Do approaches to manage use on forest access roads work?

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Goals

• What do we know about road use?
• Why are we concerned about road use?
• How are roads and road use managed?
• How effective are management approaches?
What do we know about road use?

- Monitored site
Estimated use of roads by road designation (non-random sample; +/- standard errors for box)

Sites from North Bay, Wawa, Timmins, Nipigon, Thunder Bay, Sioux Lookout
Highways, Primary, Branch, and Operational sample sizes 8, ~60, ~65, ~20, respectively
Site characteristics and relative traffic volume to lake-based recreation sites in northern Ontario

Hunt and Dyck (2011)
Why are we concerned about road use?
Road access: Resource-based tourism and forest management

Resource-based tourism

Outdoor recreation

Forest Management

Resource Manager

Expected revenue differences for resource-based tourism by access type

- **Fly**: $1.00
- **Boat**: $0.66
- **Road**: $0.48

Hunt et al. (2005)
How are roads and road use managed?
Special considerations for managing road access near tourism values

- Wawa District Tourism Strategy (1992)
- Cochrane Remote Tourism Strategy (1997)
- Temagami Land Use Plan (1997)
- Self-sustaining Trout III (~2010)
Distribution of different approaches to manage roads and traffic on Crown Lands

Hunt and Hupf (2014)
How effective are management approaches?
Estimated reduction to traffic on roads that are managed in different ways

* Weekend-based traffic from first 5 weeks of gun portion of moose hunt on single lane roads, 2007 - 2012

Hunt and Hupf (2014)
Resource based tourism - Prevalence and use of undesired ATV trail access

- Examining alternate lines of evidence
- Field verifying
- Monitoring of use
Preliminary: Investigations of possible access trails (n = 196 lakes)

- Not investigated: 32%
- Not found: 19%
- Operator: 12%
- Connected: 7%
- Non ATV: 7%
- Stopped search: 13%
- Verified: 10%
**Preliminary**: Access (ATV) trails to lakes with remote tourism by sub-region: Jan 2018

NWR-W (Red Lake, Sioux Lookout, Dryden, Fort Frances); NWR-E (Thunder Bay, Nipigon); NER-W (Wawa, Hearst, Sault Ste Marie, Chapleau); NER-E (Sudbury, Timmins, Cochrane, Kirkland Lake, North Bay)
Preliminary: Access (ATV) trails to lakes with remote tourism by distance to road: Jan 2018

+ includes Verified and Suspected trails
Conclusions

• Context matters
• Road use tends to be low
• Seasonal-based closures are “surprisingly” effective
• A minimum of 2 km separation might be necessary to prevent most trail access
Literature Cited


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