Manitoba

Memorandum

DATE: April 12, 2011

TO: Tracey Braun
Director
Environmental Assessment
and Licensing Branch
Manitoba Conservation
Suite 160 - 123 Main Street

FROM: Barry Bentham
Director
Parks and Natural Areas Branch
Manitoba Conservation
Box 50 - 200 Saulteaux Crescent

PHONE NO.: 945-4413

SUBJECT: Environment Act Proposal – Duck Mountain ATV Trail Project

The attached development proposal has been prepared by Parks and Natural Areas Branch in accordance with Manitoba Regulation 164/88, the Classes of Development regulation. The proposal is a class 2 development, being an area designated for all terrain vehicle use under *The Provincial Parks Act*. The purpose of the project is to reduce the environmental impact of off-road vehicle use in Duck Mountain Provincial Park by establishing a system of designated ATV trails.

Thank you for your assistance.

Barry Bentham

Attachments

cc: Jocelyn Baker
Luke Peloquin

Environment Act Proposal Form

Manitoba Conservation

Name of the development: Duck Mountain ATV Trail Project	
Type of development per Classes of Development Regulation (Manitoba Regulation 164/88): Class 2	
Legal name of the proponent of the development: Manitoba Conservation, Parks and Natural Areas Branch	
Location (street address, city, town, municipality, legal description) of the development: Duck Mountain Provincial Park	
Name of proponent contact person for purposes of the environmental assessment: Cathy Hummelt, Park Planner	
Phone: (204) 945-3697 Fax: (204) 945-0012	Mailing address: Box 53, 200 Saulteaux Crescent Winnipeg MB, R3J 3W3
Email address: cathy.hummelt@gov.mb.ca	
Webpage address: www.manitobaparks.com	
Date: APR 12 2011	Signature of proponent, or corporate principal of corporate proponent: Printed name: Barry Bentham

ENVIRONMENTAL ASSESSMENT & LICENSING BRANCH
MANITOBA CONSERVATION
APR 13 2011
DIRECTOR

A complete **Environment Act Proposal (EAP)** consists of the following components:

- **Cover letter**
- **Environment Act Proposal Form**
- **Reports/plans supporting the EAP** (see "Information Bulletin - Environment Act Proposal Report Guidelines" for required information and number of copies)
- **Application fee** (Cheque, payable to Minister of Finance, for the appropriate fee)

Per Environment Act Fees Regulation (Manitoba Regulation 168/96):

Class 1 Developments	$500
Class 2 Developments	$5,000
Class 3 Developments:	
Transportation and Transmission Lines	$5,000
Water Developments	$50,000
Energy and Mining	$100,000

Submit the complete EAP to:

Director
Environmental Assessment and Licensing Branch
Manitoba Conservation
Suite 160, 123 Main Street
Winnipeg, Manitoba R3C 1A5

For more information:
Phone: (204) 945-7100
Fax: (204) 945-5229
Toll Free: 1-800-282-8069, ext. 7100
http://www.gov.mb.ca/conservation/eal

ENVIRONMENT ACT PROPOSAL (EAP)

1.0 Executive Summary

The purpose of this project is to reduce the environmental impact of off-road vehicle use in Duck Mountain Provincial Park by establishing a system of designated ATV trails. This document describes the scope of the project to be undertaken and the environmental assessment process that will be used to guide trail development.

Environmental concerns related to ATV use include potential impacts to natural features, native plant communities, aquatic environments and wildlife habitat. Fragmentation of landscapes by roads and trails, introduction of invasive species and potential fire hazards are also concerns.

The Management Plan for Duck Mountain Provincial Park requires that the park trail system be reviewed and guidelines for ATV use developed. A community-based Trails Working Group was established in 2008 to assist with this task and to provide recommendations to Manitoba Conservation for ATV management.

A report from the Trails Working Group was presented to Manitoba Conservation in 2010. The key recommendation from the report is that ATV use should continue to be permitted in the park, but that immediate action should be taken to manage the activity and halt unsustainable ATV riding practices. A dedicated ATV trail system was proposed.

Under *The Environment Act*, Classes of Development Regulation 164/88, ATV trail development in a provincial park is a Class 2 development. This project will utilize existing trails as much as possible, but some new trail development will be required to link existing trails and re-route trails away from sensitive areas. An environmental review process has been developed to address these requirements.

The project is scheduled to begin in the summer of 2011 and be completed in phases over a period of 5 to 10 years. As the project proceeds, ATV trails will be designated in appropriate areas and trails that are not part of the trail system will be closed to recreational ATV use. Overall, the number of trails used by ATVs in the park will decrease as a result of this initiative.

Due to the ongoing nature of this project, approval to proceed with trail development activities over the entire project lifespan is requested.

2.0 Introduction and Background

2.1 Park Description

Duck Mountain Provincial Park (DMPP) is located in western Manitoba, on the edge of the Manitoba escarpment. The main purpose of the park is to preserve areas that are representative of the Western Upland Natural Region and to accommodate a diversity of

recreational opportunities and resource uses (*A System Plan for Manitoba's Provincial Parks*, rev. 2008).

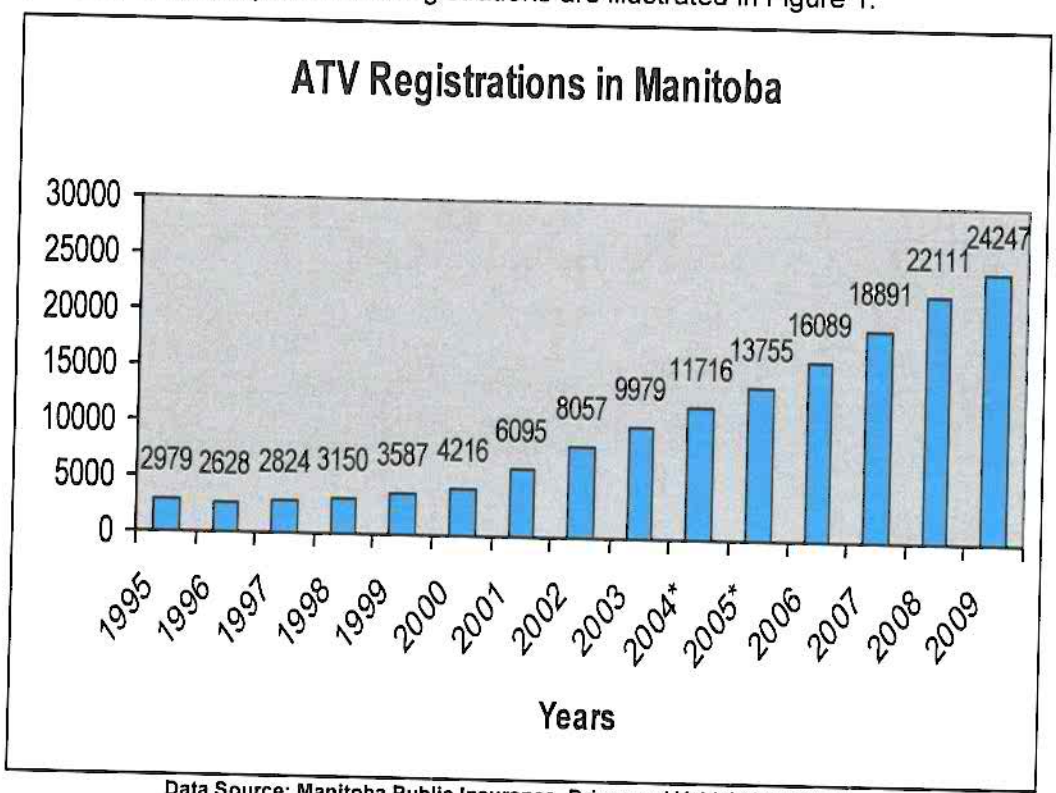
The park has four main recreational development areas; Childs, Singush, East Blue and Wellman/Glad lakes. Each of these areas provides facilities and services for cottaging and camping. There are three commercial lodges in the park.

Boating, fishing and trails-based activities are an important part of the recreational experience at Duck Mountain. Trails have been designated in the park for hiking, interpretation, canoeing, cross-country skiing, snowmobiling and ATV riding. Hunting, trapping, horse riding and cycling also occurs on some of these trails. Many of the trails in the park are multi-use.

2.2 History of ATV Use

When ATVs first arrived on the Duck Mountain landscape, they were used to provide access to remote areas for hunting, trapping, fishing and forest harvest activities. In recent years, recreational ATV riding has grown in popularity and there has been a significant increase in the number of ATVs operating in the park.

The total number of ATVs that access DMPP trails each year is not known, but the upward trend in ATV registrations provincially suggests a significant increase over the past ten to fifteen years. ATV registrations are illustrated in Figure 1.



Data Source: Manitoba Public Insurance, Driver and Vehicle Licensing
*** 2004 and 2005 data is estimated**

Figure 1: Number of ATVs registered in Manitoba – 1995 to 2009.

The Park Activities Regulation 141/96 limits the recreational use of ATVs in provincial parks to designated trails. In DMPP there is one designated ATV trail, the Mossberry trail, and a number of designated hunting routes where ATV use is permitted.

In addition to the trails where ATV use is permitted, many non-designated trails and older forest access roads are also used by ATVs. These non-designated trails represent a large proportion of the trails in the park and ATV use on these trails is largely unmanaged. Newer forest access roads, developed for commercial timber harvest, are now closed or decommissioned after use.

The current network of trails in DMPP was not designed for recreational ATV riding and many of the trails are in poor condition. With increasing numbers of ATVs operating in the park, both on and off of designated trails, physical damage to park landscapes has become increasingly apparent. Wet weather conditions in recent years have accelerated the deterioration of trails in some areas.

Examples of impacts that have occurred on park landscapes as a result of unmanaged ATV use are illustrated in Figure 2 on page 4. Increased trail access into remote regions of the park is also believed to be a contributing factor to the decline of local moose populations by allowing a greater harvest of moose in these areas.

2.3 Trails Working Group

As directed by the Management Plan for Duck Mountain Provincial Park in 2007, a community-based Trails Working Group (TWG) for DMPP was created in 2008 to facilitate open and transparent consultation on off-road vehicle use in the park and to provide recommendations to Manitoba Conservation for ATV management.

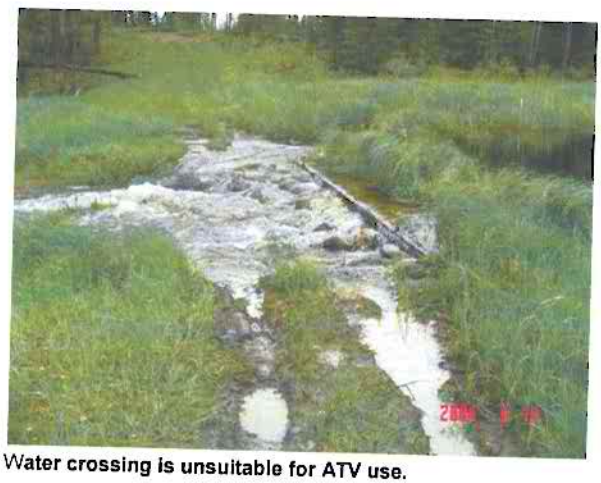
The TWG represents approximately twenty recreational, cottaging, tourism, business, nature-appreciation, First Nation and governmental organizations. Together, the TWG has established a shared understanding of ATV issues, reviewed scientific reports and trail planning concepts, conducted exploratory field work and hosted public consultation meetings.

A *Report on ATV Trail Use: Recommendations and Actions* was released by the TWG in February 2010 which recommended that a system of dedicated ATV trails be designated in the park, in conjunction with new enforcement and public education strategies. A summary of recommendations and actions from the report is included as Appendix A of this proposal.

Low area deepened by ATV use; bypass has been created.

Rutting by ATV use on sensitive prairie remnant.

Degradation of wetland area by ATVs.



Water crossing is unsuitable for ATV use.

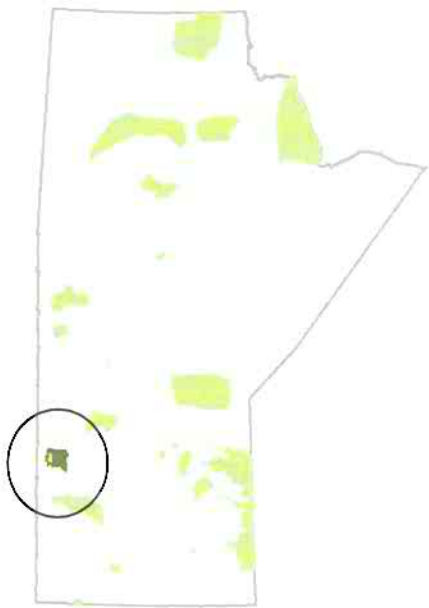
Figure 2: Examples of trail damage in Duck Mountain Provincial Park.

3.0 Description of Proposed Development

3.1 Legal Description of Land

Duck Mountain Provincial Park is described as:

All those portions of Townships 29 to 33, Ranges 23 to 28 W.P.M. shown on Plan 19808, that are designated by Manitoba Regulation 37/97 as Duck Mountain Provincial Park. The park is 1424 sq. km. (142,430 hectares) in size.



3.2 Owner and Existing Land Use

The area is designated Crown land owned by the Province of Manitoba.

Duck Mountain Provincial Park preserves areas that are representative of the Western Upland Natural Region and accommodates a diversity of recreational opportunities and resource uses. The park:

- Provides nature-oriented recreational opportunities such as hiking, canoeing and other trail-based activities in a largely undisturbed environment;
- Provides high-quality cottaging, camping and fishing opportunities;
- Accommodates associated facilities and services;
- Promotes public appreciation and understanding of the park's natural features and cultural heritage; and
- Accommodates commercial resource uses such as forest harvest, where such activities do not compromise other park purposes.

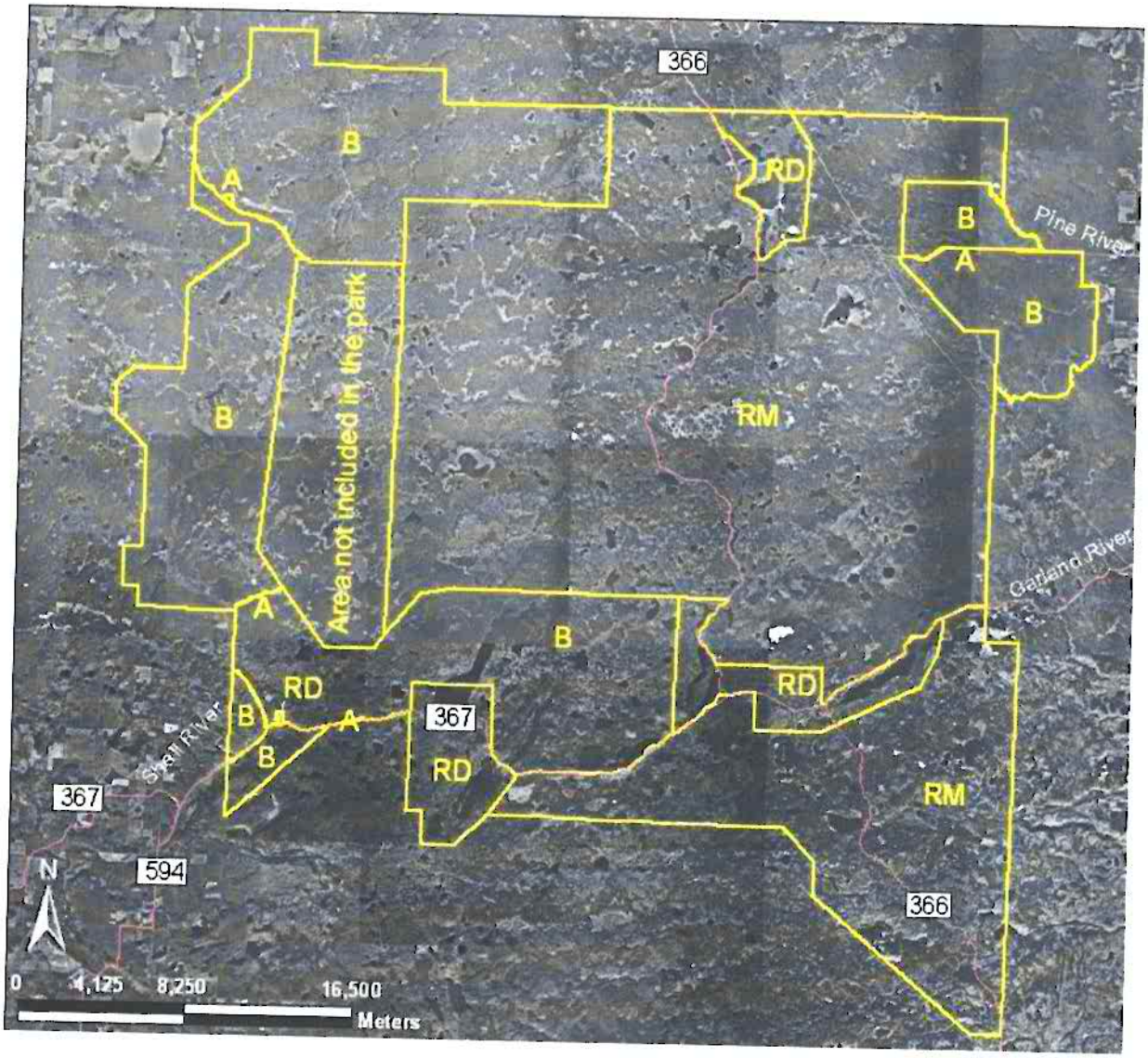


Figure 3: Duck Mountain Provincial Park Boundaries and Land Use Categories

3.3 Land Use Designation

Duck Mountain Provincial Park is classified as a Natural Park. Park lands are categorized into Backcountry (33% of park), Recreational Development (6% of park), Resource Management (61% of park) and Access (<1% of park) Land Use Categories. Park boundaries and land use categories are illustrated in Figure 3.

3.4 Previous Studies and Activities

- Public consultations on outdoor recreation and trail use were conducted in 2001 and 2003 as part of the review process in the development of a management plan for Duck Mountain Provincial Park.

- The Sustainable Development Innovations Fund supported research studies from 2004 to 2006 by students from the universities of Brandon and Manitoba to measure conditions which could contribute to long-term physical impacts of ATVs on park lands.

- The TWG held a trails planning workshop in December 2008 with the principal author of the Minnesota Department of Natural Resource's Trail Planning, Design, and Development Guidelines.

- An exploratory hike was conducted by a contingent of the TWG in 2009 to test the feasibility of the proposed trail development plan. A damaged section of trail that is targeted for potential re-routing was examined.

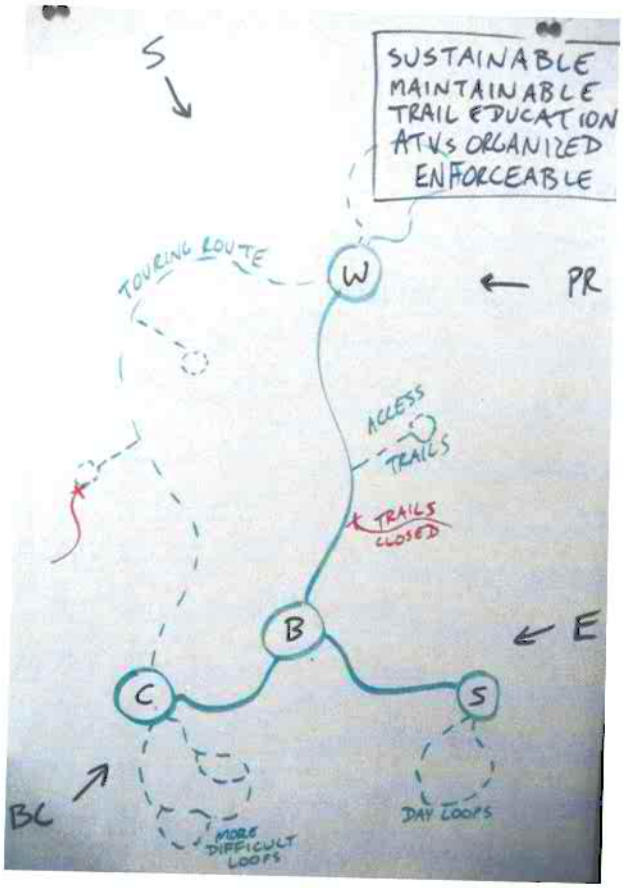
- The Mixedwood Forest Society and the Ecological Reserves Advisory Committee have provided Manitoba Parks and Natural Areas with information on trails that pass through sensitive vegetation such as orchids and remnant prairies.

3.5 Description of Proposed Development

The proposed development is a system of designated ATV trails that is environmentally sustainable and improves trail conditions for all park users. The development will reduce the impact of recreational ATV riding by directing ATVs to areas that can support such an activity.

The ATV trails concept plan links major recreation areas in the park and provides ATV access to selected destinations such as fishing lakes. The plan uses existing trails where possible, requires trails to be routed to protect sensitive areas, and closes unsustainable portions of trails.

A concept plan map prepared by the TWG is shown in Figure 3a. Please note that the routes shown on the map are hypothetical and do not depict actual or proposed trails in the park. (W=Wellman Lake; B=East Blue Lake; C=Childs Lake and S=Singush Lake).



- Includes trail links between major centers (including Childs, East Blue, Wellman and Singush lakes);
- Acknowledges existing local access from outlying communities (Swan River, Pine River, Ethelbert, San Clara, Grandview etc);
- Provides short links to popular destinations (angling lakes, points of interest);
- Includes a series of loop trails at major centers with varying levels of difficulty/challenge;
- Includes signage at each trail head;
- Incorporates ATV rider education, organization, trail maintenance and enforcement;
- Uses existing trails in areas where they will be sustainable and self-maintaining;
- Requires trails to be designed and routed to protect sensitive areas; and
- Closes unsustainable portions of trails.

Figure 3a: DMPP ATV Trails Concept

3.6 Funding

Funding by the Province of Manitoba is anticipated for the first five years of the project. Additional funding from other groups or agencies may be sought as required.

3.7 Other Approvals

Manitoba Conservation will work in cooperation with the federal Department of Fisheries and Oceans (DFO), Dauphin office, to ensure adherence to stream crossing guidelines and other requirements.

3.8 Public Consultations

Manitoba Conservation will work with the TWG to provide opportunities for public input into trail routing and selection. This may be done using newsletters, website postings, online public feedback forms and in-person information sessions as required.

4.0 Description of Existing Environment in the Project Area

4.1 Landscape

Duck Mountain Provincial Park is an area of lakes and hills, encompassing over 142,430 hectares of land in the Western Upland Natural Region of Manitoba. It is part of a series of highlands in western Manitoba known as the Manitoba escarpment which includes Duck Mountain, the Porcupine Hills to the north and Riding Mountain to the south. This region has the highest and most visually apparent relief in the province and forms the eastern margin of the Saskatchewan Plains.

4.2 Topography

The topography of Duck Mountain reflects glacial origins. When the last glacier retreated it left an accumulation of clay, gravel, sand and boulders on the shale core. The irregular deposits have left "the Ducks" with a hilly terrain interspersed by pothole lakes and ponds. Some of these lakes and ponds have since filled in with vegetation to become black spruce bogs. Others, fed by springs and spring run-off, have remained clear.

4.3 Hydrology

Water drains down the escarpment to rivers and lakes in the surrounding lowland. Streams and creeks merge to form such rivers as the Shell, Valley, Pine, Duck, Favel and Roaring rivers. During the spring melt they run at full force, and over the years they have carved deep channels along their courses. By midsummer, however, many become dry riverbeds. Heavy rainfall in recent years has kept water levels high.

4.4 Vegetation

The park has three distinct plant communities including boreal forest, deciduous forest and upland meadow. From higher latitudes, there is a southward extension of the boreal forest - a mixture of white spruce, jack pine, balsam fir and deciduous trees like aspen and birch. Ground cover includes bearberry, wintergreen, club moss and sarsaparilla, and poorly drained areas are characterized by black spruce interspersed with tamarack. Deciduous trees such as bur oak, elm and Manitoba maple are found along the eastern slopes. Grassy upland meadows in the Roaring and Shell River valleys are fringed by shrubs like chokecherry, Saskatoon and snowberry, and highlighted by wildflowers throughout spring and summer.

4.5 Fish

Duck Mountain supports a wide range of native and stocked fish species including walleye, northern pike, yellow perch, bass, whitefish, lake trout, brown trout, brook trout, rainbow trout, splake, smallmouth bass, muskellunge and Arctic char. Local fish enhancement groups promote sport fishing through educational programs, fish and fish habitat enhancement projects and sponsorship of local sport fishing activities.

4.6 Wildlife

The varying landscapes of Duck Mountain support wildlife such as elk, moose, white-tailed deer, black bear, fox, lynx, coyote and timber wolf. A variety raptors, waterfowl and songbirds nest in the marshes and forests. Hunting and trapping both occur in the park. In recent years, moose populations have declined significantly and efforts to restore populations have been initiated.

5.0 Description of Environmental Effects of the Proposed Development

This project will be phased over a number of years, and the environmental effects of the proposed development will be reviewed on an ongoing basis. This section outlines the process that will be used to assess and minimize the environmental effects of ATV trail development in the park.

5.1 Mapping

Geographic information system (GIS) mapping of ecological values will be compiled to clearly define sensitive areas and to ensure they are protected as trail alignments are considered. Destinations to be accessed by ATV trails will also be identified, such as stocked fishing lakes and commercial establishments.

The mapping will serve as a large-scale filter to target general areas where ATV trail development will be considered, and areas where potential environmental impacts would preclude ATV trail designation. The database will include, but not be limited to:

- stocked fishing lakes
- built up areas (cottage subdivisions, campgrounds)
- existing designated ATV trails
- designated hunting routes
- existing access trails
- forest harvest areas
- areas of cultural significance
- recreation trails (hiking, interpretative, skiing etc.)
- Snoman trails
- slope/topography
- soil type
- surface lakes, streams and rivers
- sub-surficial water layers
- critical wildlife habitat
- sensitive landscapes (prairies, wetlands)
- rare species
- species at risk
- archaeological sites

5.2 Preliminary Trail Routing

Based on the mapping described in section 5.1, preliminary ATV trail routing will be identified. Using existing trails as much as possible and focusing in areas already influenced by human activity, annual project areas will then be selected on the basis of priority, beginning with trails in the poorest physical condition.

For example, in Figure 4 a portion of the Mossberry trail has been identified for improvement. Based on mapped information, a preliminary trail realignment has been proposed. No construction work will occur until an on-site assessment has been conducted to evaluate the suitability of this routing as outlined in section 5.3.

Existing trail sections that could be utilized
Possible trail section re-routing
Existing trail that would be closed to ATV use as a result of re-routing.

Figure 4: Preliminary Trail Routing based on GIS mapping

5.3 On-Site Assessment

An on-site assessment will be conducted following the preliminary selection of each trail segment. The purpose of the on-site assessment is to visually evaluate local conditions, and to identify any significant smaller-scale features which would pose a barrier to ATV trail development. The on-site assessment will focus on:

5.3.1 Landscape
- Sensitive areas such as grasslands and wetlands

5.3.2 Topography
- Soils
- Steep slopes
- Geological features prone to disturbance

5.3.3 Hydrology
- Riparian areas
- Stream crossings
- Surface water

5.3.4 Vegetation
- Unique or unusual plant communities
- Isolated specimens of unique or unusual plants

5.3.5 Fish
- Fish habitat and aquatic communities

5.3.6 Wildlife
- Presence of endangered or at-risk wildlife
- Habitat suitability for at-risk wildlife

5.3.7 Human Influences
- Cultural or archeological features
- Burial or historic sites

On-site assessments will be conducted by qualified field staff. Proposed trail routes will be marked with flagging tape and navigated in their entirety. Based on the presence or absence of features noted above, the proposed trail route will be revised or approved. If water crossings or minor wet areas are identified, appropriate crossing or trail hardening techniques may be incorporated into the resulting trail plan.

5.4 Public Review

Newsletters, websites and public information meetings will be used to communicate trail development plans. Public feedback will be reviewed with the TWG at scheduled trail planning meetings. Information to the public on trail closures, if applicable, will be posted.

5.5 Trail Development

New trail development will be focused in areas where a new trail is required to by-pass a sensitive area or a heavily damaged segment of trail, or to link to an existing trail. Where more than one existing trail leads to a destination area, only one trail will be designated and the multiple trails closed.

Best practices for ATV trail development, such as the *Trail Planning, Design, and Development Guidelines* prepared by the Minnesota Department of Natural Resources (2006) will be consulted and adapted as appropriate for the local Duck Mountain terrain. For example:

- Trail Hardening: Use of geosynthetic materials such as illustrated in Figure 5 will be considered for crossing low areas where there is no reasonable alternative to reroute the trail in a sustainable way.

- Stream Crossings: DFO guidelines for stream crossings will be followed. Direct crossings, hardened tread crossings, culverts and built structures will be used to minimize impact on fish habitat, depending on site specific conditions.

- Vegetation Clearing: Where clearing is required to accommodate new trail, vegetation removal will be limited to a minimum width unless additional clearing is required for visibility and safe operation of ATVs in heavily forested areas.

- Trail Closures: Gates, berms, plantings, re-naturalization and other techniques will be used to reduce the visibility of decommissioned trails, depending on the site specific conditions.

Photo: US Dept of Transportation website

Figure 5: Trail construction with geogrid panels allows natural vegetation to reestablish.

The photos in Figure 6 below show representations of the type of trail construction projects that may be considered in DMPP.

BEFORE

Photo: US Dept of Transportation website

AFTER

Photo: US Dept of Transportation website

Photo: Manitoba Conservation

Photo: Manitoba Conservation

Figure 6: Trail conditions before and after a trail development project.

5.6 Follow- up

On completion of each annual project, the ATV trail segment(s) will be designated and signed. Trails in the vicinity of the newly designated ATV trail that are in sensitive areas, physically unsustainable trails, and trails that do not lead to identified destination areas will be closed or decommissioned.

Trail conditions will be monitored and impact thresholds will be used for decision-making regarding the relative sustainability of designated ATV trails in the park. For example:

- Level I - Impact as anticipated - no action required. The trail is performing as anticipated.
- Level II - Questionable level of impact - action required. Higher level of monitoring and enforcement required to reverse trend towards becoming an unacceptable level of impact.
- Level III - Unacceptable level of impact, action mandated. Increasing level of impact requires reclassification of trail (change of use - e.g. to non-motorized), use restrictions, or decommissioning of trail to protect the environment.

6.0 Mitigation Measures and Residual Environmental Effects

Residual effects of ATV trail development are expected to be low, but may include:

- Noise, vehicle emissions, garbage and fire hazard concerns may be higher in areas with designated ATV trails. Public education strategies will be used to inform ATV riders of these concerns to reduce these effects.
- Trail creep, soil compaction and displacement of the trail route may occur as a result of storm events and heavy rainfall. This will be mitigated by proper trail planning and construction techniques. Trails that cannot be reasonably improved will be closed. Temporary closure of designated ATV trails during wet periods will be initiated.
- Continued public use of trails that have been closed may occur. This will be mitigated by obscuring trails with slash, organic matter and berms, and by public education and enforcement strategies.

7.0 Follow-up Plans, including Monitoring and Reports

Measures that will be used to assist in managing ATV trails and monitoring trail conditions include:

- Park staff will visually monitor and assess trail conditions on an annual basis. District occurrence reports will also be used to determine if trail use is sustainable.

- An enforcement strategy will be developed to ensure that ATVs are operated in compliance with existing regulations, thus reducing potential for environmental impact.

- Public education programming will focus on responsible ATV use and environmental stewardship.

- Trails will be closed in areas where regulatory compliance is poor or damage to ATV trails is apparent.

- Opportunities to work in cooperation with ATV Manitoba and/or local ATV groups will be pursued.

- Establishment of a volunteer Trail Ambassador program will be considered to assist with trail maintenance, public education and monitoring of trail conditions.

Appendix A

Item	Topic	Recommendations	Action
1.0 POLICY	**1 (a) DMPP ATV Use Objectives**	ATV use should be allowed in DMPP for both utility and recreation purposes, with the understanding that the recommendations that follow are also implemented. These recommendations focus on where, when and how ATVs are used in DMPP, ATV education, ATV enforcement, ATV Trail Planning and ATV trail construction.	1.1 TWG to provide its recommendations to MB Conservation.
	1 (b) ATV Trail Vision	The DMPP ATV Trails Vision should be incorporated into the management objectives for the park as follows: "Planning for ATV use in DMPP should include a sustainable, high-quality, planned ATV trail system, where: - 'Sustainable' means ecologically sound and economically feasible; - 'High-quality' means offering a compelling, satisfying, challenging experience requiring minimal maintenance; and - 'Planned' means designed for responsible recreational and commercial users, and supported by maintenance and enforcement measures".	1.2 MB Conservation to respond to recommendations as presented by the TWG. 1.3 MB Conservation to identify resources for the implementation of TWG recommendations.
2.0 DMPP TRAILS WORKING GROUP	**2 (a) Role of TWG**	The DMPP Trails Working Group should continue to provide input and recommendations towards improvement of Park conditions respecting ATV use. The TWG should continue to include a wide representation of relevant stakeholder interests including, in addition to the current make-up of the group, the MB ATV association and a provincial industry representative.	2.1 MB Conservation should continue to work with the TWG to provide on-going direct input through the ATV Trail Planning process. 2.2 MB Conservation and the TWG should establish sub-committees of the TWG as required to develop and facilitate parts of this Plan.

Item	Topic	Recommendations	Action
3.0 ATV TRAIL PLANNING	**3 (a) DMPP ATV Trail Concept**	The management strategy for ATV trails in DMPP should incorporate the general concept plan for ATV trails as established by the TWG, which includes: - Trail links between major nodes including (Childs Lake, East Blue Lake, Wellman Lake, Singush Lake - Acknowledges existing local access from outlying communities (Swan River, Pien River, San Clara, Grandview, Ethelbert etc.) - Provides short links to popular destinations (angling lakes, points of interest etc.) - Includes a series of loop trails from each major node with different levels of difficulty/challenge - Includes signage at each trail head - Incorporates ATV rider education, ATV organization, ATV trail maintenance and enforcement - Uses existing trails in areas where they will be sustainable and "self-maintaining" - Requires trails to be designed and routed to protect sensitive areas - Closes unsustainable portions of trails	3.1 Identify specific destinations (fishing lakes, points of interest) that should be incorporated in the Trail Plan. 3.2 Identify sensitive areas that should be avoided in the Trail Plan. 3.3. Identify opportunities for public input into trail routing, phasing and construction.
	3 (b) DMPP ATV Trail Inventory	A trail condition inventory of existing trails should be created to identify which trails are sustainable and which should be improved, re-routed, or closed. The trail inventory should be used to develop a Trails Plan and preliminary cost estimates for a complete trail improvements program. The inventory should focus on popular trails first. If necessary, other trails can be inventoried for condition in later phases of trail programming.	3.4 Develop a user-friendly, simplistic approach for rating trail condition. 3.5 Prepare a trail condition inventory of top priority trails using a GIS database. 3.6 Identify sustainable and unsustainable sections of trail.

Item	Sub-Topic	Recommendations	Action
3.0 ATV TRAIL PLANNING (cont'd)	**3(c) DMPP ATV Trail Priority**	Elements of the DMPP Trail Concept Plan established by the TWG should be prioritized for implementation purposes. Prioritization should be based on re-routing and/or improving the most popular trail connections that are in the worst condition first. The initial project should be selected to demonstrate the advantages of trail planning and to maximize public exposure in order to increase public education opportunities at the onset of trail programming.	3.7 Prepare a prioritization plan for DMPP trail improvements based on the trail inventory (highest use, high exposure, poorest condition first).
	3 (d) DMPP ATV Trail Routing	An ATV Trails Plan should be created utilizing existing trail sections as much as possible where they are feasible and sustainable. New trails or trail sections should only be created for the purposes of re-routing existing trails to more suitable terrain, and avoiding wet areas, water crossings and sensitive areas to the greatest extent possible, including areas currently under consideration for ecological protection. Where water crossing cannot be avoided, permanent water crossings should be developed. Crossings should be minimized to reduce installation and maintenance costs. Trail design and planning should be arried out in accordance with "Best Practices for ATV trail design and planning locally and from other jurisdictions. The plan will be a "work in progress" until all phases of the trail inventory/construction have been completed.	3.8 Develop a Trails Plan for DMPP, incorporating all types of trails in the park. 3.9 In cooperation with DFO, forestry companies and user groups, determine suitable and cost-effective water crossing options. 3.10 Confirm ongoing justification for designated hunting routes and ATV trails. 3.11 Confirm funding sources for Implementation and Construction phase over an initial five year period. 3.12 MB conservation to confirm whether planning can be expanded to include Duck Mountain Provincial Forest.

Item	Sub-Topic	Recommendations	Action
4.0 IMPLEMENTA-TION AND CONSTRUCTION		Trail construction projects should be implemented based on the Trail Plan prioritization. Unsustainable trail sections should be closed as improvements or re-routing of alternate routes progresses.	4.1 Initiate trail improvements/construction of the highest priority trail within the Trail Plan. 4.2 Continue trail work as per implementation schedule. 4.3 Develop directional and educational signage to identify open and closed trails.
5.0 ENFORCEMENT		A defined enforcement protocol should be established with respect to ATV use in undesignated areas or on undesignated trails. Regulations should include a substantial penalty in order to minimize the level of field enforcement required. A position should be created exclusively for Trail responsibilities in DMPP (monitoring and enforcement).	5.1 Establish set penalties for trail violations (MB Cons). 5.2 Create and fill a dedicated Park Patrol Officer position for DMPP Trail responsibilities (MB Cons).
6.0 ATV EDUCATION		An overall ATV Trail public education program should be developed that includes educational materials, signage, co-operation with schools, ATV dealers, ATV user groups and the general public. Education should focus on responsible ATV Trail Use and what constitutes a "sustainable trail". Consider the implementation of education programs including signage protecting ecological sites, a "Blue Ribbon Trails for Trapping" program.	6.1 In cooperation with ATV Manitoba, initiate an Education sub-committee of the TWG to establish an action items list for Trails education. 6.2 In cooperation with the ATV Manitoba and the MRTA, implement a "Blue Ribbon" or similar program for trapper's and outfitter's trails.
7.0 ATV ORGANIZATION		A local ATV user organization should be created; this organization should explore public education and trail maintenance responsibilities with MB Conservation.	7.1 ATV Manitoba work with local ATV users (potentially a subcommittee of the TWG) to pioneer a local DMPP chapter of MB ATV Association. 7.2 Invite members of ATV MB to attend future TWG meetings.

Item	Sub-Topic	Recommendations	Action
8.0 MONITORING AND EVALUATION		The Trails Plan and the implementation of new trails as well as closed trails should be monitored and evaluated on a regular basis to ensure that actions are meeting agreed upon objectives.	8.1 MB Conservation and the TWG should establish a monitoring and evaluation program for plans and implemented trail works in DMPP.