

8.6 Access Indicator 5. Access Development in Sensitive Terrain

8.6.1 Measure - length of roads and summer motorized trails built in alpine, alpine forest, wetlands, and meadows.

8.6.2 Results and Discussion

The LRMP discouraged access development within sensitive areas such as those listed above because they may support slow-growing plants that are very sensitive to disturbance, or have soils which can be easily damaged or eroded. Access development has historically enabled off-trail use by ATV's, mountain bikes and horses which can further damage these highly sensitive areas. It can be noted that no access roads have been built in sensitive terrain that would enable off-trail use, since the introduction of the Forest Practices Code in 1995.

Table 18 provides baseline data of the length of current (2002) access infrastructure in sensitive areas. Figure 42 shows locations, with a 1km buffer applied to show potential extent of off-road use in sensitive areas.

Table 18 – Length of Access Infrastructure Within Sensitive Terrain

Sensitive Area Type	Area of Type (ha)	Pre-1995 Road Length (km)	1995-2002 Road Length (km)	Pre-1995 Trail Length (km)	1995-2002 Trail Length (km)	Total by Type (km)
Alpine	114,965	42		34		76¹
Alpine Forest	25,857	23		14		37³
Wetland	6,982	4		3		7
Meadow	8,492	1		5		6
Total:	156,296	70		56		126

8.6.3 Data Sources:

- 1999 update forest cover (FC1) roads, supplemented with Bulkley BCTS Road ledger (2002 update) GPS'd roads and additional roads identified in PIR's 2000-2009 Forest Development Plan.
- Designated trails from the 1997 Bulkley TSA Recreation Access Management Plan (RAMP)
- 1999 update FC1 (Northwest Data Centre, Bulkley District dataset) to isolate sensitive terrain.

¹ None of this total is the result of forestry roads. Most is from pre-1990 mining access roads.

Figure 42

Motorized Access in Sensitive Terrain

