creek City Council (June 28, 2021)
 - » District of Mackenzie (June 28, 2021)
 - » District of Chetwynd (July 5, 2021)
- **Local Snowmobile Club Presentations** as requested:
 - » Rocky Mountain Riders – 25 respondents (June 29, 2021)
 - » Tumbler Ridge Riders & Paradise Valley Snowmobile Club – (July 12, 2021)
- **Hard copy posters** were posted throughout high traffic locations (e.g. snowmobile dealerships), in communities throughout the South Peace;

ENGAGEMENT BY THE NUMBERS

14, 661 POSTCARDS
DISTRIBUTED

1,318 SURVEY RESPONSES

50% OF SURVEYS WERE FULLY
COMPLETE

3 LOCAL GOVERNMENT
DELEGATIONS

30 EMAIL SUBMISSIONS

1 LETTER SUBMISSION

64 WEBMAP SUBMISSIONS

- **Social media** materials were distributed to stakeholder groups to make it easy for them to further share through their social media channels;
- **Pre-recorded tenure holder and local government webinar** providing an overview of the plan and rationale (May 28, 2021);
- **Pre-recorded public webinar** providing an overview of the plan and rationale posted on the EngageBC project site (June 14, 2021);
- **NorthEast Roundtable** presentation, report out and update (June 23, 2021).

1.4 Engagement Opportunities

After reviewing the draft plan, British Columbians were invited to share their input through one or more of the following ways:

- Preparing and submitting a written hard copy response to the Caribou Recovery Program,
- Preparing and submitting an emailed electronic response to the Caribou Recovery Program,
- Completing the online survey available through the EngageBC project website,
- Sharing input directly on the online interactive crowdsourcing mapping tool which was available on the EngageBC website, or by
- Completing a hard copy of the survey and submitting it through one of the local FrontCounter BC offices.

1.5 COVID-19 & the Engagement Process

Phase 2 of the engagement process was undertaken during the COVID-19 pandemic, and was designed to comply with provincial health requirements and travel restrictions. In-person engagement events, such as open houses, were not offered, in order to maintain the health and safety of engagement respondents as well as staff and to help prevent the spread of the COVID-19 virus.



2 ONLINE PUBLIC SURVEY RESULTS

An online survey was administered through Engage BC. The survey was open from May 19th, 2021 until July 14, 2021. 1318 surveys were submitted, 657 of which were fully completed. The survey contained multiple choice questions as well as open ended questions or options to provide additional information. More than 600 survey respondents provided additional qualitative input. A total of 3,196 unique comments were submitted and analyzed using the qualitative software NVIVO.

Table 1 Respondent participation by age category

Age Category	Percent
18 – 24 years	9%
25 – 44 years	50%
45 – 64 years	30%
65 years and over	11%

2.1 Respondent Profile

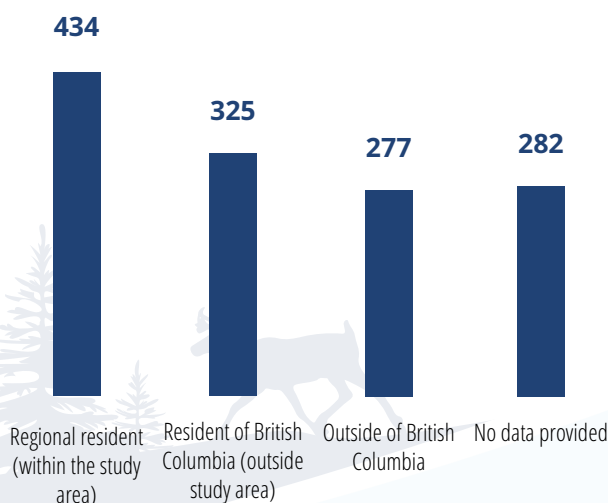
The majority of survey respondents were active winter motorized recreation users (58%), others identified as interested members of the public (30%), 2% represented an environmental organization, and 5% self-identified as Indigenous. Less than 1% were elected officials or tourism operators.

Many survey respondents were active winter motorized users (581) and of those winter motorized users 374 (64%) are members of a registered winter motorized recreation club (186 or 32% are not).

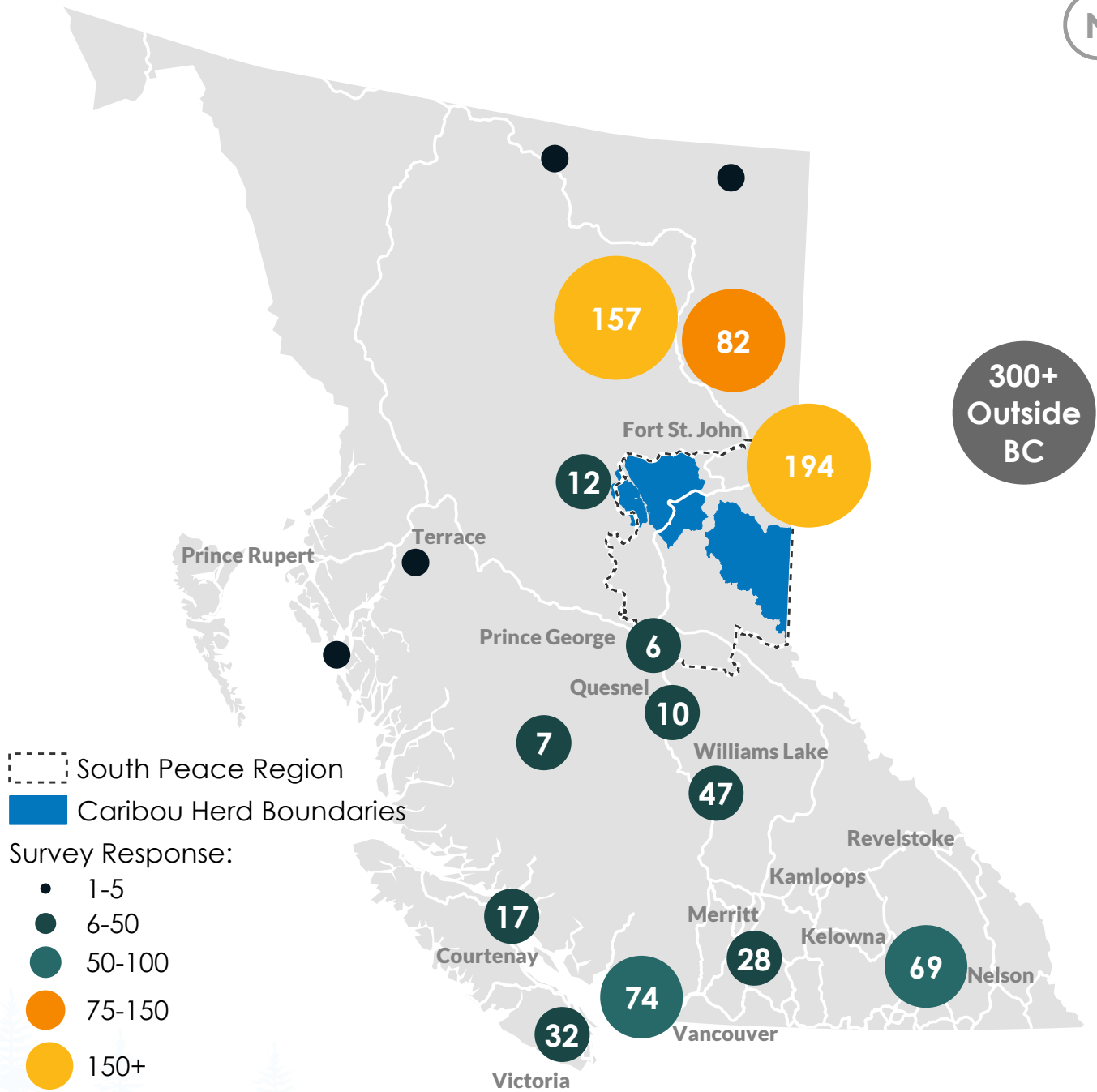
2.2 Geographic Participation

Responses to the survey were received from local and regional residents as well as those from across British Columbia and beyond. The majority (434 or 33%) were from the South Peace region. An additional 325 (25%) reside within British Columbia and 277 (21%) live outside the province.

Primary residence of respondents



Survey responses by region



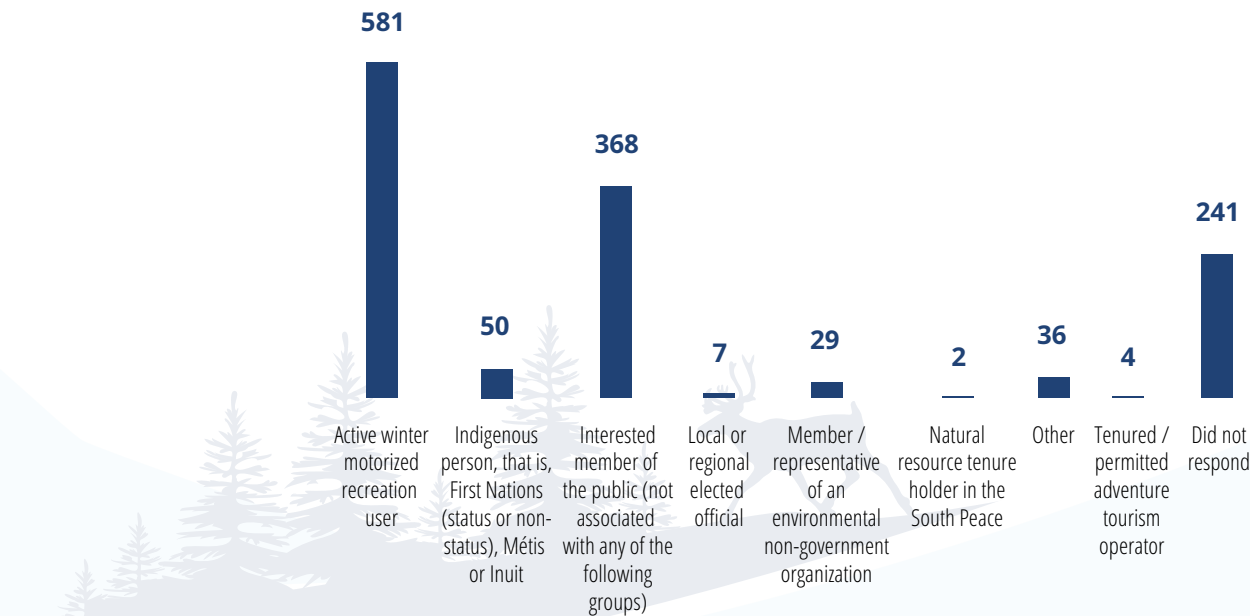
2.3 Survey Results

1. Please tell us which of the following best represents your interests in the draft Winter Motorized Recreation Management Plan?

Respondents were asked to identify their interests in the draft plan. The majority of respondents self-identified as active winter motorized recreation users, followed by interested members of the public.

Survey Respondents by Interest			
	# of Responses	Percent	Valid Percent (total including missing data)
Active winter motorized recreation user	581	44.1	62.4
Indigenous person, that is, First Nations (status or non-status), Métis or Inuit	50	3.8	66.2
Interested member of the public (not associated with any of the following groups)	368	27.9	94.1
Local or regional elected official	7	0.5	94.6
Member / representative of an environmental non-government organization	29	2.2	96.8
Natural resource tenure holder in the South Peace	2	0.2	97.0
Other	36	2.7	99.7
Tenured / permitted adventure tourism operator	4	0.3	100.0
Did not respond	241	18.2	
Total	1318	100	

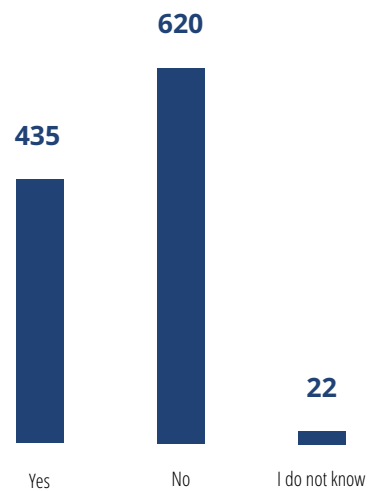
Please tell us which of the following best represents your interest in the draft Winter Motorized Recreation Management Plan.



2. Do you belong to a registered winter motorized recreation club or organization?

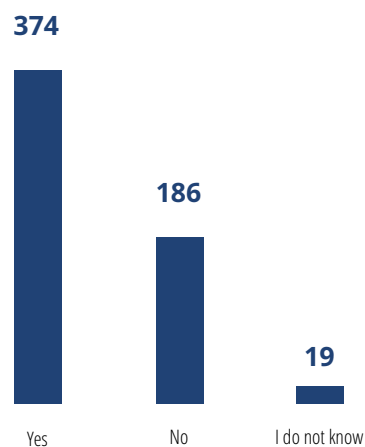
40% of all respondents were members of a winter motorized recreation club or organization. 60% of respondents were not a member of a winter motorized club or organization. Of those respondents who reported being a winter motorized user, over 70% also reported being a member of a winter motorized recreation club or organization.

Do you belong to a registered winter motorized recreation club or organization?*



*242 did not respond

active winter motorized recreation users Do you belong to a registered winter motorized recreation club or organization?

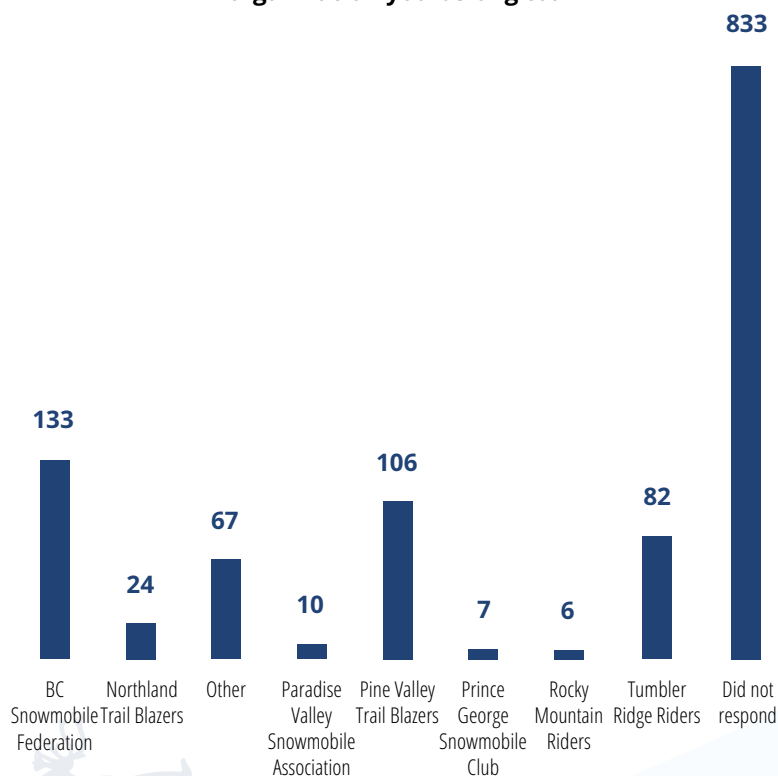


3. Please identify which winter motorized recreation club or organization you belong to?

Respondents who indicated that they were a member of a winter motorized recreation club or organization were asked to identify which club(s) they belonged to. Not surprisingly many respondents are members of the BC Snowmobile Federation and local clubs, such as Tumbler Ridge Riders and Pine Valley Trail Blazers.

Winter Motorized Recreation Club Membership			
	# of Responses	Percent	Valid Percent
BC Snowmobile Federation	133	10.1	77.1
Northland Trail Blazers	24	1.8	78.9
Other	67	5.1	84.0
Paradise Valley Snowmobile Association	10	0.8	84.7
Pine Valley Trail Blazers	106	8.0	92.8
Prince George Snowmobile Club	7	0.5	93.3
Rocky Mountain Riders	6	0.5	93.8
Tumbler Ridge Riders	82	6.2	100.0
Did not respond	833	63.0	
Total	1318	100.0	

Please identify which winter motorized recreation club or organization you belong to?



Some respondents identified that they were members of another winter motorized recreation club that was not listed as a response option. The following table presents the other clubs / organizations to which respondents reported being members.

Please identify which winter motorized recreation club or organization do you belong to? [Other]		
	# of Responses	Percent
Alberta snowmobile association	1	0.1
albeta snow riders	1	0.1
And I support Valmount ,revelstoke,mcbride ,I live to sled .I will cancel my new snow check if this is how things are going to be	1	0.1
Cranbrook/Lumberton	1	0.1
Crowfoot Snowmobile club	1	0.1
Eagle valley	1	0.1
Eagle Valley Snowmobile club	1	0.1
Fernie snowmobile association	1	0.1
Fernie Snowmobile Association	1	0.1
Golden & Elkford	1	0.1
Golden, but I visit the North	1	0.1
Hunters Range	1	0.1
I also own a membership with paradise valley snowmobile association	1	0.1
I hold active memberships to kakwa park snowmobile club (BCSF). Swan City snowmobile club (ASA). Lac st. Anne ATV club(ABOHVA). Prince George ATV club	1	0.1
Kakwa	1	0.1
Kakwa Park snowmobile club, Trout Lake snowmobile club, Paradise Valley Snowmobile club member and volunteer	1	0.1
Kamloops Snowmobile association	1	0.1
Mcbride	1	0.1
Member of pine valley trail blazers, BC snowmobile federation, tumbler ridge riders	1	0.1
Mid island sno blazers	1	0.1
Ndr	1	0.1
Nelson SnoGoers	1	0.1
Pine valley tail blazers and tumbler ridge riders	1	0.1
Pave country snow riders	1	0.1
Peace valley snow riders	1	0.1
Peace Valley Snow Riders	1	0.1
Peace vally snowmobilers association	1	0.1
Pine valley paradise valley, tumbler ridge riders and bc snowmobile federation	1	0.1

Please identify which winter motorized recreation club or organization do you belong to? [Other]		
	# of Responses	Percent
Pine valley AND tumbler ridge riders	1	0.1
Pine Valley Trail Blazers & Tumbler Ridge Riders	1	0.1
Revelstoke	2	0.2
Revelstoke snowmobile club	6	0.5
Revelstoke Snowmobile Club	2	0.2
Revelstoke snowmobile club and eagle valley snowmobile club	1	0.1
Revelstoke snowmobile club and Eagle Valley snowmobile club	1	0.1
Revelstoke snowmobile club and Peace Valley snow riders in peace river alberta	1	0.1
Revelstoke Snowmobile Club, Trout Lake Snowmobile Club, BCSF	1	0.1
Revy	1	0.1
skeena valley snowmobile association	1	0.1
Swan city	2	0.2
Swan City Snowmobile	1	0.1
Swan city snowmobile club	4	0.3
Swan City Snowmobile Club	1	0.1
Swan city snowmobile club grande prairie, and formerly tumbler ridge riders	1	0.1
Swan city snowmobile club, and bcsf	1	0.1
Tumbler ridge riders and alberta snowmobile association	1	0.1
Tweedsmuir Ski Club	1	0.1
Valemount	1	0.1
VARDA Valemount area recreation and development association	1	0.1
Wembley snowmobile club	1	0.1
Whitecourt Trail Blazers	1	0.1
Total	62	100.0



4. To what extent do you agree with the proposed management objectives?

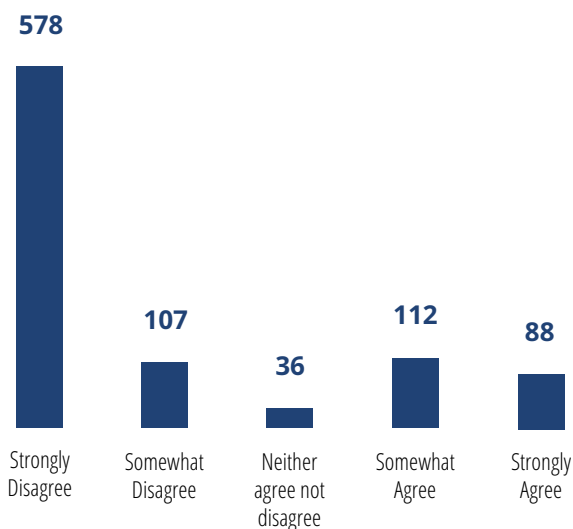
The following management objectives were proposed in the draft plan:

1. Manage winter motorized recreation in a manner that supports the achievement of the Shared Recovery Objective.
2. Maintain use of the highest value and most unique winter motorized recreation areas and a diverse mix of winter motorized recreation opportunities in the region.
3. Support the development or enhancement of winter motorized recreation destinations in areas that likely represent a low risk to caribou recovery, in order to support the region's winter motorized recreation visitor economy.

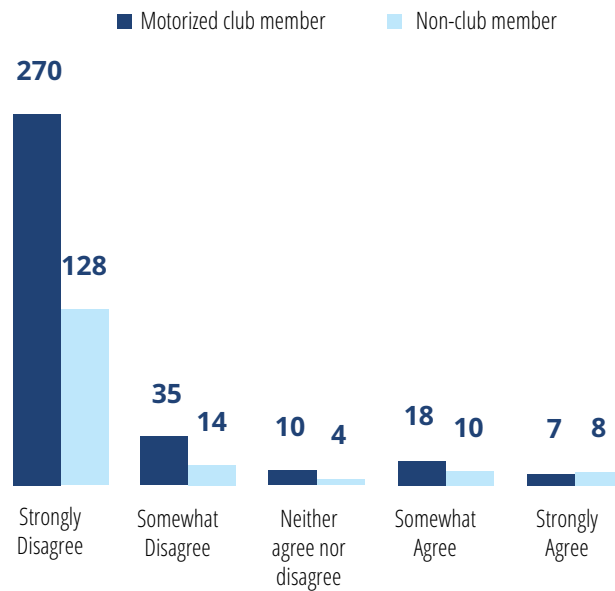
Overall, there was little support for the proposed management objectives. More than 60% of respondents strongly disagreed or somewhat disagreed where as only 22% somewhat agreed and strongly agreed. However, there was stronger support for the proposed management objectives among those who identified as "interested member of the public", and those who reside in British Columbia but outside the South Peace region. The graphs below highlight those differences.

Agreement with the Proposed Management Objectives			
	# of Responses	Percent	Valid Percent
Strongly Disagree	578	43.9	62.8
Somewhat Disagree	107	8.1	11.6
Neither agree nor disagree	36	2.7	3.9
Somewhat Agree	112	8.5	12.2
Strongly Agree	88	6.7	9.6
Total not including non-responses to this question	921	69.9	100.0
Did not respond	397	30.1	30.1
Total	1318	100.0	100.0

To what extent do you agree with the proposed management objectives?

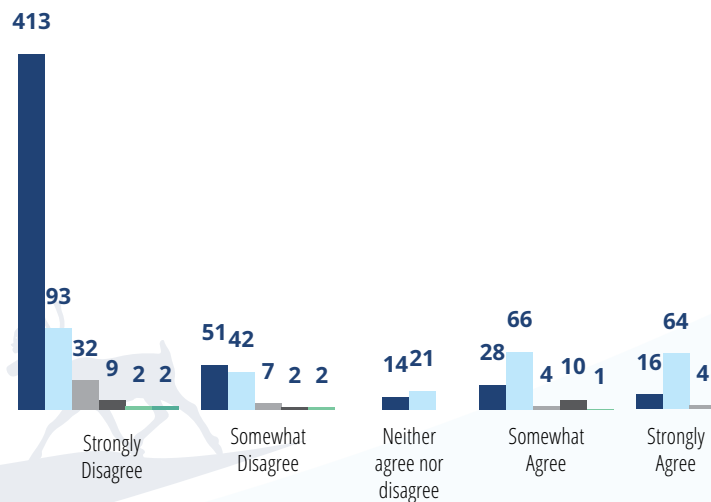


**To what extent do you agree with the proposed management objectives?
*active winter motorized recreation users***



To what extent do you agree with the proposed management objectives?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
- Tenured / permitted adventure tourism operator



5. What, if any, changes or additions do you feel should be made to the proposed management objectives?

With 598 unique comments, this question received the most responses. Most responses did not answer the question directly, but provided commentary on aspects of the draft plan as a whole. The following five themes emerged from the analysis of the input.

1. Mis-Alignment with SPSAC recommendations

Many respondents (57) felt that the proposed management objectives were not in line with the SPSAC recommendation. 167 respondents indicated directly or indirectly that back country access should not be restricted and full-season closures should be revisited.

"I am in complete opposition of the plan, it would be an enormous blow to Northeast BC and the Tumbler Ridge area. There are very important riding areas that would be closed and this is unacceptable. The work of the BCSF has been ignored. The 450 hours the BCSF, clubs and communities put into their recommendation report should be considered the most meaningful and thoughtful input."

Respondent # 77, interested member of the public

"I don't feel they should be closed. Further studies need to be done & get the snowmobilers involved in the studies. Where is the information on the actual predators; wolves, grizzlies? Those numbers are on the rise, those are what are seen far more. It is a happy time when we are out snowmobiling; mental health improves, laughter, fresh air, physical movement." **Respondent # 789, active winter motorized recreation user**

2. Draft plan does not appear to support winter motorized recreation or northern communities

More than 50 unique comments implied that the draft plan did not clearly support the second and third objectives, or expressed the view that the outdoor recreation lifestyle and economy of northern BC communities would not be supported by the draft plan.

"What is the definition of "support and maintain" development of winter motorized recreation. What does this look like for a user of the areas?" – **Respondent #667 Active winter motorized recreation user**

3. More could be done to protect caribou

Conversely, almost 140 respondents supported the shared recovery objective and protecting caribou. Many of these comments expressed the view that the draft plan does not do enough to protect caribou and their habitat. These respondents frequently indicated that they do not agree with the management objectives of maintaining motorized use of any caribou habitat and do not support enhancement of backcountry resources for the purpose of motorized recreation.

"wildlife need to take top priority. Motors do not need to go everywhere. It is time to think of the animals whose areas are dwindling as motors become more powerful and maneuverable. Protect the Caribou please. Be more mindful of wildlife and biodiversity. Set areas aside for them and keep them connected. do no slice into them with a motorized route because motors do not stay on trails."

Respondent #745 member / representative of an environmental non-government organization

"The objectives should be more about helping caribou herds survive and increase, and less focused on accommodating motorized winter recreation. There ought to be some acknowledgement that motorized recreation adds unnecessarily to greenhouse gas emissions (GHGs) and that motorized activities disturb other wildlife and add to pollution, and that most motorized recreation should be phased out." **Respondent #972, interested member of the public**



4. Plan should include predator management

Although not necessarily expressed as a suggested change to the management objectives, more than 40 unique comments reflected the view that it is important to manage predators within the study/ proposed regions.

"Predation management is far more important and effective than closing areas as a first option. Grizzlies and wolf numbers are at an all time high in these areas. Please show us the numbers of predators in the area."

Respondent #148, member of the Tumbler Ridge Riders

"There should be more focus on predator control for the caribou. Open Predator season on predator, spent thousands of hours in the back country and I have personally never seen a caribou! I have personally seen packs of wolves tho, you are truly taking away from people lives/ and what they live and love too do!" **Respondent #427, active winter motorized recreation user**

5. Active management should be the focus

Active management is discussed within the proposed plan, however, comments in response to the question of changes to management objectives expressed a preference for using real time information about caribou movements to temporarily close areas instead of full closures.

"Don't stop people from using these area. Monitor the caribou herd movement with tracking collar like explain in the draft and make appropriate weekly updates on the caribou herd movement. Public education is key and i'm sure people are willing to learn and will understand the partial and temporary closures of certain section. But closing all area to snowmobilers will only raise rebellion."

– Respondent #54, active winter motorized recreation user

"The government of BC could use our love of the backcountry to their advantage by setting up a system that allows backcountry uses to help track and keep users out of areas when caribou are passing through or found. Use towers and trackers with an app to keep people out of areas while the caribou are using it, closing areas permanently is not productive." **–Respondent #1184, active winter motorized recreation user**

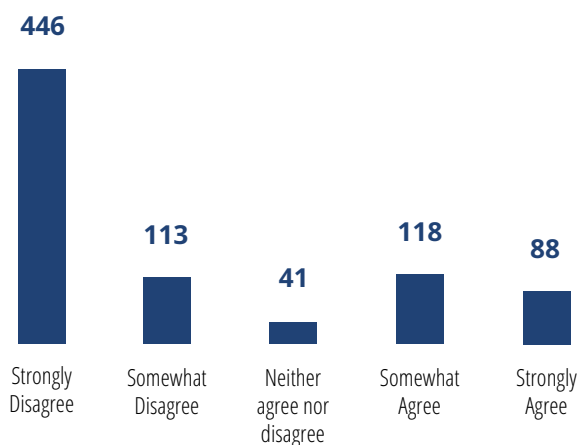


6. To what extent do you agree with the proposed approach to and definition of Adaptive Management?

69% of all respondents indicated that they strongly or somewhat disagreed with the definition of and / or approach to Adaptive Management outlined in the draft plan. 25% of respondents strongly or somewhat agree with the proposed approach and definition. Those who reside within British Columbia but outside the Peace Region tended to be more supportive than others – details can be found in the graphs below.

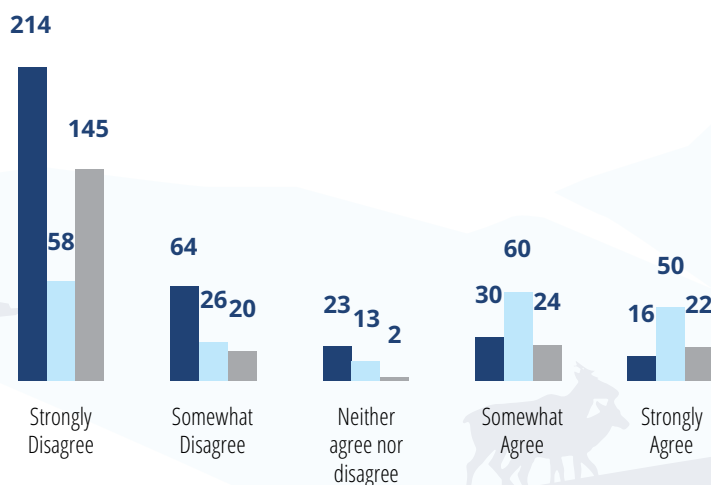
Agreement with the Proposed Definition of Adaptive Management			
	# of Responses	Percent	Valid Percent
Strongly Disagree	446	33.8	55.3
Somewhat Disagree	113	8.6	14.0
Neither agree nor disagree	41	3.1	5.1
Somewhat Agree	118	9.0	14.6
Strongly Agree	88	6.7	10.9
Total not including non-responses to this question	806	61.2	100.0
Did not respond	512	38.8	
Total	1318	100.0	

To what extent do you agree with the proposed approach to and definition of Adaptive Management?

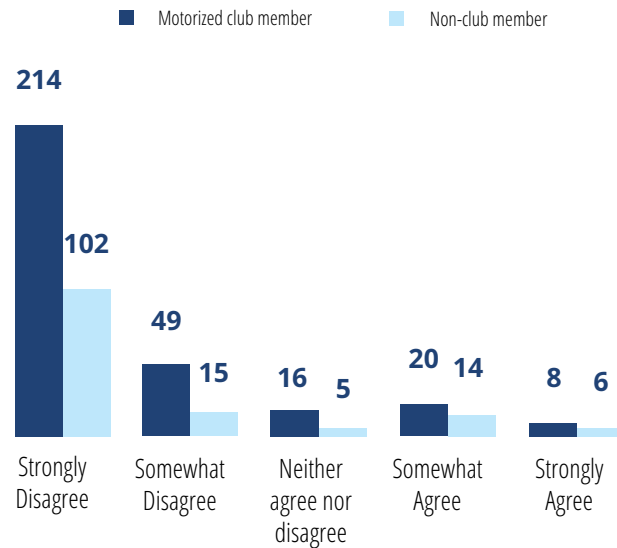


To what extent do you agree with the proposed management objectives?

- Study Area Resident
- BC Resident (outside study area)
- Outside of BC

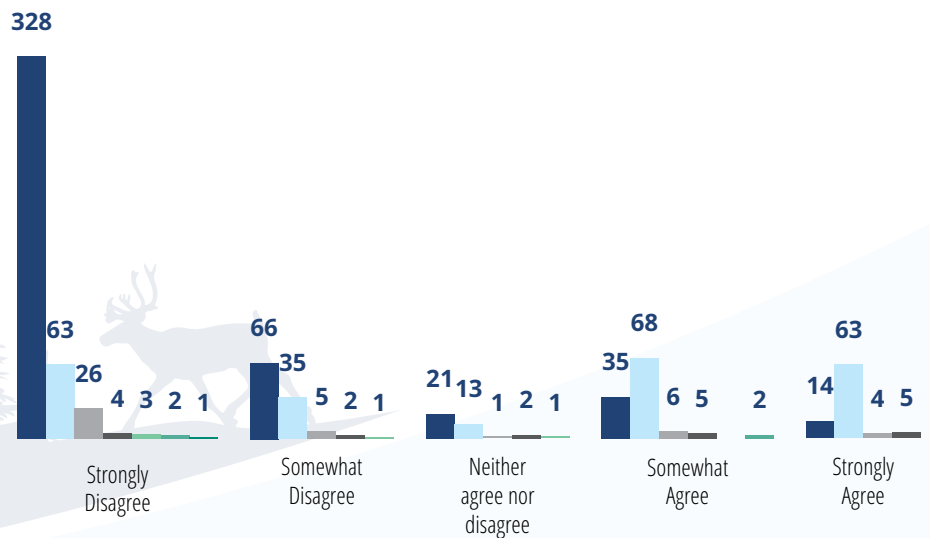


To what extent do you agree with the proposed approach to and definition of Adaptive Management?
active winter motorized recreation users



To what extent do you agree with the proposed approach to and definition of Adaptive Management?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
- Tenured / permitted adventure tourism operator



7. What, if any, changes or additions do you feel should be made to the proposed approach to Adaptive Management?

A total of 361 unique comments were provided, 154 of which were from members of a winter motorized recreation club, 114 were from interested members of the public, and 10 were from members or representatives of an environmental NGO.

The topic of predator management emerged in multiple responses to this question also, with 26 unique responses suggesting that predator control should be included in the approach to Adaptive Management and/or that predator management should come before closing areas to motorized recreation. Similarly, there was a theme around the need for more data on caribou movement, location, and ranges, and a need to share this data publicly or with local snowmobile clubs. The gathering and sharing of data was mentioned in 19 unique comments such as *"2 and 4 year intervals are not very "adaptive", these herds are all tracked and "live" positions from GPS collars can be used to track herd movement during winter months. The Proactive approach would be to give clubs resources to inform the public on movements within their boundaries in order to educate riders and maintain separation. Support for enforcement through CO's and club collaboration"* -**Respondent 585, active winter motorized recreation users.**

The use of adaptive management was not necessarily a concept respondents rejected. For example, 42 unique comments indicated that more consultation with and / or attention to the needs and concerns of local communities and the economy is needed in order to best implement and define adaptive management for the plan area.

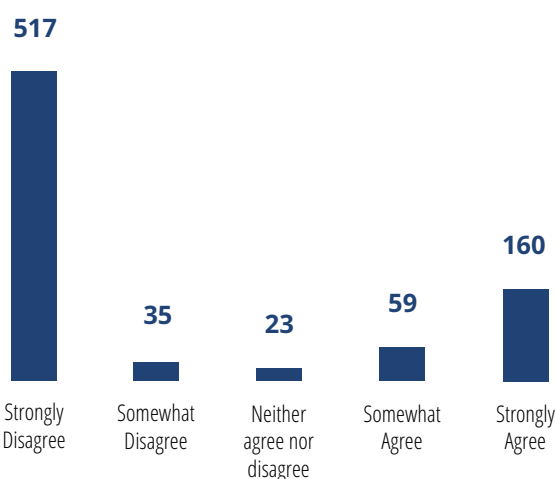
Finally, 11 respondents felt that adaptive management as defined in the draft plan does not appear to support Caribou in a meaningful way. These respondents felt that stronger management tactics and monitoring would be needed.

8. To what extent do you agree with the definition and management intent of a Full Closure Area?

Close to 70% of respondents did not support the definition and intent of full closure areas. Of those who strongly disagreed, 66% were Study Area Residents, and 73% were active winter motorized recreation users. However, 27% of all respondents did agree and 51% of 325 BC residents from outside the study area strongly agreed, as did 53% of 237 interested members of the public. The graphs below provide more details.

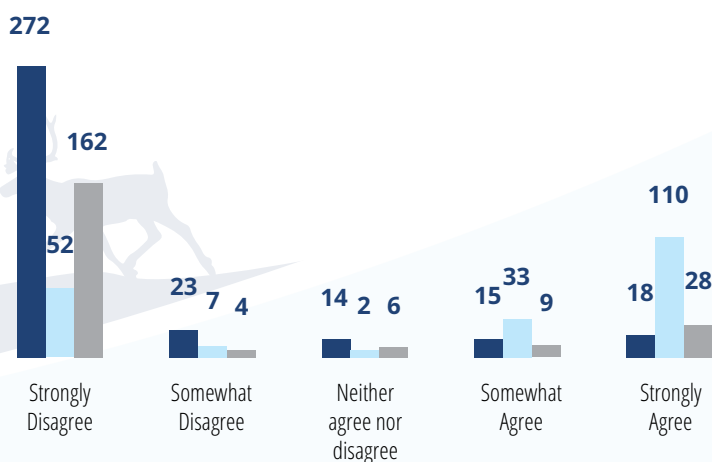
Agreement with the Definition and Management Intent of Full Closure Areas			
	# of Responses	Percent	Valid Percent
Strongly Disagree	517	39.2	65.1
Somewhat Disagree	35	2.7	4.4
Neither agree nor disagree	23	1.7	2.9
Somewhat Agree	59	4.5	7.4
Strongly Agree	160	12.1	20.2
Total not including non-responses to this question	794	60.2	100.0
Did not respond	524	39.8	
Total	1318	100.0	

To what extent do you agree with the definition and management intent of a Full Closure Area?



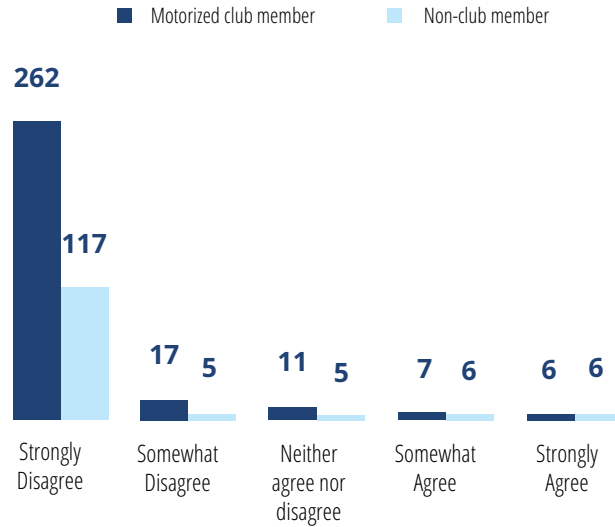
To what extent do you agree with the definition and management intent of a Full Closure Area?

- Study Area Resident
- BC Resident (outside study area)
- Outside of BC



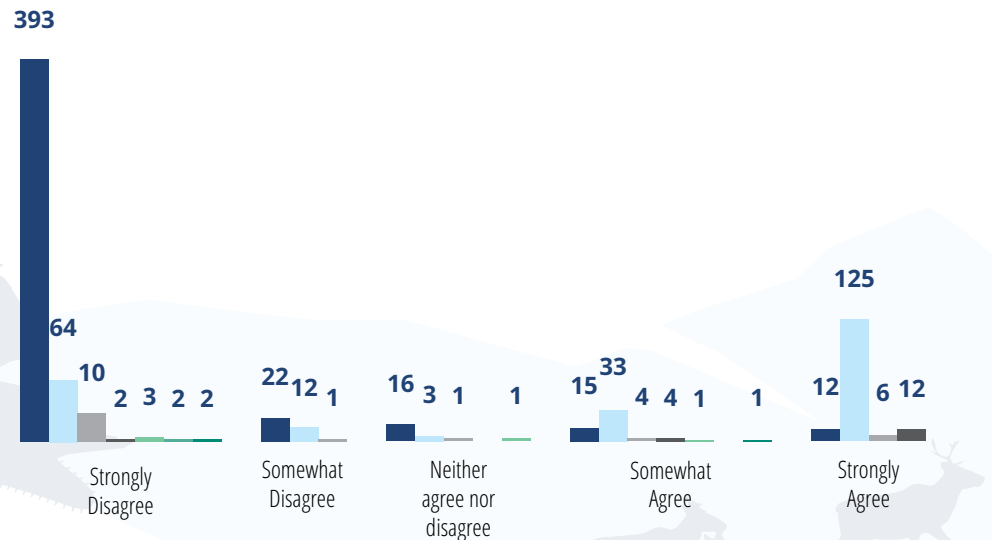
To what extent do you agree with the definition and management intent of a Full Closure Area?

active winter motorized recreation users



To what extent do you agree with the definition and management intent of a Full Closure Area?

- active winter motorized recreation user
- interested member of the public (not associated with any of the following groups)
- indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- member / representative of an environmental non-government organization
- local or regional elected official
- natural resource tenure holder in the South Peace
- tenured / permitted adventure tourism operator



9. What, if any, changes or additions do you feel should be made to the definition and management intent of a Full Closure Area?

61 unique comments indicated strongly that no full closures should be implemented. However, some respondents also identified the need for more data on caribou habitat, home ranges, and use of proposed closure areas. There were 12 unique comments suggesting that more data is needed and a further 14 comments related to the need for closures only when caribou are present or likely to be present (based on transparent data). Some respondents also expressed the view that if motorized recreation is prohibited, industrial activity and helicopter use should be prohibited as well.

While not directly related to the definition or intent of full season closures, 14 unique comments expressed concern that the recommendations regarding closures from the SPSAC were not reflected in the draft plan. 22 unique comments also emphasized the need for more predator management; this was often presented as an alternative to full closures.

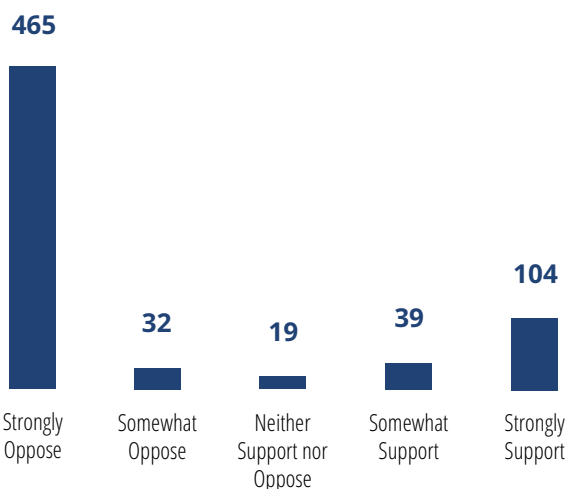


10. Thinking about the intention of Full-season Closure Areas, what is your level of support for the proposed full-season closure areas?

Respondents were asked to review a map of the proposed full season closure areas. Support for full-season closure areas was low, with 70% of all respondents strongly opposed to the proposed locations. Of the 22% of respondents who supported the proposed locations of closure areas, 70% were BC residents who live outside the Peace Region. There was very little support from winter motorized recreation users. More details on these responses are included in the graphs below.

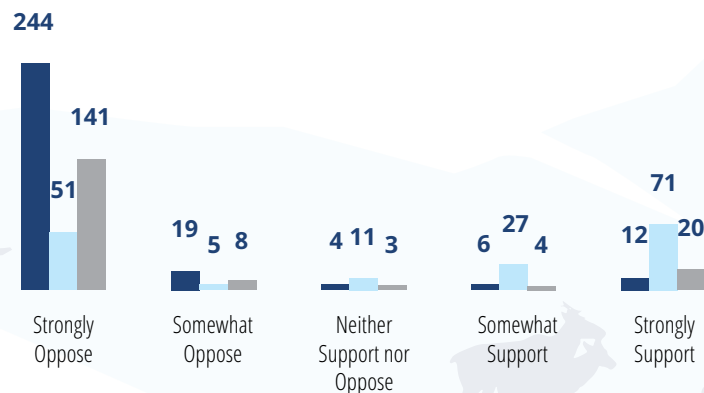
Support for the Proposed Full Season Closure Areas			
	# of Responses	Percent	Valid Percent
Strongly Oppose	465	35.3	70.6
Somewhat Oppose	32	2.4	4.9
Neither support nor oppose	19	1.4	2.9
Somewhat Support	39	3.0	5.9
Strongly Support	104	7.9	15.8
Total not including non-responses to this question	659	50.0	100.0
Did not respond	659	50.0	
Total	1318	100.0	

Thinking about the intention of Full-season Closure Areas, what is your level of support for the proposed full-season closure areas?

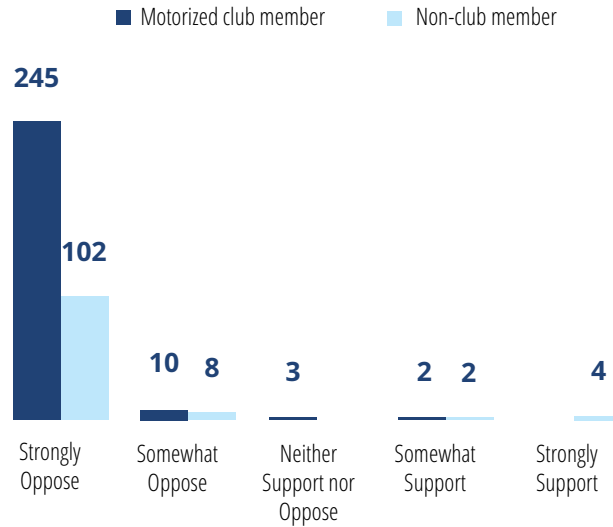


Thinking about the intention of Full-season Closure Areas, what is your level of support for the proposed full-season closure areas?

■ Study Area Resident
 ■ BC Resident (outside study area)
 ■ Outside of BC

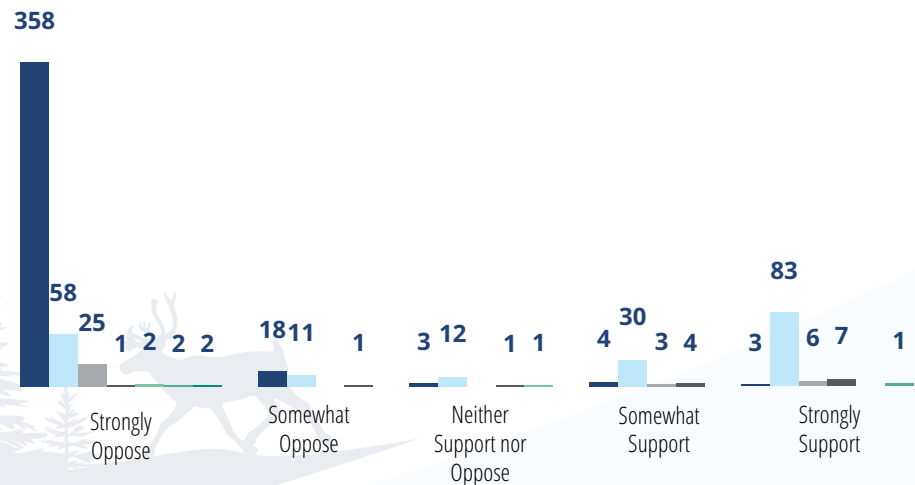


**Thinking about the intention of Full-season Closure Areas, what is your level of support for the proposed full-season closure areas?
*active winter motorized recreation users***



Thinking about the intention of Full-season Closure Areas, what is your level of support for the location of the proposed full-season closure areas?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
- Tenured / permitted adventure tourism operator

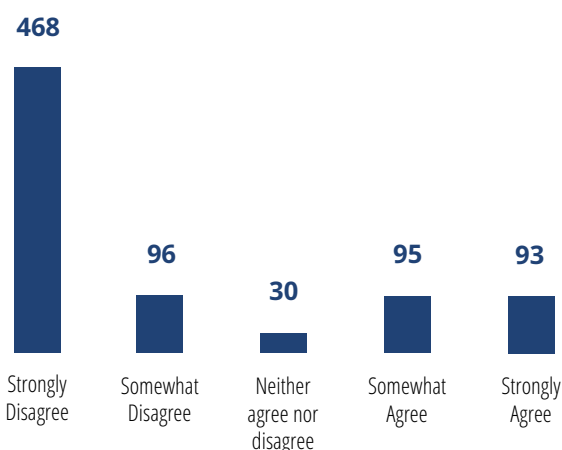


11. To what extent do you agree with the definition and management intent of a Seasonal Closure Area?

Respondents were asked to review the definition and management intent of partial-season closure areas. There does not appear to be support from respondents on this definition and intent. 73% of the total respondents strongly or somewhat disagreed with the proposed definition and management intent. Of the 564 respondents who disagreed, 384 or 68% identified as motorized winter recreation users, and 281 or 50% indicated they were Study Area Residents. 24% of respondents agreed; of those, 49% indicated they were BC residents living outside the study area. Details can be found in the graphs below.

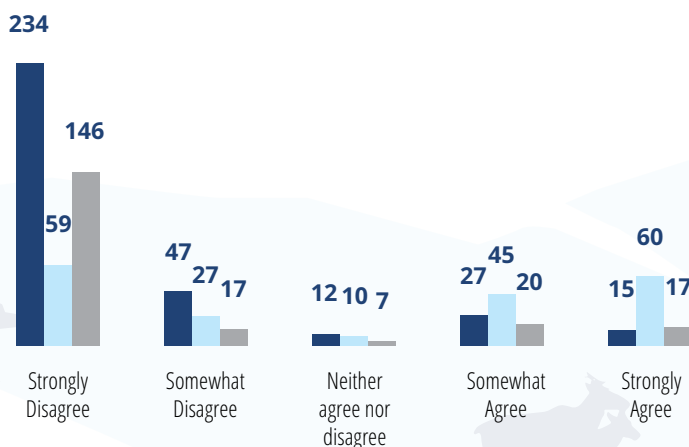
Agreement with the Definition and Management Intent of Seasonal Closure Areas			
	# of Responses	Percent	Valid Percent
Strongly Disagree	468	35.5	59.8
Somewhat Disagree	96	7.3	12.3
Neither agree nor disagree	30	2.3	3.8
Somewhat Agree	95	7.2	12.1
Strongly Agree	93	7.1	11.9
Total not including non-responses to this question	782	59.3	100.0
Did not respond	536	40.7	
Total	1318	100.0	

To what extent do you agree with the definition and management intent of a Seasonal Closure Area?

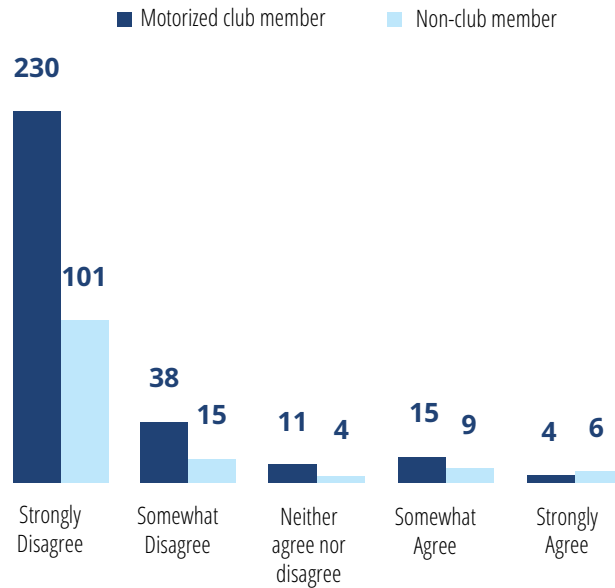


To what extent do you agree with the definition and management intent of a Seasonal Closure Area?

- Study Area Resident
- BC Resident (outside study area)
- Outside of BC

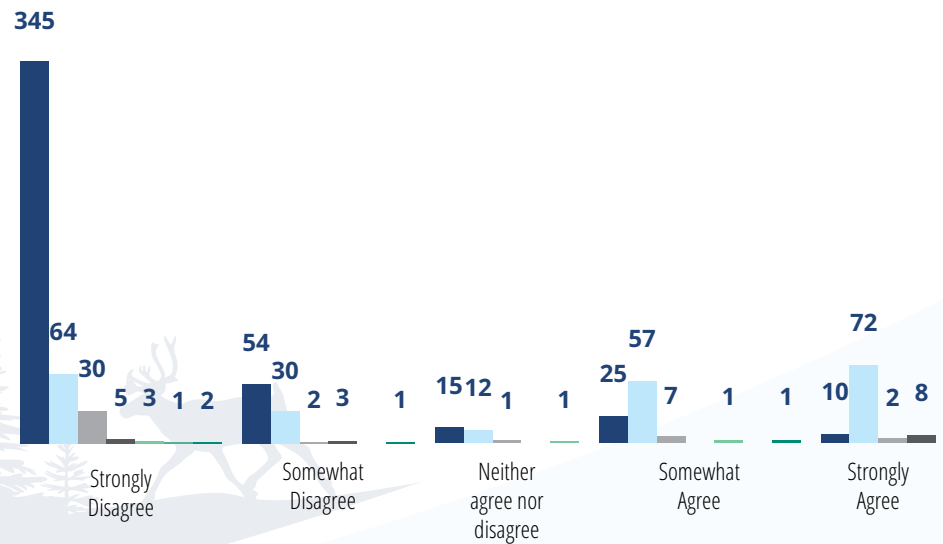


To what extent do you agree with the definition and management intent of a Seasonal Closure Area
active winter motorized recreation users



To what extent do you agree with the definition and management intent of a Seasonal Closure Area?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
- Tenured / permitted adventure tourism operator



12. What, if any, changes or additions do you feel should be made to the definition and management intent of a Seasonal Closure Area?

306 respondents provided feedback to this question. 45 comments indicated that they did not support partial season closures and an additional 45 comments suggested that more data is needed in order to inform this definition and action item.

Speaking specifically to the definition, 36 unique comments were made in regards to the proposed date range for the seasonal closures. Those respondents felt that closures between January 15 and May 14 would not allow recreational users adequate access to the areas, based on seasonal weather patterns; for example, lack of snow before or after these dates. Additionally, 20 comments indicated that this definition does not follow recommendations made by SPSAC and fails to recognize how important winter motorized recreation is to the impacted northern communities (13 comments). A further 30 comments expressed the view that seasonal closures should only be based on current GPS data and locations of caribou (active management).

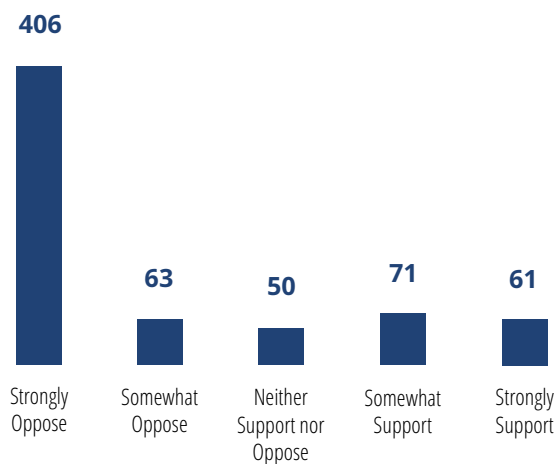


13. Thinking about the intention of Partial-season Closure Areas, what is your level of support for the location of the proposed partial-season closure areas?

Respondents were asked to review a map of the proposed partial-season closure areas. Of the total respondents, 72% disagreed with these areas, with winter motorized users strongly opposing the proposed areas. Of the 20% of respondents who supported the location of partial season closure areas, 70% were interested members of the public.

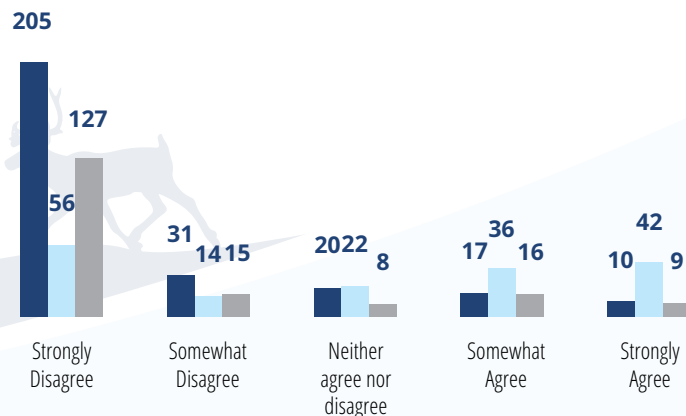
Support for the Proposed Partial-Season Closure Areas			
	# of Responses	Percent	Valid Percent
Strongly Oppose	406	30.8	62.4
Somewhat Oppose	63	4.8	9.7
Neither support nor oppose	50	3.8	7.7
Somewhat Support	71	5.4	10.9
Strongly Support	61	4.6	9.4
Total not including non-responses to this question	651	49.4	100.0
Did not respond	667	50.6	
Total	1318	100.0	

Thinking about the intention of Partial-season Closure Areas, what is your level of support for the location of the proposed partial-season closure areas?



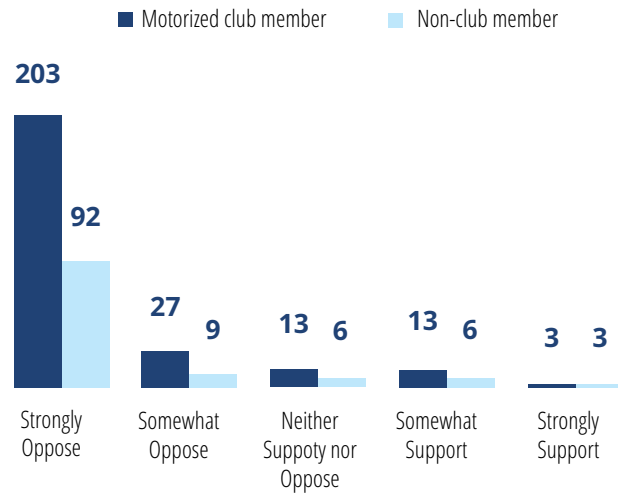
Thinking about the intention of Partial-season Closure Areas, what is your level of support for the location of the proposed partial-season closure areas?

- Study Area Resident
- BC Resident (outside study area)
- Outside of BC



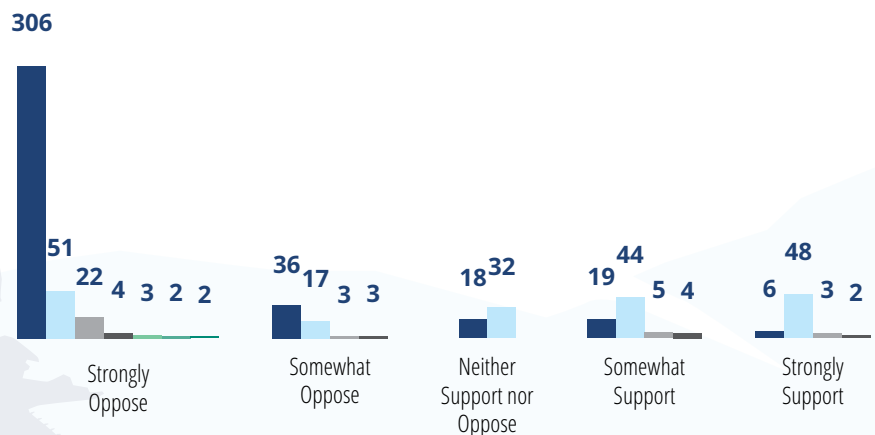
Thinking about the intention of Partial-season Closure Areas, what is your level of support for the location of the proposed partial-season closure areas?

active winter motorized recreation users



Thinking about the intention of Partial-season Closure Areas, what is your level of support for the location of the proposed partial-season closure areas?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
- Tenured / permitted adventure tourism operator

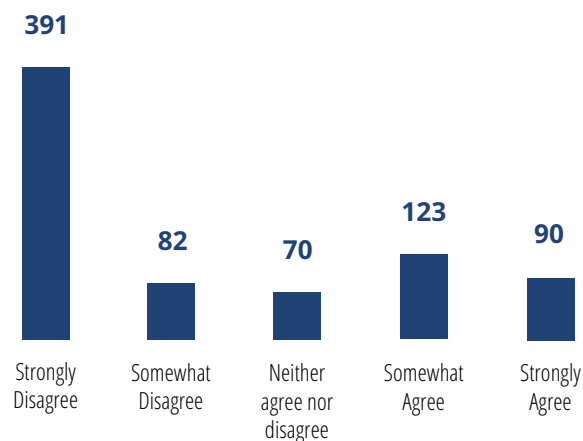


14. To what extent do you agree with the definition and management intent of an Active Management Area?

62% of respondents strongly and somewhat disagreed, whereas 28% agreed with the proposed definition and management intent. However, 50% of British Columbians who reside outside the regional study area and 22% of those who live within the regional study area did agree. Those who identified as an active winter motorized user and who are in a registered club agreed more frequently than those who are not in a club. The graphs below provide more detail.

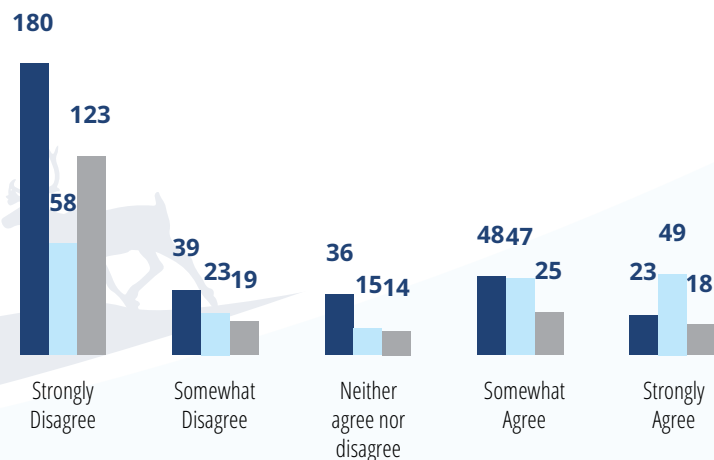
Agreement with Definition and Management Intent of Active Management Areas			
	# of Responses	Percent	Valid Percent
Strongly Disagree	391	29.7	51.7
Somewhat Disagree	82	6.2	10.8
Neither agree nor disagree	70	5.3	9.3
Somewhat Agree	123	9.3	16.3
Strongly Agree	90	6.8	11.9
Total not including non-responses to this question	756	57.4	100.0
Did not respond	562	42.6	
Total	1318	100.0	

To what extent do you agree with the definition and management intent of a Active Management Area?

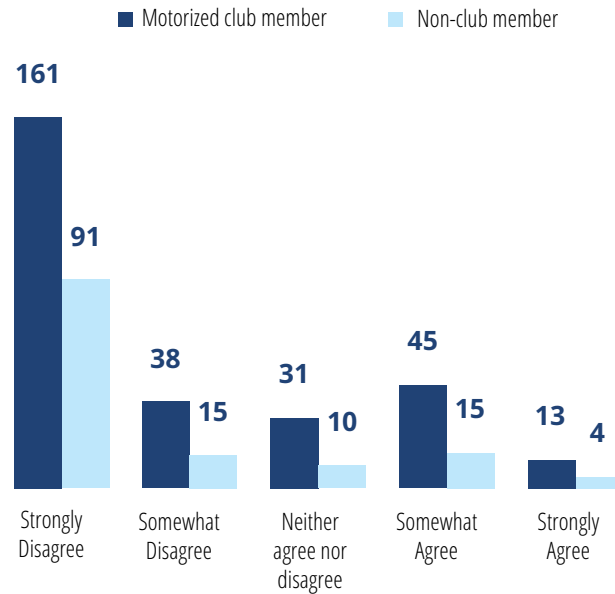


To what extent do you agree with the definition and management intent of an Active Management Area?

- Study Area Resident
- BC Resident (outside study area)
- Outside of BC

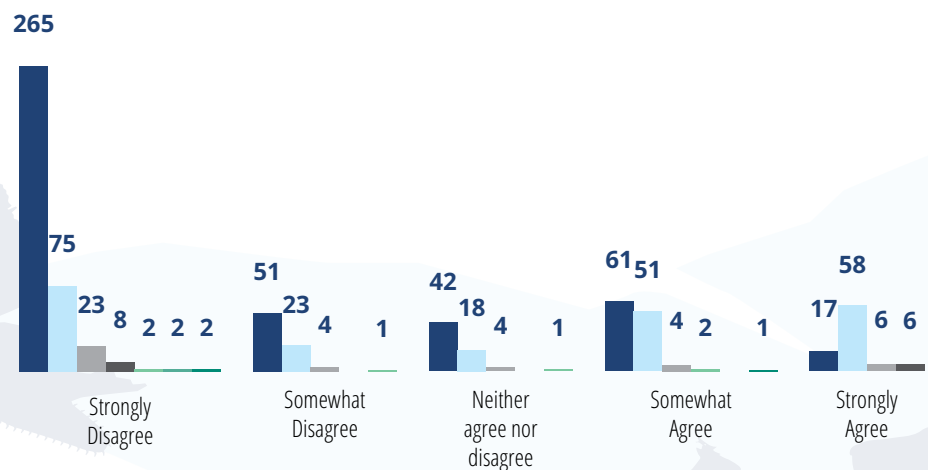


**To what extent do you agree with the definition and management intent of a
Active Management Area
*active winter motorized recreation users***



To what extent do you agree with the definition and management intent of a Active Manager Area?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
- Tenured / permitted adventure tourism operator



15. What, if any, changes or additions do you feel should be made to the definition and management intent of an Active Management Area?

Of the 272 responses to this question, the majority of comments did not identify changes to the definition or management intent. 21 unique comments indicated that the area is too small. This included safety concerns, for example, that the risk of avalanches could be increased if motorized recreation was condensed into too limited an area. Other feedback includes themes arising from other questions including resistance to any closures or management actions (28 comments), more data needed (16 comments), and the lack of congruence with the SPSAC recommendations (6 comments).

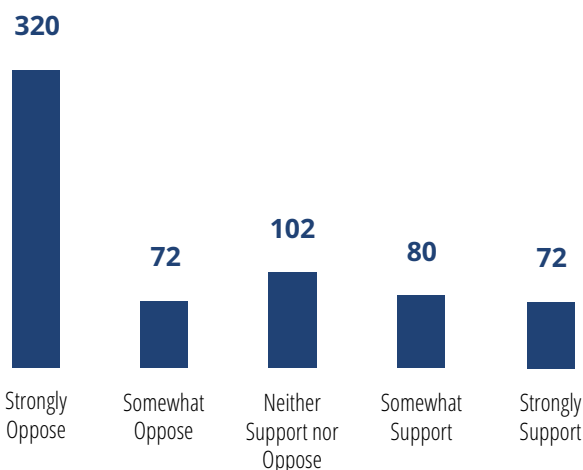


16. Thinking about the intention of Active Management Areas, what is your level of support for the location of the proposed active management areas?

Respondents were asked to review a map of the proposed active management areas. 60% of respondents did not agree with the locations, however, of winter motorized users, motorized club members demonstrated more support than non-club members. There were some levels of support from British Columbia residents outside the South Peace region and those who identified as an interested member of the public. Details can be found in the graphs below.

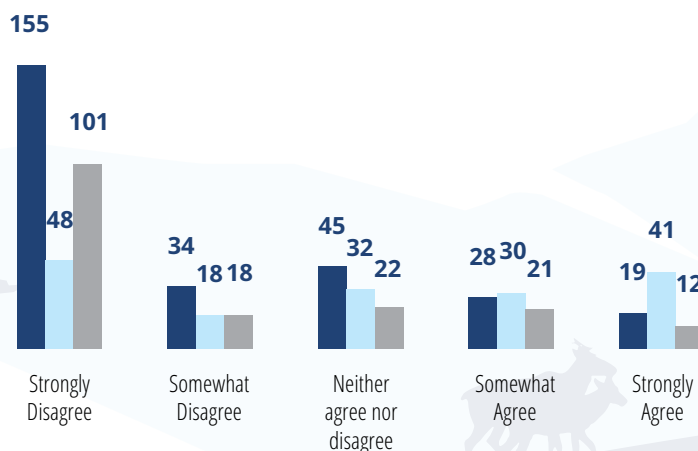
Support for the Proposed Active Management Areas			
	# of Responses	Percent	Valid Percent
Strongly Oppose	320	24.3	49.5
Somewhat Oppose	72	5.5	11.1
Neither support nor oppose	102	7.7	15.8
Somewhat Support	80	6.1	12.4
Strongly Support	72	5.5	11.1
Total not including non-responses to this question	646	49.0	100.0
Did not respond	672	51.0	
Total	1318	100.0	

Thinking about the intention of Active Management Areas, what is your level of support for the proposed active management areas?

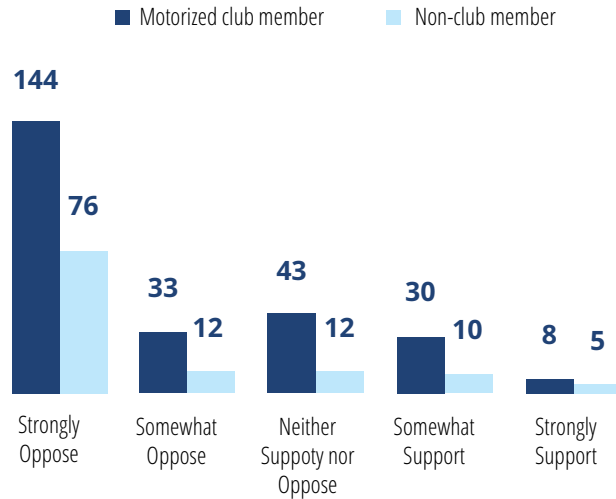


Thinking about the intention of Active Management Areas, what is your level of support for the location of the proposed active management areas?

■ Study Area Resident
■ BC Resident (outside study area)
■ Outside of BC

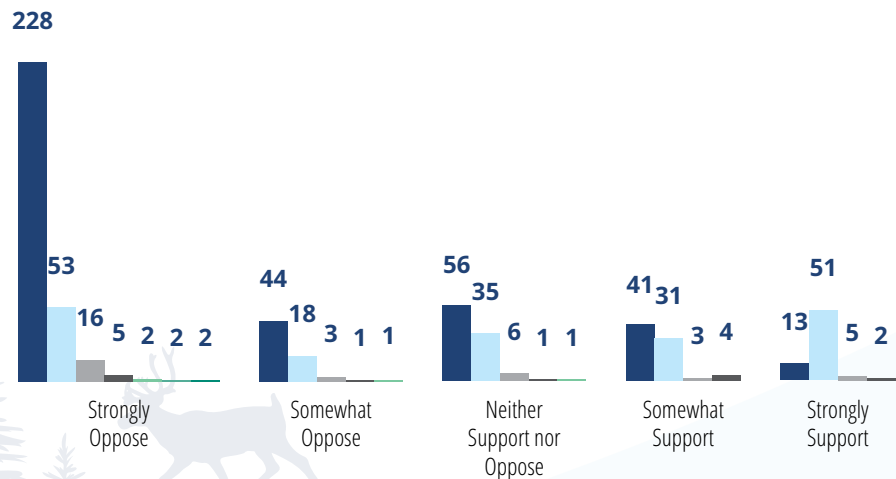


**Thinking about the intention of Active Management Areas, what is your level of support for the proposed Active Management areas?
*active winter motorized recreation users***



Thinking about the intention of Active Management Areas, what is your level of support for the location of the proposed active management areas?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
- Tenured / permitted adventure tourism operator

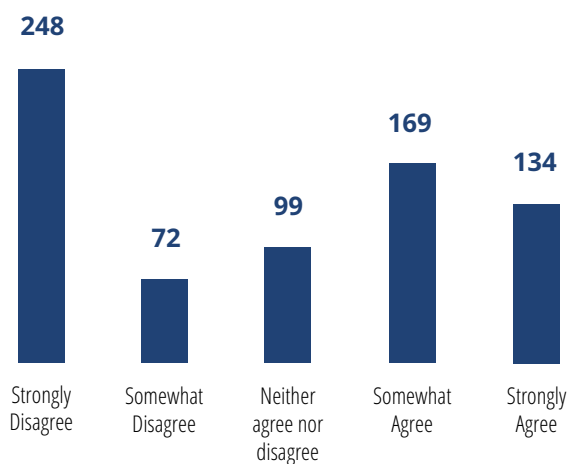


17. To what extent do you agree with the definition and management intent of an Enhancement Area?

42% of total respondents agreed with the proposed definition and management intent. An additional 44% did not agree. Results were similar by place of residence; 41% of respondents within the South Peace region agree with the definition and intent of enhancement areas, whereas 35% of respondents who live outside the study region (but within BC) do not agree. Graphs below highlight these results and provide more detail.

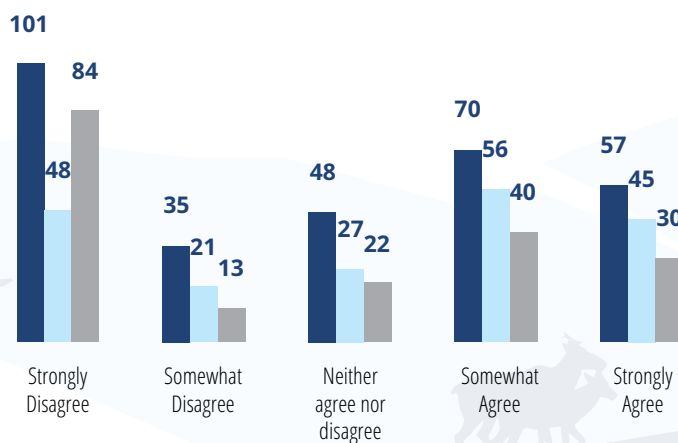
Agreement with Proposed Definition and Management Intent of Enhancement Areas			
	# of Responses	Percent	Valid Percent
Strongly Disagree	248	18.8	34.3
Somewhat Disagree	72	5.5	10.0
Neither agree nor disagree	99	7.5	13.7
Somewhat Agree	169	12.8	23.4
Strongly Agree	134	10.2	18.6
Total not including non-responses to this question	722	54.8	100.0
Did not respond	596	45.2	
Total	1318	100.0	

To what extent do you agree with the definition and management intent of an Enhancement Area?

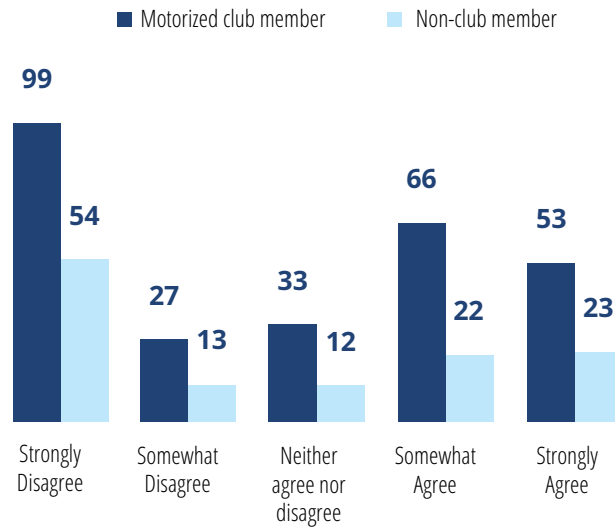


To what extent do you agree with the definition and management intent of an Enhancement Area?

■ Study Area Resident
 ■ BC Resident (outside study area)
 ■ Outside of BC

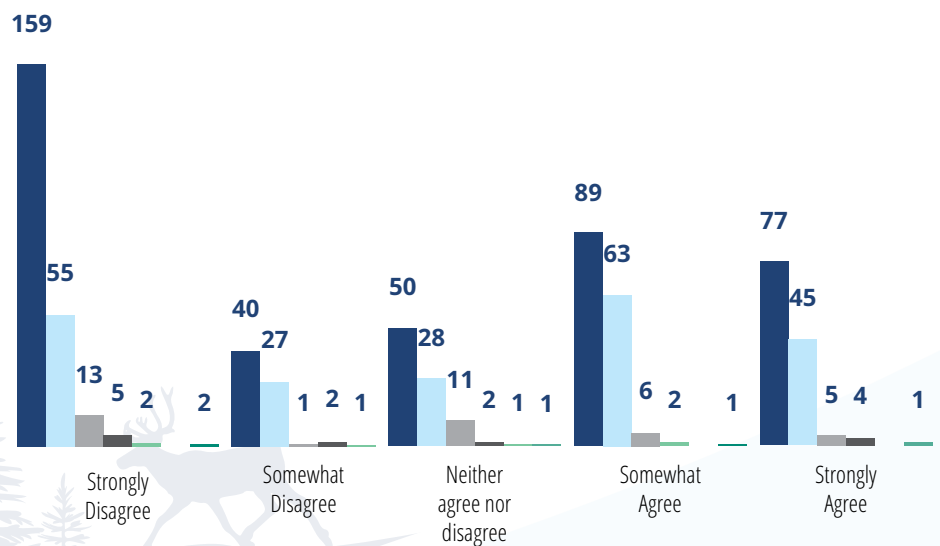


To what extent do you agree with the definition and management intent of an Enhancement Area
active winter motorized recreation users



To what extent do you agree with the definition and management intent of an Enhancement Area?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
- Tenured / permitted adventure tourism operator



18. What, if any, changes or additions do you feel should be made to the definition and management intent of an Enhancement Area?

Some respondents indicated that the current proposal and definition does not reflect recommendations of the SPSAC (52 comments) and 44 comments noted that the proposed enhancement areas were too small. Other respondents supported the definition and/or intent but felt it lacked a clear source of funding (32 comments). There were also 25 unique comments made suggesting that no enhancement areas should be considered.

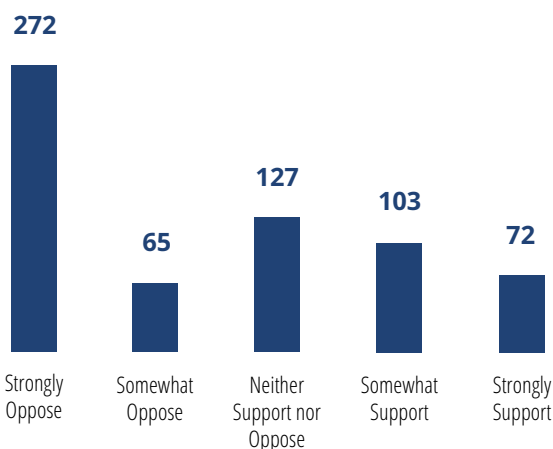


19. Thinking about the intention of Enhancement Areas, what is your level of support for the proposed enhancement areas?

Respondents were asked to review a map of proposed enhancement areas. 53% of respondents opposed the proposed enhancement locations while 27% supported the proposed locations. Opposition to the proposed enhancement areas was highest amongst study area residents while support was highest amongst BC residents.

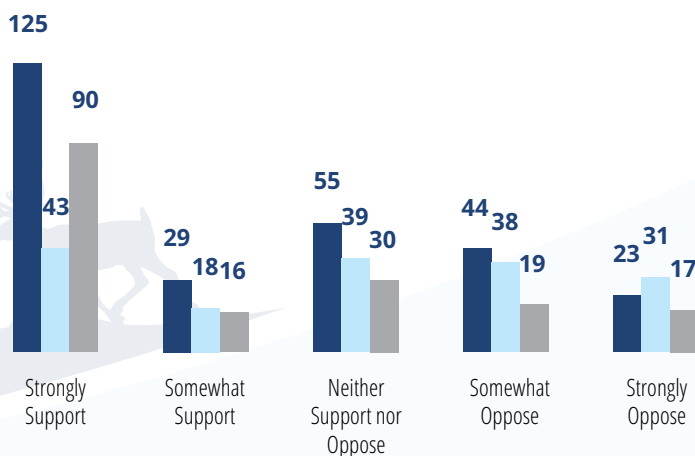
Support for the Proposed Enhancement Areas			
	# of Responses	Percent	Valid Percent
Strongly Oppose	272	20.6	42.6
Somewhat Oppose	65	4.9	10.2
Neither support nor oppose	127	9.6	19.9
Somewhat Support	103	7.8	16.1
Strongly Support	72	5.5	11.3
Total not including non-responses to this question	639	48.5	100.0
Did not respond	679	51.5	
Total	1318	100.0	

Thinking about the intention of Enhancement Areas, what is your level of support for the proposed enhancement areas?

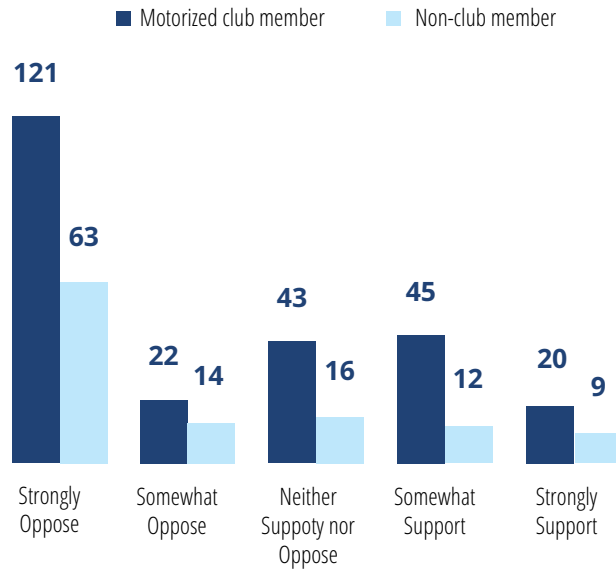


Thinking about the intention of Enhancement Areas, what is your level of support for the proposed enhancement areas?

■ Study Area Resident
 ■ BC Resident (outside study area)
 ■ Outside of BC

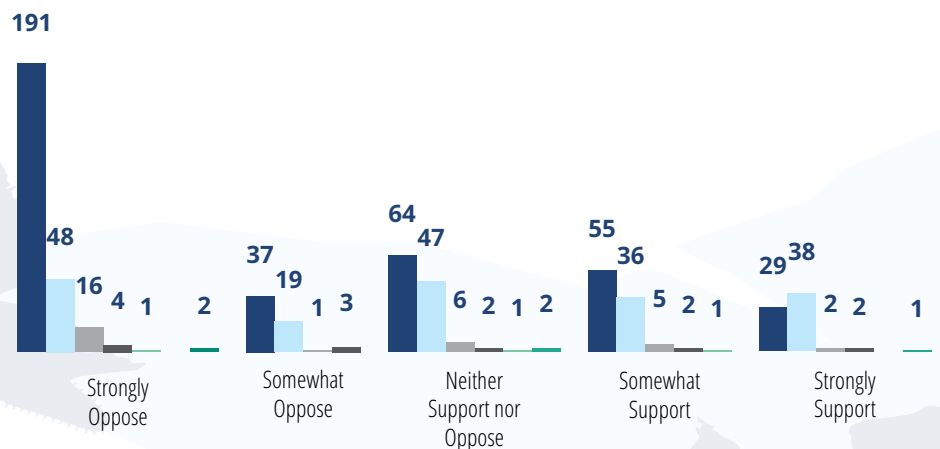


Thinking about the intention of Enhancement Areas, what is your level of support for the proposed Enhancement areas?
active winter motorized recreation users



Thinking about the intention of Enhancement Areas, what is your level of support for the location of the proposed enhancement areas?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
- Tenured / permitted adventure tourism operator



20. In addition to the type of enhancements that are envisioned in the plan, are there other enhancements would you like to see in the proposed enhancement areas?

Respondents to this question indicated that they would like to see increases in infrastructure and amenities such as warming cabins, trail enhancements, bridges, washrooms, and staging areas (51 comments).

Importantly, some comments noted that it is critical that these enhancements be developed and supported through partnerships with local users.

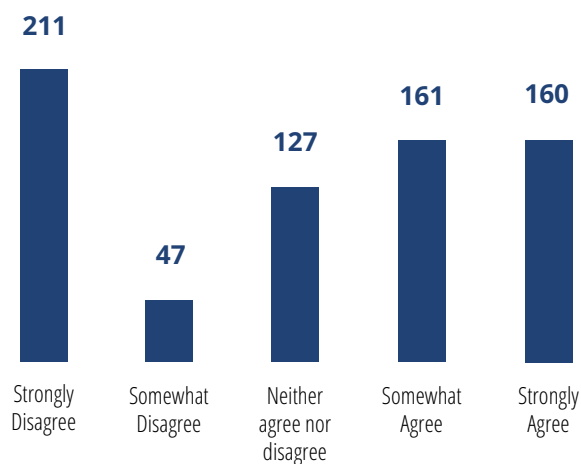


21. To what extent do you agree with the proposed education and communication strategy?

Overall, 50% of all respondents agreed with the strategy, and 37% did not. Support remained consistent across user types and place of residence. The graphs below provide a detailed breakdown.

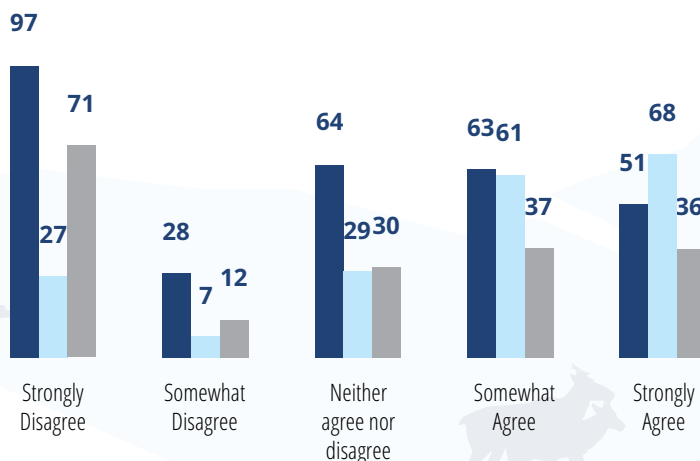
Agreement with the Proposed Education & Communication Strategy			
	# of Responses	Percent	Valid Percent
Strongly Disagree	211	16.0	29.9
Somewhat Disagree	47	3.6	6.7
Neither agree nor disagree	127	9.6	18.0
Somewhat Agree	161	12.2	22.8
Strongly Agree	160	12.1	22.7
Total not including non-responses to this question	706	53.6	100.0
Did not respond	612	46.4	
Total	1318	100.0	

To what extent do you agree with the proposed education and communication strategy?

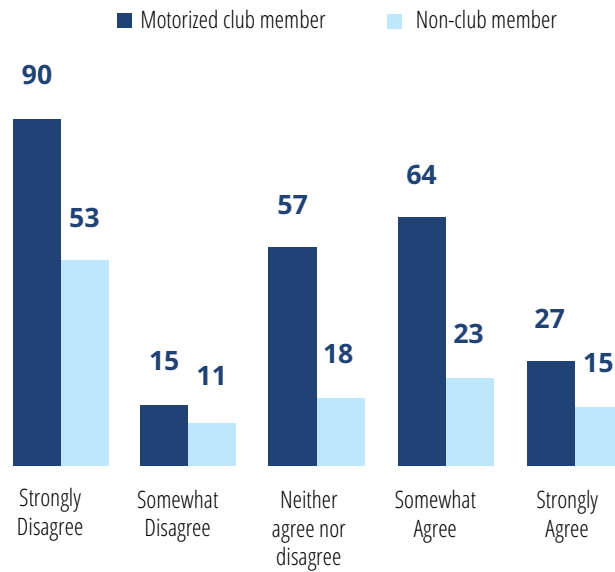


To what extent do you agree with the proposed education and communication strategy?

- Study Area Resident
- BC Resident (outside study area)
- Outside of BC

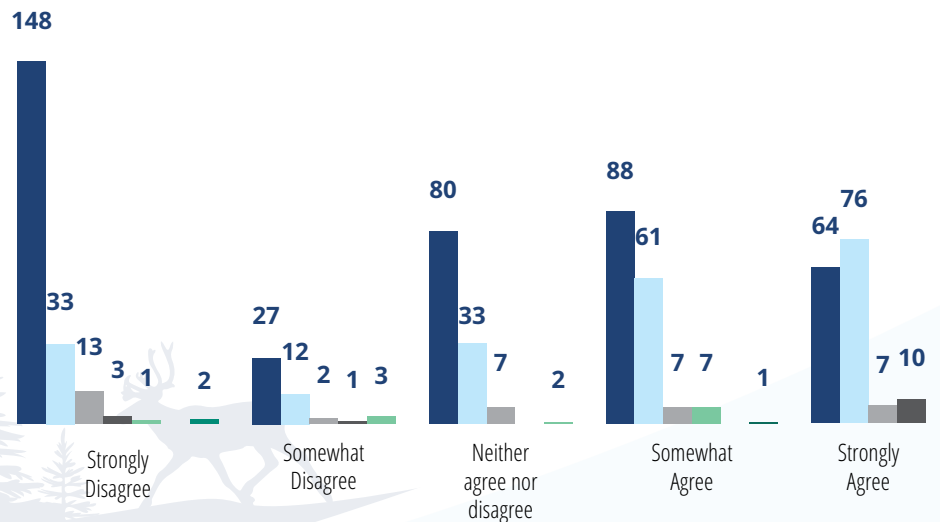


To what extent do you agree with the proposed education and communication strategy?
active winter motorized recreation users



To what extent do you agree with the proposed education and communication strategy?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
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22. What, if any, changes or additions do you feel should be made to the proposed education and communication strategy?

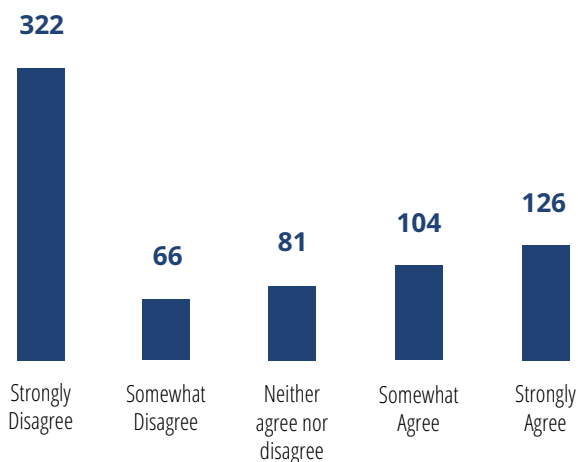
Survey respondents felt that the current strategy requires more input and consultation from BCSF, SPSAC, and local users (26 comments). In addition, 10 suggestions noted the need for enforcement to accompany education (when/if rules are broken or ignored).

Agreement with the Proposed Enforcement and Compliance Strategy			
	# of Responses	Percent	Valid Percent
Strongly Disagree	322	24.4	46.1
Somewhat Disagree	66	5.0	9.4
Neither agree nor disagree	81	6.1	11.6
Somewhat Agree	104	7.9	14.9
Strongly Agree	126	9.6	18.0
Total not including non-responses to this question	699	53.0	100.0
Did not respond	619	47.0	
Total	1318	100.0	

23. To what extent do you agree with the proposed compliance and enforcement strategy?

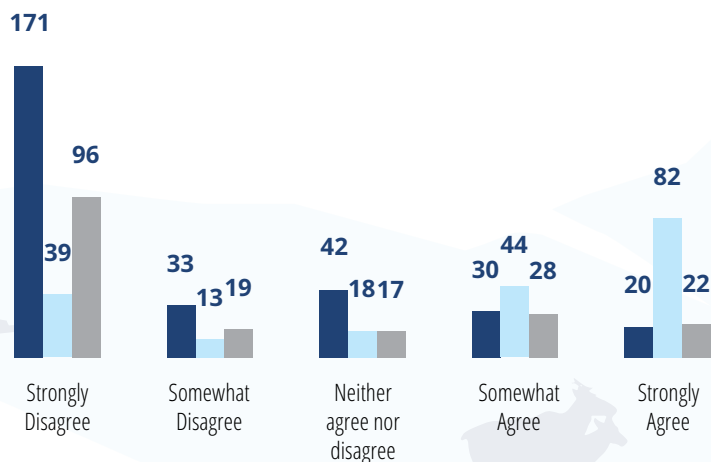
Agreement with the compliance and enforcement strategy was mixed. Within all respondents 55% did not agree, and did support the strategy. 64% of BC residents outside the study region supported the strategy, whereas 68% from within the regional study area did not. The majority of winter motorized recreation users and registered club members did not support the strategy. Details are provided in the graphs below.

To what extent do you agree with the proposed compliance and enforcement strategy?

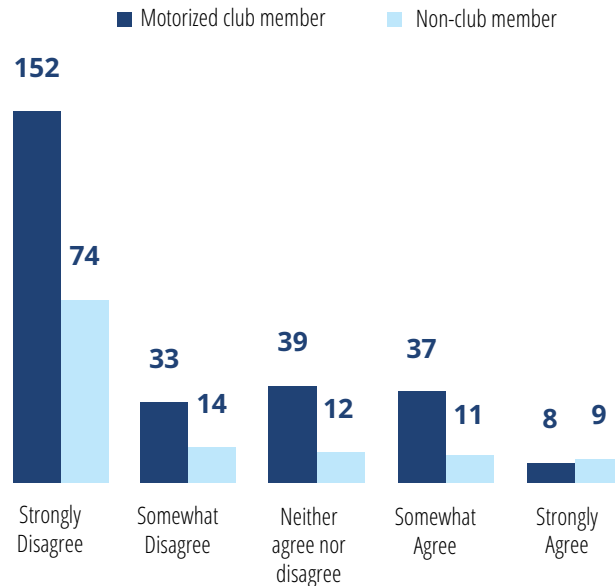


To what extent do you agree with the proposed education and communication strategy?

- Study Area Resident
- BC Resident (outside study area)
- Outside of BC

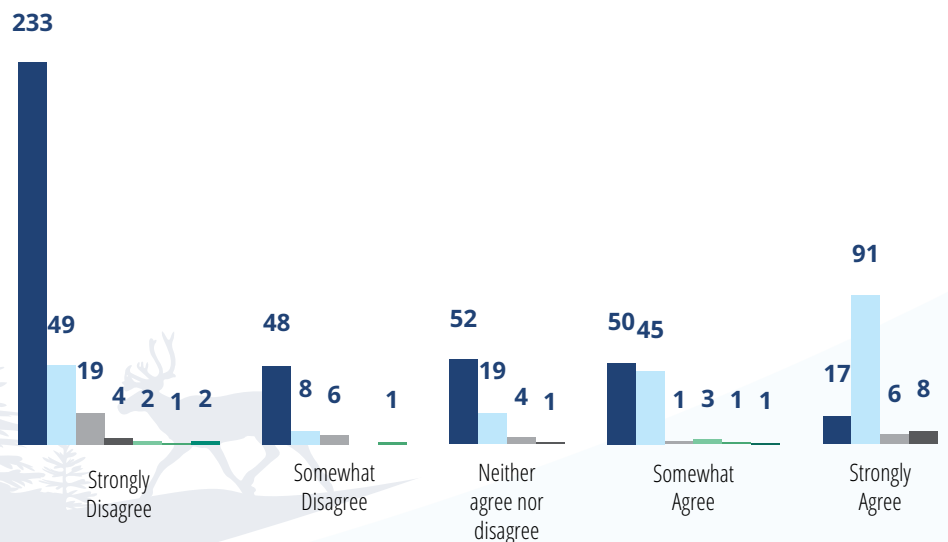


To what extent do you agree with the proposed compliance and enforcement strategy?
active winter motorized recreation users



To what extent do you agree with the proposed compliance and enforcement strategy?

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
- Member / representative of an environmental non-government organization
- Local or regional elected official
- Natural resource tenure holder in the South Peace
- Tenured / permitted adventure tourism operator



24. What, if any, changes or additions do you feel should be made to the proposed compliance and enforcement strategy?

Responses to this question indicated that there was some confusion regarding compliance and enforcement. For example, 25 respondents expressed a lack of clarity on the role, training, and types of compliance and enforcement actions First Nations Guardians would be involved in. An additional 55 comments were made regarding the use of aviation-based patrols. These included concerns that aerial patrols would increase the level of motorized use in the study area to the detriment of caribou, and questioned of the efficiency and transparency of the cost of aviation-based conservation officer patrols. In addition, 33 comments supported enhanced enforcement; some of these expressed the view that an increase in fines and consequences/ramifications for non-compliance is needed.

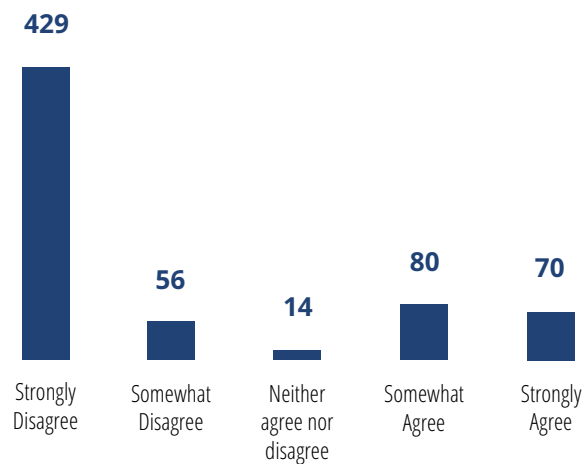


25. Thinking generally about the Plan, what is your overall level of support for the Plan as drafted.

Of the total responses, 75% strongly or somewhat oppose the draft plan. 23% of respondents indicate support for the plan. There are some differences when comparing user types, and place of residence. Those who reside within the study area and outside the province of British Columbia responded with the least level of support, while 54% of British Columbia residents outside the regional study area support the plan. As with other elements of the feedback, interested members of the public appear to somewhat support the plan much more than those who identify as active winter motorized recreation users. More details can be found in the graphs below.

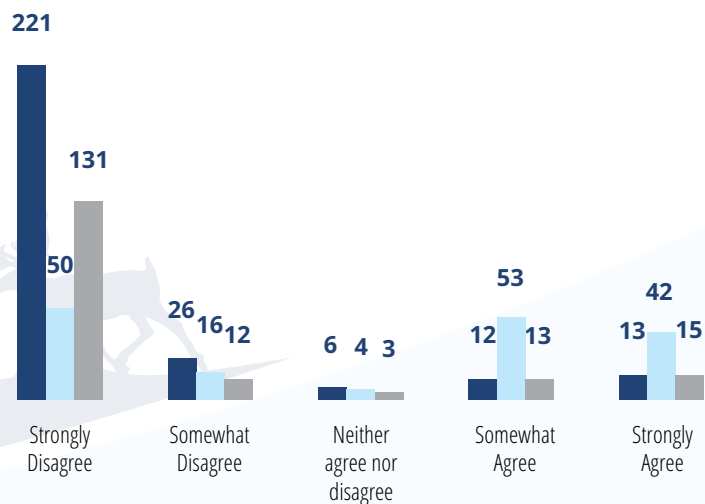
Support for the Overall Plan as Drafted			
	# of Responses	Percent	Valid Percent
Strongly Oppose	429	32.5	66.1
Somewhat Oppose	56	4.2	8.6
Neither support nor oppose	14	1.1	2.2
Somewhat Support	80	6.1	12.3
Strongly Support	70	5.3	10.8
Total not including non-responses to this question	649	49.2	100.0
Did not respond	669	50.8	
Total	1318	100.0	

Thinking generally about the Plan, what is your overall level of support for the Plan as drafted.

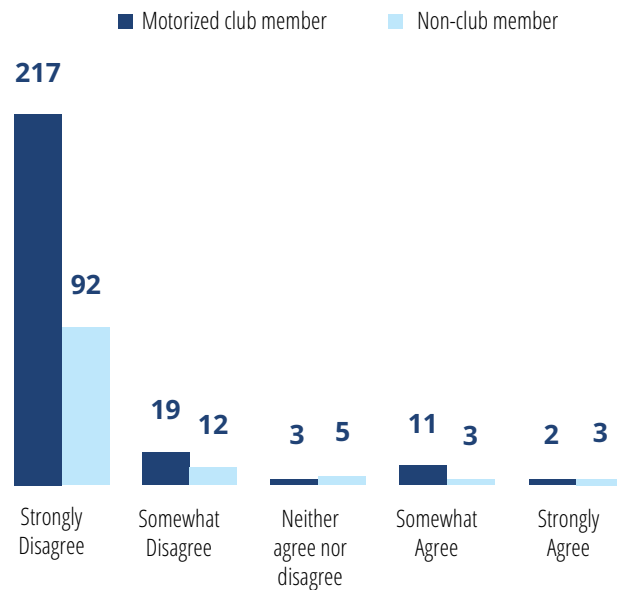


Thinking generally about the Plan, what is your overall level of support for the Plan as drafted?

- Study Area Resident
- BC Resident (outside study area)
- Outside of BC

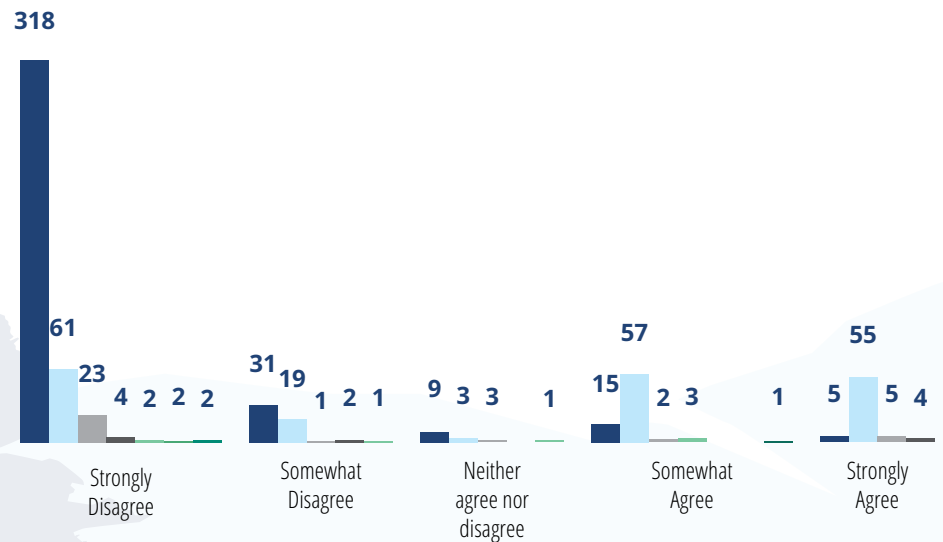


Thinking generally about the Plan, what is your overall level of support for the Plan as drafted?
active winter motorized recreation users



Thinking generally about the Plan, what is your overall level of support for the Plan as drafted

- Active winter motorized recreation user
- Interested member of the public (not associated with any of the following groups)
- Indigenous person, that is, First Nations (status or non-status), Métis or Inuit
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26. Please share any other input you have on the draft plan

Through the 235 responses to this question, many recurring sentiments expressed throughout the survey were reiterated. These included the need for further consultation and engagement with northern communities, local residents, tourism operators, and the SPSAC (120 unique comments were made in regards to these themes). Some responses emphasized the need for more data (21 unique comments), a focus on predator management (11 unique comments), and the need to keep public lands open and accessible - i.e. no closures (26 unique comments). Support for the proposed plan was also communicated through 28 unique comments, and 20 responses indicated that more can and should be done to protect caribou and their habitat (suggestions include the creation of a park or other conversation/protected land area). Finally, 18 unique comments were made requesting this draft of the proposed management plan not move forward.



3 QUALITATIVE ANALYSIS RESULTS

Input received from, public surveys, web-based mapping, email, letters and all other engagement tactics were analyzed using Nvivo software. The common themes and findings across all 15 open ended questions in the survey, and from all other methods of feedback are as follows:

1. Public land access

Access to public lands is incredibly important to many survey respondents. The public survey generated more than 250 unique comments referencing the need to keep public lands open and accessible to all. Not only do these respondents want access to public lands for recreation but many feel they have perceived constitutional rights to recreate on crown/public land.

2. Misalignment with the SPSAC Recommendations

With more than 285 completed surveys from members of winter motorized recreation clubs, there were 265 unique comments were made in regards to the efforts made by the SPSAC. Many of these comments indicated that the draft plan did not reflect the recommendations made by the SPSAC, nor that sufficient consideration was given to the significant time and effort of those who contributed to the development of the SPSAC's recommendations.

3. Disappointment in local engagement

Across the 15 opened ended survey question, disappointment or frustration in a lack of local engagement during the development of the draft plan was noted through 352 unique comments. Many respondents expressed their view that the time to respond to the survey was too short, and that the effort to engage those who live and work in the management area was insufficient. An added layer to this theme included comments from study area residents, local government, and First Nations that, in their view, their voices were not heard nor as valuable as those who are formally in the partnership agreement. As noted in theme 7, this disappointment in local engagement is also closely tied to the perception that the ways of life and economic needs

of northern communities are poorly understood, and that local knowledge and experience (sometimes multi-generational) in the management area was not given sufficient value.

4. Perceived lack of transparency

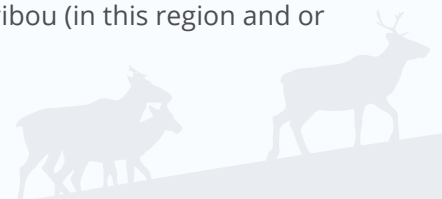
Feedback in response to many of the open ended questions indicated the respondents felt multiple aspects of the planning process was not transparent. Some responses highlighted the government appearing to make decisions "behind closed doors" or without considering local input.

5. Need for more data and on-going monitoring of Caribou in the region

The feedback indicates that data, transparency of data, and knowledge translation is essential for many local residents and survey respondents. Many respondents felt that more data is needed before any actions occur, others felt that on-going data gathering and monitoring is needed to ensure efficacy of the proposed plan. This desire for "more data" was brought up by 169 respondents.

6. Lack of congruency and understanding of "real" threats to Caribou

The diversity of respondents' interests includes active winter motorized users, local residents, politicians, Indigenous people, environmental NGO's, and others. Amongst these respondents, some expressed clear understanding or knowledge of threats to caribou while others indicated that they are unsure of who and what poses the greatest threat to caribou (e.g. predators, industrial use, motorized recreation). In addition, some respondents simply felt there are no immediate threats to caribou (in this region and or more broadly).



7. Lack of understanding and support for northern communities

Northern landscapes, weather, and unique way of life was repeated throughout the survey responses. In total, 180 unique comments were made by respondents regarding the specific features that draw people to live, work, and recreate in northeastern British Columbia. As winter, snow, and mountainous terrain are all main features of this region, multiple respondents cited concern that the implementation of the draft plan would result in a significant negative impact on their way of life. Winter motorized recreation was cited as a main tourism draw and driver of many local business and economies. Respondents felt that closures, changes, and management objectives would significantly reduce their ability to access high quality motorized recreation locations and features. In addition, respondents were concerned that the proposed changes would limit access to cabins, huts, traplines, and other assets valued by these communities.

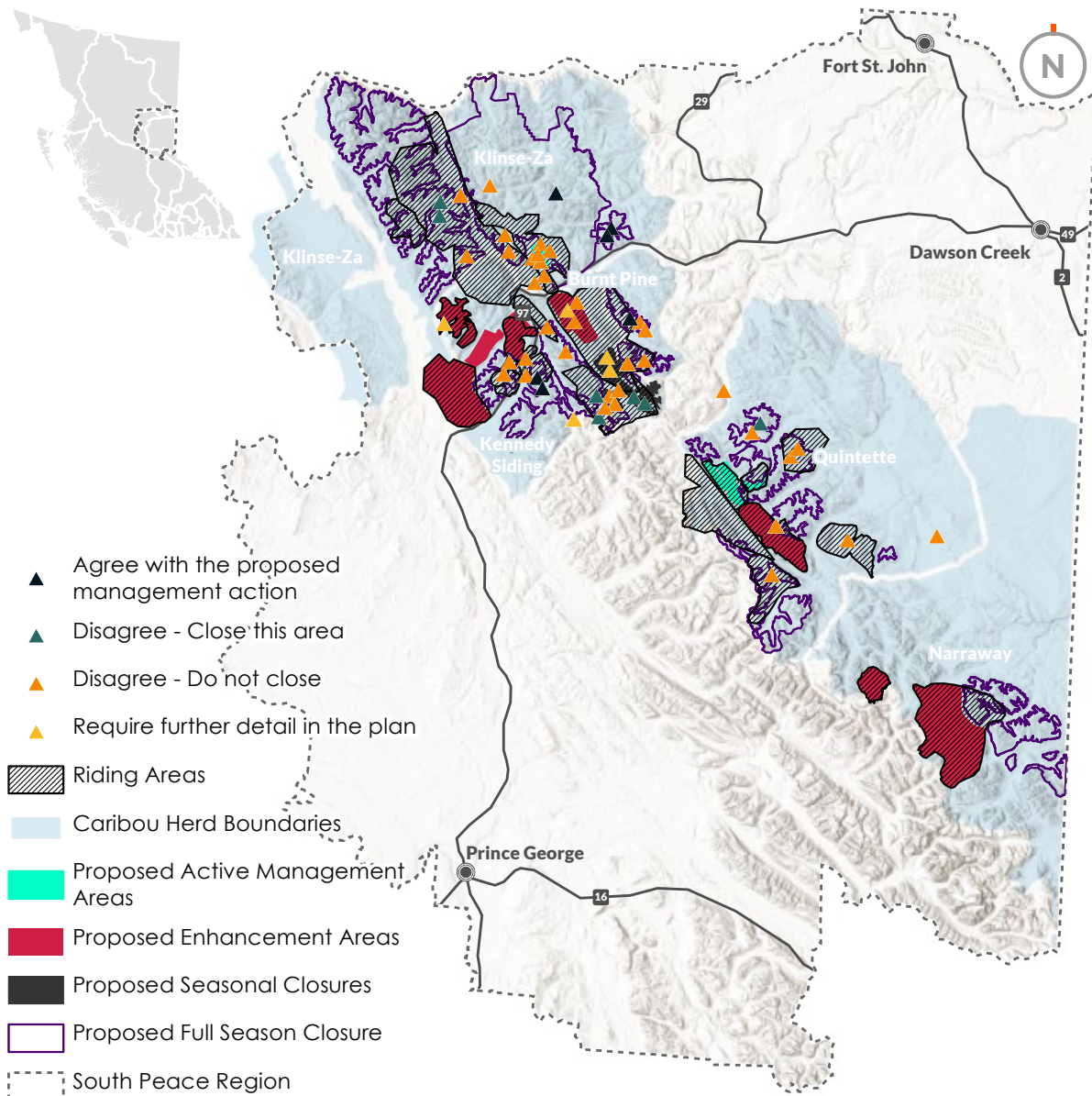
8. Greater caribou protections needed

The survey feedback showed, that among those who support the ideas and proposed actions with the Plan, responses indicate that it does not currently go far enough in providing protection to caribou - both in terms of habitat and other threats. There were between 40 and 50 respondents who consistently remarked these sentiments.



4 ENGAGE BC ONLINE WEBMAP RESULTS

EngageBC's interactive online crowdsource mapping tool was implemented to allow respondents to geolocate input on the management actions proposed in the plan. In total, 64 unique comment pins were made. Input comments were analysed and coded for ease of visually presenting the results. Each comment was reviewed to determine whether the respondent agreed with the proposed management action, disagreed with the action, or recommended that further detail about the proposed management action is needed in the final plan. The reasons for disagreeing with proposed actions varied. For example, some respondents felt that certain areas that were proposed to be closed should not be closed, while others suggested that some areas that were left open or under partial closures should actually be full closures. The coded results are presented in the map below.



In addition to identifying whether the respondent agreed or disagreed with the proposed management action, a more detailed qualitative analysis was undertaken on the input using Nvivo software. The dominant themes were that:

- Some respondents who travel in the study area do not encounter nor see any sign of caribou and therefore perceive that caribou are not using areas that are proposed for restrictions. There are also perceptions that there is conflicting data on what areas caribou are using and during what periods of the winter. Others noted that they have encountered caribou in some riding areas on a regular basis and do not understand why caribou would be consistently present if snowmobiling impacts the animals.
- Feedback that areas that were proposed to be left open for winter motorized recreation are some of the highest risk avalanche areas, and therefore would put the public at risk if areas of lower avalanche risk are not also available. Further, more riders will be concentrated into smaller areas increasing crowding and negatively impacting the recreational experience.
- Views that the plan does not reflect the economic and social importance of winter motorized recreation to the South Peace region. More than 20 comments were made suggesting that families have been recreating in the proposed closed areas for many years, clubs and businesses have built cabins and warming stations within proposed closure areas, and many tourists simply will not visit the region if proposed closures move forward.
- Some respondents expressed support for the proposed Hasler Enhancement Area and specifically a new access trail from highway 97.
- Feedback that the partial season closure dates are unreasonable for the snow conditions and will not provide sufficient time for riding in those areas.
- Views that the proposed management actions may displace winter motorized recreation further south, increasing crowding and shifting potential economic benefits away from winter motorized recreation in the South Peace.
- Concerns and perceptions that the South Peace Snowmobile Advisory Committee's advice was not reflected in the draft plan.
- Feedback that it is inappropriate to close areas to winter motorized recreation and then continue to permit logging (and other industrial activity).

