

Bighorn Backcountry Standing Committee

Meeting Summary

Bighorn Backcountry Access Management

October 8, 2020 @ 9:00 **FINAL COPY**

Zoom Meeting

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|----------------|----------------|----------------|-----------------|
| Don Livingston | Lorne Hindbo | Alan Ernst | Jamie Bruha |
| Wayne Crocker | Adena Earl | Barry Wesley | Dominik Kmet |
| Michael Doyle | Ernst Bergmann | Greg Nelson | Jim Duncan |
| Kris Heemeryck | Eric Brownrigg | Lisa Schrader | Loyal Ma |
| Morgan Titford | Marla Zapach | Paul Radchenko | Suzanne Comfort |
| Dale Marshall | Brad Jones | Simon Dyer | Laura Raivio |
| Jim Turner | | | |

Chair

Don Livingston

Welcome/Introduction

Activities / Signage / Enforcement

Activities

Busy summer, one tool we discovered is that Alberta Transportation uses a counter at the Nordegg Ranger Station Hwy camera site and one at the Park Boundary. The data is posted on their website. It is looking like about 2 ½ - 3 times the usage in that section from last year. Could see the increase and the trends for this year, every single weekend was a spike. We usually say one vehicle equals 3 people average resulting in an addition of about 10000 people/weekend to the corridor.

Signage

Quite a bit of activity in the corridor. Have ordered a bunch of signage that we have not received yet for the lake access.

Still is a temporary closure on Tershishner and need to assess what type of damage occurred with people ignoring the signs, and what will need to be done next year.

New trail construction at 40 Mile from two years ago required temporary closures with signage, but these trails have hardened so signage will be removed.

Peppers Lake trails are waiting for signage as well for winter usage. Ordered about \$2000 worth of signs just to try to mitigate use/access/damage on Hwy 11.

Enforcement

Early on this spring we had 3 missing persons who were then found as well as an attempted suicide. Serious incidents occurred including one 7 year old on quad injured with a cracked skull, Crescent Falls, dangerous driving reports at the Dam. Human remains found in the North Saskatchewan River from an individual that fell in at BNP and the remains were found around Thompson Creek,

Stats: Conservation Officers logged Nearly 700 man hours in just the PLUZs. An abundance of issues with failing to obey signage, particularly at the Bighorn Dam and Tershishner. At Preacher's, people tried to use dirt bikes thinking they are different then OHVs.

Things are gradually getting slower. Seems to be more of a dedicated crowd that knows what they are doing.

Found there was an overall influx of users this year that were very uneducated. Expressed that they figured it is crown land and is open for anything.

Bruha: Moving forward is it the groups' opinion that it is necessary for increased public education? The recreation user guide was made public late in this recreation season. We are expecting a similar amount of recreation use next year. We don't believe it's just because other areas were closed. Predict to see heavy usage along Hwy 11 and there are plans proposed for upgrading infrastructure.

Hiking / Bergmann: There's been an increase in volume, based on enforcement what was the actual increase?
Brownrigg: It's hard to quantify – some days we spent more time just talking to people so recording volume wasn't there. The fact that the Bighorn Dam was closed until end July was reflected.

When the season started there was an increase in education about the rules. One weekend at Preacher's Point we Lands staff and the Rec. Engagement Officer spoke with 60 groups and only one had been there before, and they were from Rocky Mountain House. Found there was a lot of defiance.

Bruha: Thoughts on the tone that should be in the outdoor recreation guide?

When we put information out to the public we are sometimes too careful about the words we are using. After hearing enforcement, do we need to address some of the behaviors out there in a different way? How direct should we be?

Hiking / Bergmann: What's needed is a combination of investment, resources, infrastructure and education. But I think one has to carefully avoid mixing the messages of enforcement and education. Education should be direct education. There is the view that regulations sometimes abolish all respect for the law. It is difficult to grasp all the things I can actually do in an area when the messaging is mixed and elongated. Primary means of education needs to be education, and then backed by enforcement.

Livingston: We used to have signs that said "please stay on the trail". An engineer from the AWA was out there and asked me "Does that mean I have to or just that I should?"

Bruha: Trying to build up a level of stewardship but also expect certain behaviors.

Summer Motorized / Titford: In the States if you are caught off trail you have to pay to get your unit hauled out, you have to leave it there. Last weekend out near Ya Ha Tinda, motorized users are supposed to be proactive

and yet there's 12 horse trails going over the ridge and causing erosion. If you hit someone hard it will take 5-10 people on social media, word will spread and that will be the end of it.

Bruha: It also takes infrastructure so that users have good trails to be on so they aren't on trails that are causing potential environmental impacts.

Summer Motorized / Titford: We all need to pool our resources between all users to move things forward. We don't get the same level of accomplishment by paying someone to do something. OHV clubs can go help FOESA build a trail. Not necessarily more boots on the ground but more cooperation between users. Starts at educating the individual and including stricter penalties when something happens.

Bruha: Enforcement has so few bodies and such a large area to cover that they aren't going to be face to face with the majority of users. You are right that issuing a big ticket for an offense does go around social media and could have an effect on user behavior.

Livingston: We've seen the peer pressure side of things over time in the Bighorn Backcountry. In the past no comments but now they are more invested in the areas. This year we saw things go quite a few steps backwards.

First Nations / Wesley: The most impacted communities are the Bighorn Stoney people with this influx of campers onto the traditional lands hindering the cultural activities. When the elders go pray there's people camping there. It is a priority to this group. We talk about cultural awareness but nobody seems to be taking it seriously. This is our traditional lands and where ever you put a footprint there is a disturbance. Need to have a cultural awareness and this would go to the public. A lot of the campers have no clue there is a reserve up there. They camp right on the reserve and we have to force them out. We blame the government for opening the crown lands for random camping without consultation. So we need to work together. You need to listen to me for managing this area. So far we haven't tried cultural awareness.

Action: Look into adding to existing brochure, or if we do a separate, more detailed pamphlet for the dam area itself to address Trans Alta's concerns as well as highlighting First Nations issues and cultural awareness.

Livingston: We have been having some chats with the Stoney Nation as this is a problem all across the eastern slopes, looking forward to dealing with that in a better way.

Equestrian / King: Not just the Bighorn we need more of a GOA education program. People in Alberta seem to think they have unrestricted rights to public land.

Hiking / Dyer: Rec guide, how do you actually get that in people's hands? If you scroll through the unsupported crown land site there's so much false information. I know we are stretched, not just a philosophy. By being permissive and not always writing tickets then people think it's okay.

Livingston: One of the issues was the courts were closed. So all the tickets that we write get backlogged in the court system and then they are now getting triaged out. Tied that in with the overall enforcement this year. Will have a rollup this summer of tickets from Conservation Officers, Fish & Wildlife, Sheriffs and Clearwater County and we will get that information out to the group. Don't want to peg it on just the COs. Real handcuff was knowing that if you write the ticket it could get thrown out.

Action: Don – enforcement rollup

Equestrian Campsites

Complaints came in regarding camping at the Cutoff, Hummingbird and Eagle PLRAs. Equestrian users were thinking that campsites that have equestrian tie facilities should only be for campers with horses. That is not the case. If you go there and it's an available site you have just as much of a right to use that site whether you have

horses are not. All PLRAs are first come first serve. First people in get the choice sites and that is it. Discussed with FOESA.

Equestrian / King: Realize it is first come first serve. There were way more people in Eagle because Bighorn Creek was 25% occupancy and they limited it to stalls. Part of the problem is if you have horses and no highlines then you have to find somewhere to tie. FOESA put up signs to direct people to non-highlined sites.

Livingston: If I show up without horses and you show up with, if there is nowhere to go then there is nowhere to go. So regardless of what you show up with, if you can get a spot you get a spot. Hummingbird saw people trying to kick each other out of the choice spots. In my mind if the site is full the site is full. Was an odd year with a lot more people camping for longer periods than they have been before. Don't see the point in leaving a site empty and you yourself get none.

Equestrian / King: Shared highlines with other people. Rigs are getting bigger. Maybe we can look at highlining to trees.

Livingston: We see this all the time in campgrounds. People want tenters, for example, to be shoved to the back ground.

Equestrian / Mills: It's exactly as it should be. Maybe more education to the equine side that highlines may or may not be available.

40 Mile / Panther Wagon Trails – Timing Restrictions

When the trails were being constructed the timing restriction was put in place to allow time to harden up. We would like to take those off and allow for access by wagon anytime throughout the year.

Cutoff Creek / Sundre Forest Products

Prior to creation of the PLUZ Sundre Forest Products was planning to start operations in the Cutoff area. Dewey's Meadow is about where the PLUZ starts. Everything between that and the forest management area boundary is the zone where all activities could occur.

Just prior to the Bighorn Backcountry, SFP was preparing to log and there was some outcry about that happening. There is a PLRA west of the current one that is within the PLUZ boundary and against the river. When the pine beetle started to move in the forest companies deferred the area and targeted high risk pine stands.

Today, it's time for SFP to go into that area. They have already completed some logging along the way into the current staging and are preparing to go west. The SFP rep was out there with a wagon earlier this summer, asking other users if they would prefer them to leave the road and clear the new staging. Majority thought it was a good idea. Plan is to go to the staging on the lower road while logging and then the current trail will be fixed up to get into the 2nd PLRA.

Currently the logging is going to proceed up to the PLUZ boundary. Will end up with two accesses so that there will always be at least one wagon access while logging.

Guides & Outfitters / Hindbo: Pretty big impact on that area. Have to have a decision on if it becomes a big camping, moderate camping or just a staging area with no camping.

Livingston: The current area is outside of the FMA. This will allow to have a parking lot to drive in to and then ride to 40 Mile without having to go so far. We talked about having sub-groups before, is this another opportunity to sit down with folks interested in that area?

Equestrian / King: Folks with horses are tending to do a lot more day riding from staging areas as opposed to packing in.

Livingston: The ride currently from the staging to the PLUZ is kind of boring so if you could drive in there, you could day ride to 40 Mile and back in one day.

Equestrian / Mills: Good idea personally. Wagon people would appreciate that and it's getting more popular with local groups. This would provide a good opportunity for them to get out.

Livingston: Do we focus OHV usage to the east for staging and equestrian to the west?

Hiking / Dyer: The road would go to the PLUZ boundary? Livingston: It's basically right on the FMA boundary.

Equestrian / Mills: Is that an easy split to have OHVs stay in existing and equestrian to move up? If OHVs go all the way to the west there's nowhere to go except back to the east so it should work.

Priorities Spending

Recap – there were a number of priorities we had sent out. Hwy 11's lack of infrastructure was one of those priorities. We received some money this year which amounted to road work at Preacher's Point, some went to FOESA for toilet locations for permanent toilets between the Dam and Preacher's. Also some money to Clearwater County for the Rail Trail and at Fish Lake to Frontier Lodge for mountain bike trails.

This is the first time since 1995 that fixed money is starting to come in to work on the public land side of things. Working with Jamie Bruha in planning, especially along Hwy 11 and the back lakes. Identified some need there and outside the PLUZ with partners to do some planning and upgrades. Maybe more with SFP. Definitely a need for bear lockers at backcountry lakes and a more permanent solution for human waste. There is also access to capital funding and it will take the infrastructure to get in place, and then maintenance would come from trail/camping fee whether its goes to groups of GOA staff.

Looking down the road for complete updating of trails at Bighorn Dam and Hummingbird. Looking at upgrading other equestrian sites and hiking sites at Landslide Lake and Lake of the Falls. Down at Panther and Dormer/Sheep waiting to see what is happening there, but there has been no real move for the change noted in the South Saskatchewan Regional Plan. What are the biggest needs for safety and health? Dollar resources and staffing is needed there to carry this out and this is first time that there truly is money going to be put into those resources.

Bruha: Trail fees. GOA still committed to their platform commitment of developing a Trails Act that would implement OHV and Random Camping fees.

Livingston: Looking at doing the capital and get things in place and then a fee would go into maintenance.

Bruha: Trails Act fee system for OHVs and camping. Also to provide more education and enforcement, protect trail infrastructure and to clarify liabilities around partnerships.

Livingston: We are able to put a work plan together and move forward. Revisiting old plans.

Guide & Outfitters / Hindbo: Potential of Upgrading a single track motorized trail from Bighorn Dam to Onion Lake? Isn't that going outside the scope? Livingston: Not really. Morgan's group was permitted to do a check and report back. Just a scoping exercise, no decisions made one way or the other. Hindbo: I don't remember that in the original documents. Livingston: When started with Kiska / Willson every single piece of seismic was included and then cut and taken off. Net total we are at is considerably down from the beginning.

Equestrian / King: South of Panther there is some real good potential for loops from the staging area. Including some 20 km loops. Would like to see that.

Livingston: Our whole region now goes right to the USA border so we are revisiting opportunities and tie-ins with the Ghost PLUZ, etc.

Hiking / Dyer: Need a broader discussion around random camping. Are we at a point to say "here are the random camping nodes"? Make it clear you cannot just random camp anywhere.

Livingston: We have said the same thing as well. i.e. from point A to B in existing facilities you are allowed. Vast majority of random camping is outside of the Bighorn Backcountry PLUZ and other than Hwy 11.

Equestrian / Mills: In Panther there is no access from the wagon staging to the wagon trail head except on public road. Can we get them off the road? There is a sign posted at Mountaineer saying no OHVs allowed on the road. If that changes could cause problems. Some issues on new wagon trail as well, some problem points. Don mentioned Dormer/Sheer and the Ghost, some quads have been crossing the river into the Panther.

Livingston: Actually that was probably tracks from Wayne/Lisa and Lorne crossing to look at the trail.

Equestrian / King: Understanding that the reason the wagon trail connector didn't get made is because it would have to use the TransAlta right of way. Wayne and Doug walked it and thought it might work. Haven't heard if we can use that right of way or not.

Livingston: Looking at use of OHVs on these roads and portions of the trunk road. Do the wagons need to be right beside the road?

Schrader: We took a look at the wagon trail problem areas. There were comments that it needs big equipment to make some repairs, but it looks like it could be done with hand work, removing rocks and some drainage work.

Equestrian / Mills: I agree with that but think there is a persisting problem with slumpage. Schrader: If we keep bringing in big equipment it will create more slumpage.

Guides & Outfitters / Hindbo: I think the engineering was a great job. Gets you into the scenic area quicker. Cannot imagine pounding up the river anymore. Agree that if the river changes at the one spot it would become iffy but the river may not change for 20 years. Think some hand work would be more than adequate.

Equestrian / Mills: There is a continuous washout getting back into one camping spot. Maybe it has to become a horse and rider spot.

Out of PLUZ Items

Taunton trestle is the link from Saunders to the rest of the Rail Trail going west. On track to have the trestle covered next year. About \$750k went to Clearwater County to do this. The newer construction on the trail is standing up quite well considering the wet weather the last 2 years. Some culverts and maintenance were attended to this season.

At James Pass we walked around looking at new route from James to the trunk road. Mike Doyle is busy figuring what cost would be. SFP may have alternate routes on north side. May be an opportunity for a wagon trail as well from staging to trunk road, decision pending.

Radchenko: Pending completion of Rail Trail, is the group aware of the signature trail initiative that identified that trail as a signature motorized trail? Next step?

Livingston: Just to be clear this completes from Saunders to Nordegg, there are still two big problem areas around Jackfish. Do we spend money there or do a connection south of the river from the Dam and focus there?

Trapper Access Timing

One trapper has brought a concern to extend trapper access into the spring. Trappers Associations in Rocky and Sundre haven't been able to have a meeting yet due to COVID-19. So far other trappers in Bighorn haven't had a need to extend access. Looking at Kakwa and Willmore they are restricted to frozen ground only.

Trapping / Cooper: Spoke to the trapper and the issue is some of the trails are currently closed beyond trapping access. Some of the trails are open outside of the season. Livingston: Access for trappers is anywhere. When trails are open to the public he can use those trails. He's looking for access when those regular trails are closed in the spring. If you went in outside of your access and damaged wetland etc., you could be charged for loss or damage to Public Land as well. When Bighorn started we spoke to the trappers up in the Blackstone and other existing FLUZs (now PLUZ) and asked "what do you need to run your operations" and that's where the existing guidelines came from.

Open Floor

Summer Motorized / Titford: In June we met with Don Livingston about exploring options for single track trail for tourism and recreational reasons, for the single track community. Single track is the largest and fastest growing motorized sport right now. Provides an opportunity to travel and lay a footprint of a trail 8-10 inches wide. Cost to build is minimal. Don't typically ride when it's wet. Would like to coordinate with Bighorn Heritage ATV Society and the July 1st opening dates for other trails in that area. Interested in investments with BHAS and to work with the Stoney. When scouting the trail in September we actually found mile marker 59. The trail base would be going in from D6, there's one creek crossing. Open to scrutiny and input?

Guides & Outfitters / Hindbo: Trying to get a single track trail on the Headwaters pack trail? If that's the request I think that's going outside of the scope of the original legislation.

Summer Motorized / Titford: Yes it would be the Headwaters. Willing to work with equestrian and make it work. We know people have a personal interest in the area and we need to accept that other user groups do have the right to access this area as well.

Guides & Outfitters / Hindbo: What is the scope of this committee when it comes to forest management in the R11, do we have much input in that area? In our trail riding area there is a great need for a forest management plan there.

Livingston: No commercial logging or any commitments within the Bighorn Backcountry PLUZ. The vast majority would be prescribed fire. Provisions in Zone 5, Kiska / Willson logging is permitted in the R11 Management plan and if there was a desire then Timber permits could be issued. There are opportunities for mechanical logging or for fire in that area.

Guides & Outfitters / Hindbo: Concerned that wildlife habitat could benefit from some logging. Prescribed fire is just too close to many things. If we could get some mechanical logging in that area I could see at connector trail being constructed to hook with the Rail Trail that could easily be completed. With the proper planning we could link to Lynx Creek, Cripple Creek and down to Hummingbird Staging area.

Livingston: That goes back to the visioning done a number of years ago. R11 plan and any access run side by side with the Bighorn Access Management Plan.

Equestrian / King: To perform the upgrades to the wagon trail we had went in with a mini excavator. Maintenance on backcountry trails, are user fees to handle maintenance contractors or user groups?

Livingston: No decisions yet, those are the two options. Might be based on scope.

Bruha: Idea would be to put funding back into the system through that mechanism.

Action: Don to look into getting another manure dump site at Hummingbird.

Hiking / Dyer: Went through the bighorn consultations before and it was said decisions shouldn't go outside of the NSRP. When are we going back to the process? What is the formal GOA response to the usage out here? What is the 20 year plan? It still feels a bit piecemeal.

Livingston: Oilfield leases and related are AER, we are not notified. R11 gives Agriculture and Forestry the ability to issue logging permits based on the East Slopes Zoning. This same zoning would guide any oil and gas development that could come to the AER. Currently we are not aware of any potential Oil and Gas Activities.

Bruha: GOA is looking at what it would mean to restart Regional Planning. Those are cabinet level decisions that then come to us. They ask for our input but the decision is theirs, and when we know we will certainly let you know.

Hiking / Dyer: Is there something we can do as a group to help advance that? Those are approved plans but from 20 years ago.

Livingston: Actual pressures for oil and gas we don't really expect to see. One well was drilled west of the trunk road when it was the time the gas took off. Doesn't really seem like it's a priority area to oil and gas.

Bruha: The eastern slopes policy provides direction right now. Regional plan is to also look at the zones currently in place and make sure they are still reasonable. Steps would be that the newer policy would replace the older policy.

Fixed Commercial / Earl: Maintained the Allstones outhouses once a week and it worked well. Campers very appreciative. Haven't got number together for camping yet. Even this Thanksgiving weekend we have 70 campers coming. Problems are now the dump station and holding station are freezing up from the colder weather. Also an announcement that there is now a new roadside assistance business in Nordegg.

Livingston: What is your take about Allstones cleaning compared to the campground? Earl: They were certainly dirty but that can happen right after you clean. More cleaning would be better.

Eco-Tourism / Ernst: Along Hwy 11 there is a serious problem with random camping. Any action in the plans that will limit the random camping and the damage? Camping sites should be designated, otherwise the whole area along Hwy 11 gets trampled.

Livingston: It's definitely on the list to be looked at.

Eco-Tourism / Ernst: It is urgent in that if people get used to the way it is, it will be that much harder to get those people to follow the rules. Regarding funding is progress being made? Would like to see implementation by next year.

Bruha: It is a complex problem/solution around random camping. GOA is clear that the type of usage we are seeing in heavy use areas isn't sustainable. Need more stewardship and education but more infrastructure to meet the demand. I was just asking a question to get clarity on a comment I heard. Didn't mean it to be a statement.

Eco-Tourism / Ernst: Definitely. Problem is when you have someone drive off the road and set up a tent for a few days, they start cutting down trees and then another user comes along its affected for many years. Those areas where you are putting in facilities are designated and that's where people should be using. You shouldn't be able to drive a truck off the road wherever you want. We are seeing the priority and conservation is taking a back seat again. Morgan's suggestion for single track use means more wildlife disturbance, more people off trails, more trying to access the national park.

Bruha: In the PLUZ there are many more tools to help with that. But we also have to understand the public expectation for use of crown land.

Livingston: We've got it on our radar as well.

Equestrian / King: Leads back to higher enforcement? Livingston: We would need to put something in place saying this is a node for camping.

First Nations / Wesley: Random camping always bothers me. What can you do to minimize the impacts? We ran into issues. One was garbage at the staging areas, they got overfilled and people started putting garbage bags beside the cans. One time we got blamed for putting the garbage there but it is not us. That is unacceptable. We also have heart harvesting month, could be harvesting medicinal plants and berry picking. I have complaints from members that some of the places they go there are campers there. Get the same answer 'I didn't know that this is Stoney here'. We need to do the cultural awareness. Also we have the industry and the government that we do the consultation on new development with, on untouched land when you break a new trail you have to consult with the Stoney people.

Maintenance – in our culture we do maintenance through pipe ceremonies, we maintain the environment that was given to us by the Creator. So far we haven't done that through this committee.

Update – doing Stoney places and names on a map of our traditional territories. Once this is done I will share it with this group so that you will know the Stoney names. We are going to be doing a bison study within these foothills so you might see people about in the Ya Ha Tinda area.

In our cultural grounds, the approach coming from the east that approach is dangerous and also we've been dealing with random campers. Who do I talk to about the approach?

Livingston: You can connect with myself, it's Alberta Transportation's but we can set up partnering with them for that. Note to discussion – the consultation group is out of Morley and we definitely do that. Have the members at Morley been bringing you guys in on some of that as well?

First Nations / Wesley: My job position is to look after the Bighorn area. Maybe I should be cc'd on consultation as it doesn't always get forwarded.

Livingston: We will certainly try to do that.

First Nations / Wesley: Crescent Falls is a sacred area to Stoney. Since it has become a campground there has been issues there. With bad things happening over there we need to do a pipe ceremony.

Livingston: Agree with the urgency to do camping nodes on Hwy 11

Staging Area-Trail Adoptee / Marshall-FOESA: The cabins in the west country should have someone looking after them, refurbishing and opening to the general public. We would be interested in taking some of those over. Year was busy, spent a lot of money, took a lot in.

Livingston: We will take the cabin ask back, all but Hummingbird are under Agriculture & Forestry.

Action: Don - Look into cabin maintenance / FOESA

Winter Motorized / Doyle: Still working on pricing on James Pass trail. So far looking at over \$200000. Should be able to pare it down quite a bit, still looking at different contractors.

Clearwater County / Duncan: Clearwater Country is moving forward and already going to engineering and planning. Old concept plan was done in 2009-10 so we will probably dust that off and look at it again. Funding stretches over 2021-22 as well so we still have a little time. Clearwater Trails Initiative working in Meadows area, still on phase 1. Struggling with getting work done this summer with the wet, now having some trouble getting contractors with everyone trying to get things buttoned up for the winter. Converting logging roads to trails is a great idea and the forestry companies have been instrumental. Expensive to do these trails and we're trying to do this right. Important to do a good job to reduce the maintenance costs. Spoke with the Minister who was asking if we feel this a COVID-19 response? We are thinking that we are going to keep seeing the larger volume of people out there. Fees – requires some legal changes, slow going, keeps getting bumped off the docket. As far as pushing off Hwy 11, we can push them off but then they'll go elsewhere just moving the problem. Looking to industry and their solutions with recreation. If we push them into industry areas it affects them as well.

Mountain Biking / Ma: Possible to table that when we go to user fees, make it so the fees come back for recreation based usage and not be put everywhere. Messaging – need to keep it simple and blunt. I strive to

educate regarding pack out what you pack in. Trails-wise, I have received some permission from BNP to remove deadfall from the last 4km of the Glacier Trail. Rode the trail a couple of weekend ago. Not seeing a lot of mountain bikers on those trails. Back to first time users, they don't usually take a mountain bike the first time.

Bruha: Regarding fees, things that come to my mind are what areas, activities and expectations, what are people willing to pay? Mountain Biking / Ma: Told by national parks that permit fees go back to that park. What comes in on our user fees should be set back in the region.

Eco-Tourism / Zapach: Support comments regarding user fees. To reinforce, we need to have an overall policy to guide these detailed discussions we are having in this meeting.

Staging Area-Trail Adoptee / FOESA - Comfort: What is single track? Livingston: Two wheels in a line, motorized or non-motorized. Morgan is looking at a two-wheel motorized.

Comfort: Legislation and signs – at one time if you were caught off trail in PLUZ it was \$60, has that changed?

Brownrigg: There is a specified penalty or a long form penalty. Liquor is \$115, no insurance is \$324, sign/notices \$287, driving truck on quad trail \$287. Comfort: Will do better with education as penalties seem ineffectual.

Livingston: If you get a ticket, even for \$300, it does make you wake up. If continuing offenses you are arrestable and they include seizure. Random campers are many times OHV users and many campgrounds in the southern part don't have usage in the campground. We are respectful.

Staging Area-Trail Adoptee / FOESA - Marshall: 1100 members signed up, up about 500 from last year.

Equestrian / King: Wheels in water, can you confiscate vehicle? Brownrigg: Yes

Radchenko: New name for our Ministry was announced, changed from Economic Development, Trade and Tourism to Jobs, Economy and Innovation (JEI) with the Tourism Division being reorganized but still playing a significant role in Alberta's Economic Recovery Plan with Tourism being identified as one of seven key sector strategies being advanced. With respect to businesses and tourism getting back to being sustainable, we are expecting up to 30% of tourism operators being negatively affected and risk the potential of being closed permanently. Federal grant programs have been slow in getting the broader tourism industry back on track. With respect to the Red Tape Review, the Tourism & Hospitality Sector Panel recently had their 2nd stakeholder meeting to identify and address the broad impediments and barriers to tourism business and industry development. More specifically, the issues that are being submitted for consideration may have direct impact for the Bighorn Backcountry Committee as it relates to how we can align the BBAMP with the actions identified in the 2015 Central Alberta Tourism Alliance Destination Management Plan and the outcomes identified in the 2016 David Thompson Country regional tourism strategy to enable outdoor recreation activities and tourism development opportunities. With the understanding that regional planning for the North Saskatchewan Region will once again resume, the focus for JEI will not change in that efforts will continue to be made to optimize the visitor experience, diversify the product offering, and monetize the amount of visitation to broaden the local tax base and diversify the regional economy.

Guides & Outfitters / Jim Turner: Called in after meeting completed as was unable to unmute during discussion. Would like to be involved in discussion group if formed for Dormer/Sheep area plans.

Action: Don – note to contact for input.

NEXT BIGHORN BACKCOUNTRY STANDING COMMITTEE DATE: Thursday, January 28, 2021