

ROADS

A LOVE HATE RELATIONSHIP

A Yukon Conservation Society Presentation

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Sometimes We Love Them

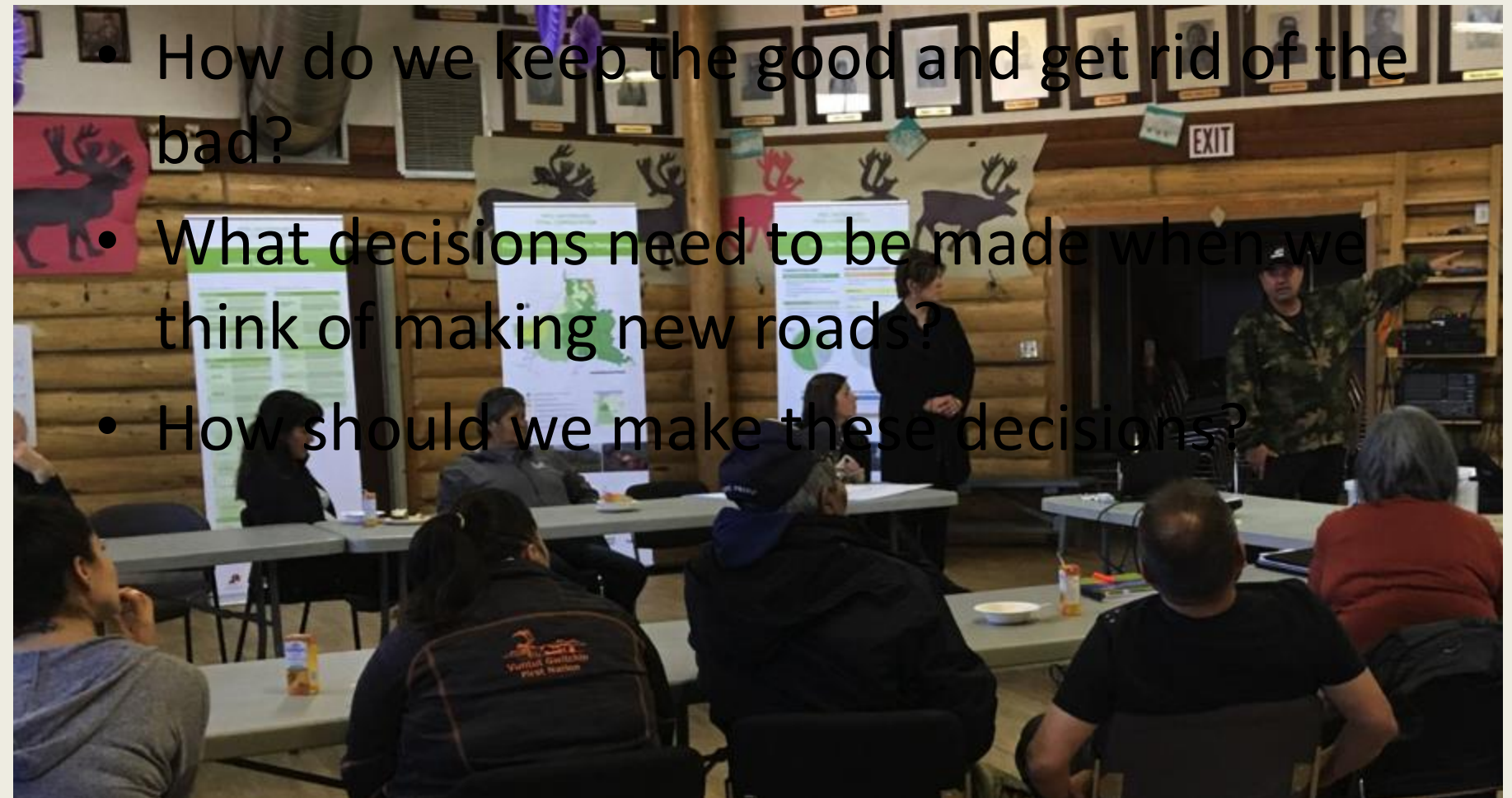


Sometimes We Hate Them



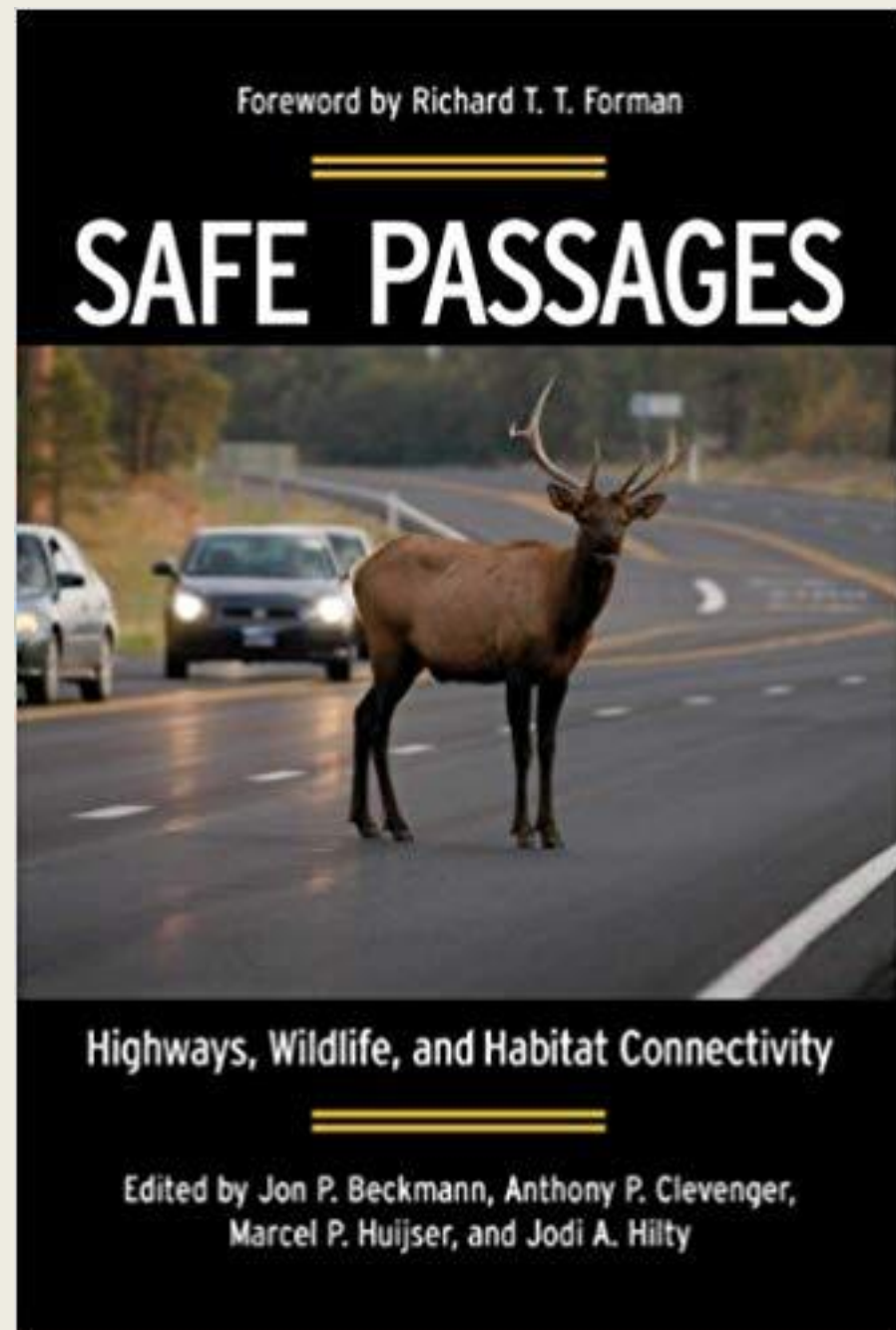
So how do we live with them?

- How do we keep the good and get rid of the bad?
- What decisions need to be made when we think of making new roads?
- How should we make these decisions?

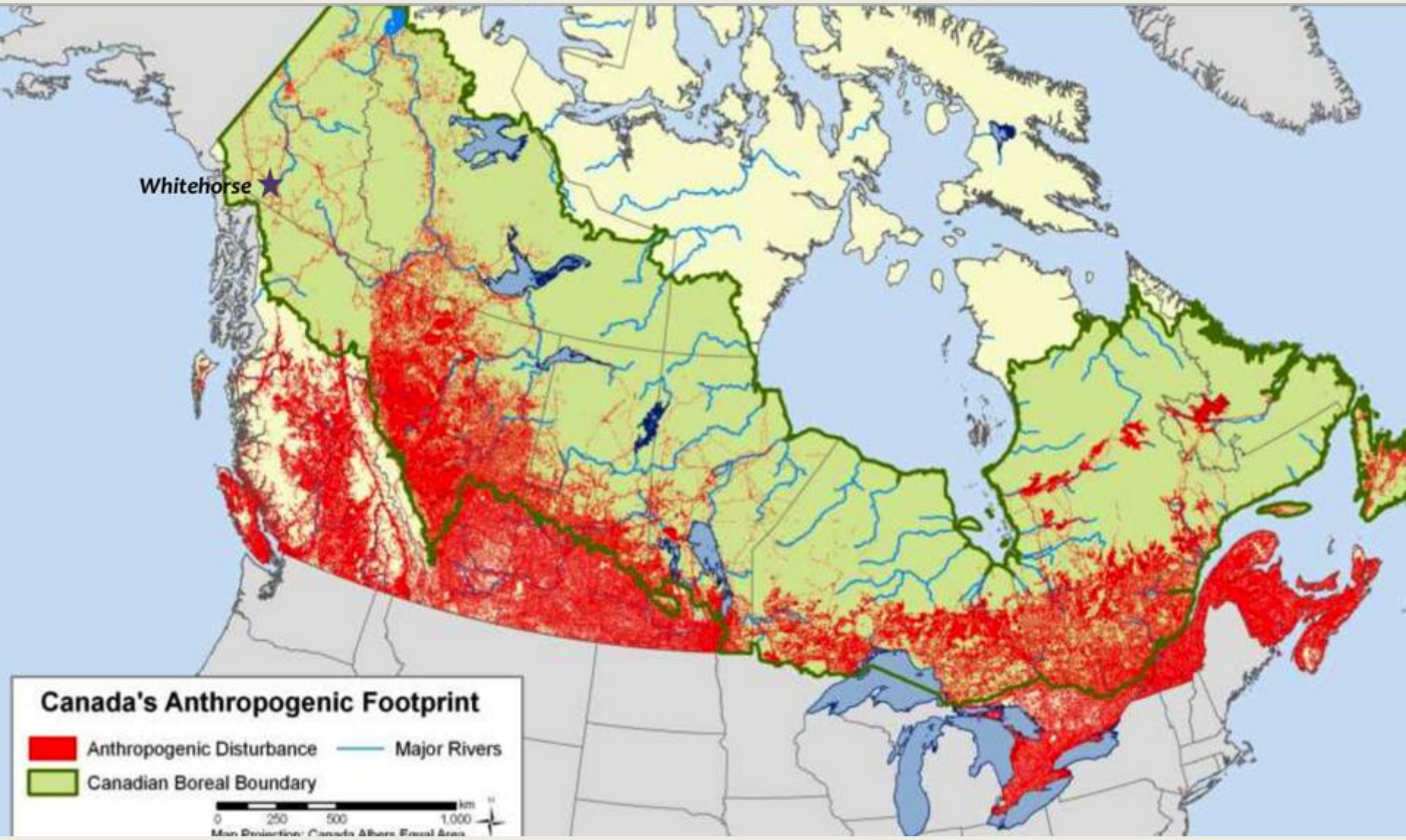


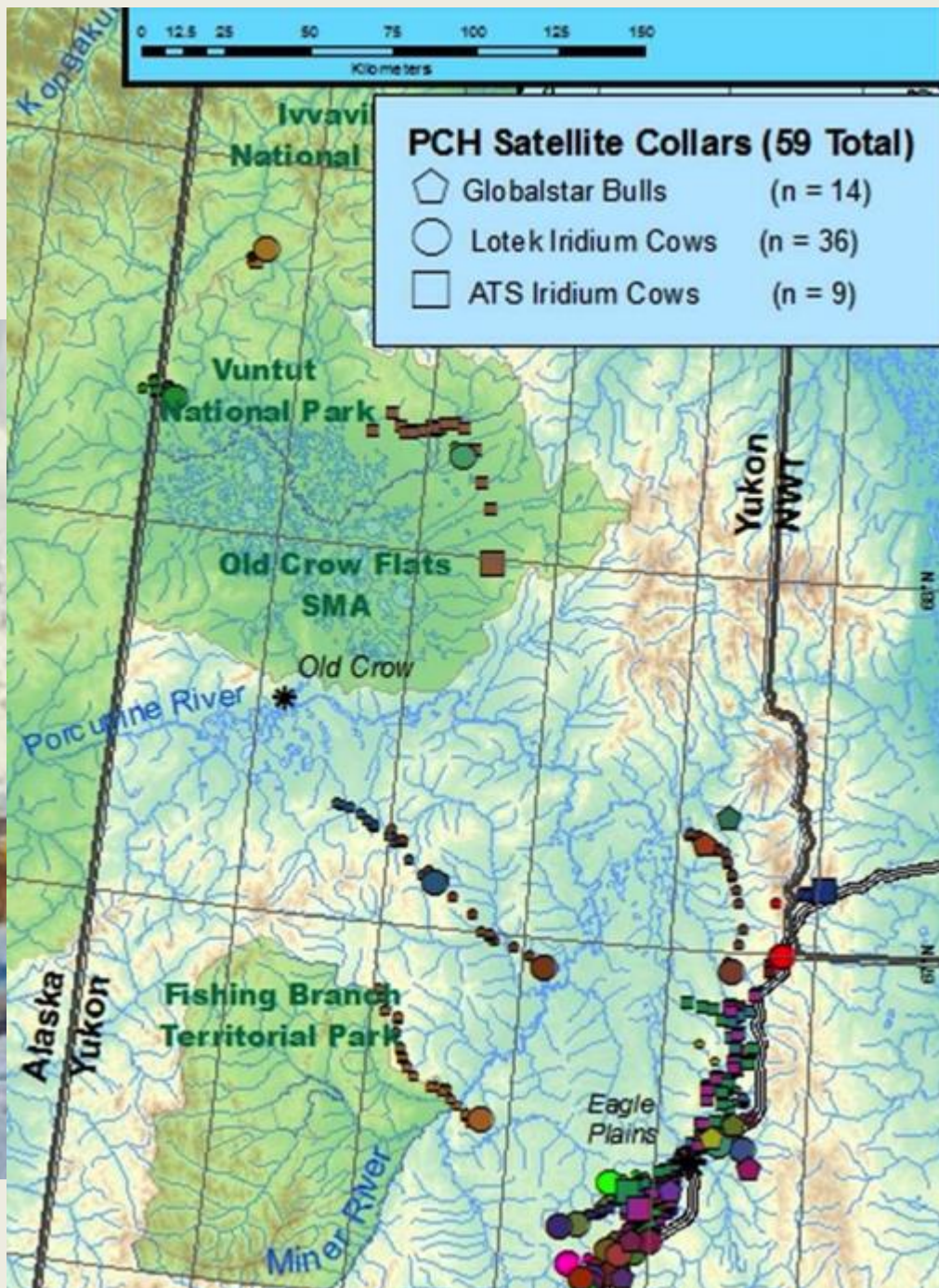
Road Ecology

- *Road ecology* is the study of the *ecological* effects (both positive and negative) of *roads* and *highways* . . . *Roads* are a form of linear infrastructure intrusion that has some effects similar to infrastructure such as railroads, power lines, and canals.



Roads are bigger than they look





Roads are forever



Road networks
Grow..
And Grow...
And spawn
more & more
development

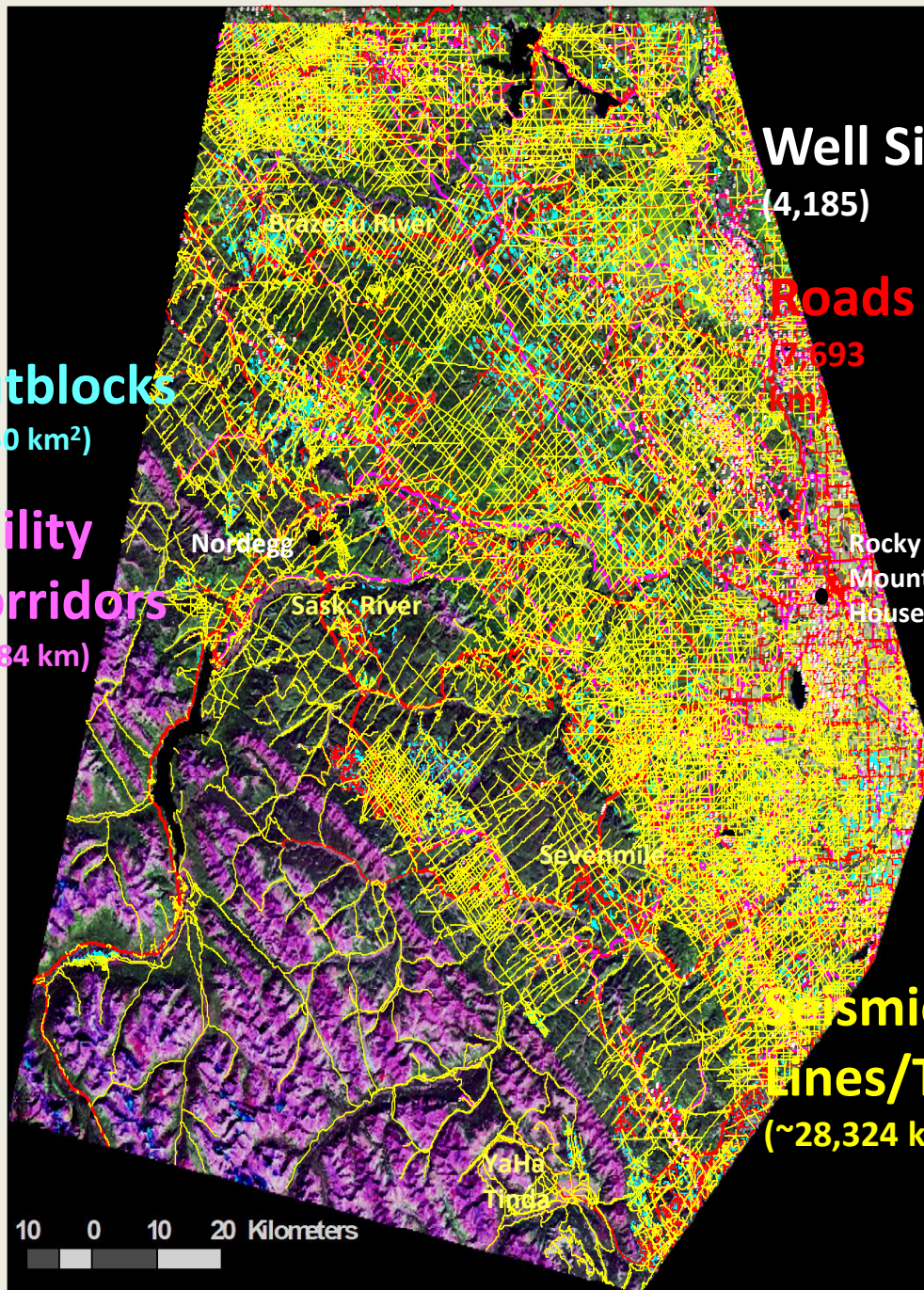
Cutblocks
(~950 km²)

**Utility
Corridors**
(2,784 km)

Well Sites
(4,185)

Roads
(7,693
km)

**Seismic
Lines/Trails**
(~28,324 km)



10 0 10 20 Kilometers

Resource roads are “supposed” to be reclaimed

- “New roads for equipment and personnel access will be constructed on claims as required and **will be reclaimed when no longer required for operations.**”



Road design affects us too!



Some solutions



What does not work well?



Key points

- Roads are barriers
- Roads are bigger than they look
- Need baseline data on animals that use the landscape
- Need proper CE
- Strategic approach to road development, addressing collisions, movements, connectivity.
- Implement a road reclamation plan for the Yukon

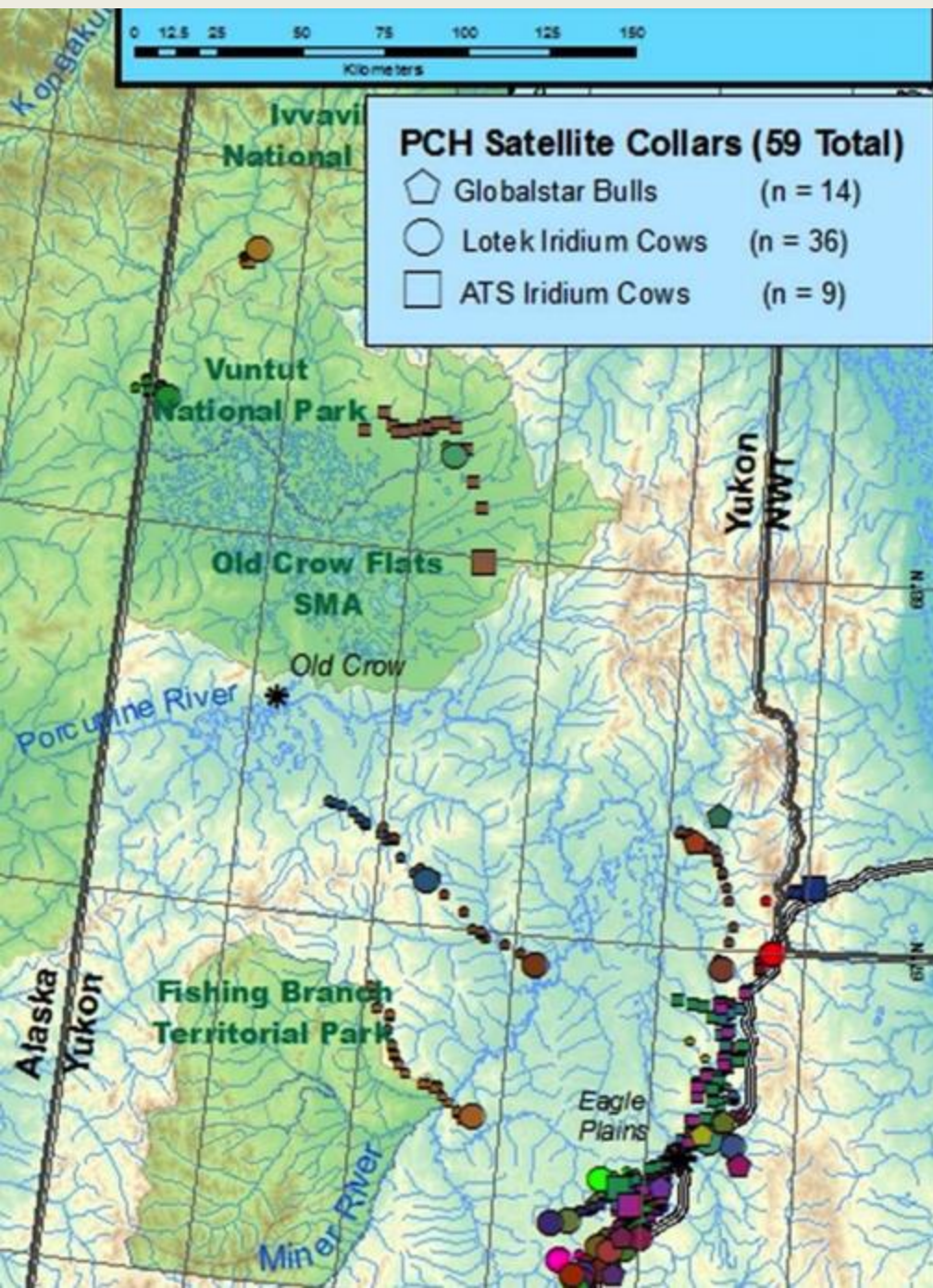
What can we do?

- New roads need to be planned with all social and ecological implications in mind:
 - Hydrology
 - Wildlife key habitat
 - Wildlife routes
 - Habitat connectivity
 - Collisions with wildlife
 - Increased hunter access

Hydrology

- What's wrong with this picture?





Corridors

The Proponent shall not create impediments to wildlife movement within OK Creek valley and shall ensure that corridors remain open at all times for ease of wildlife movement.

YESAB 2015-0205

What can we do?

- Reduce the number of roads
- Is this road/linear disturbance really needed?
- Are there alternatives?



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What can we do?

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N 66.36471° W 137.14044°

WGS84 595 m

2006/06/22 11:12:05

CONCLUSIONS

- Do Land Use Planning First
- Build Trust & Relationships
- Ensure Roads Reflect Community Values
- Put Roads In Places With Overlapping Values
- Needs Many Forms of Knowledge
- Requires Partnerships & Coordination
- Needs Clear Prioritization of Values

Thank you

- Questions? Thoughts?

