

CARNIVORE SCENT STATION SURVEY

AND

WINTER TRACK INDICES

NOTE: This survey is organized and coordinated by the Forest Wildlife Populations and Research Group, 1201 E. Hwy 2, Grand Rapids, MN 55744. Results are presented at this location in the book because of the statewide nature of the data.



# CARNIVORE SCENT STATION SURVEY SUMMARY, 2010

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## INTRODUCTION

Monitoring the distribution and abundance of carnivores can be important for documenting the effects of harvest, habitat change, and environmental variability on these populations. However, many carnivores are highly secretive, difficult to repeatedly capture, and naturally occur at low to moderate densities, making it difficult to estimate abundance over large areas using traditional methods (e.g., mark-recapture, distance sampling, etc.). Hence, indices of relative abundance are often used to monitor such populations over time (Sargeant et al. 1998, 2003, Hochachka et al. 2000, Wilson and Delahay 2001, Conn et al. 2004).

In the early 1970's, the U.S. Fish and Wildlife Service initiated a carnivore survey designed primarily to monitor trends in coyote populations in the western U.S. (Linhart and Knowlton 1975). In 1975, the Minnesota DNR began to utilize similar survey methodology to monitor population trends for numerous terrestrial carnivores within the state. This year marks the 35<sup>th</sup> anniversary of the carnivore scent station survey.

## METHODS

Scent station survey routes are composed of tracking stations (0.9 m diameter circle) of sifted soil with a fatty-acid scent tab placed in the middle. Scent stations are spaced at 0.5 km intervals on alternating sides of a road or trail. During the initial years (1975-82), survey routes were 23.7 km long, with 50 stations per route. Stations were checked for presence/absence of tracks on 4 consecutive nights (old tracks removed each night), and the mean number of station visits per night was the basis for subsequent analysis. Starting in 1983, following suggestions by Roughton and Sweeny (1982), design changes were made whereby routes were shortened to 4.3 km, 10 stations/route (still with 0.5 km spacing between stations), and routes were surveyed only once on the day following route placement. The shorter routes and fewer checks allowed for an increase in the number and geographic distribution of survey routes. In either case, the design can be considered two-stage cluster sampling.

Survey routes were selected non-randomly, but with the intent of maintaining a minimum 5 km separation between routes, and encompassing the variety of habitat conditions within the work area of each survey participant. Most survey routes are placed on secondary (unpaved) roads/trails, and are completed from September through October. Survey results are currently stratified based on 3 'habitat zones' within the state (forest, farmland, and transition).

Track presence/absence is recorded at each station, and track indices are computed as the percentage of scent stations visited by each species. Confidence intervals (95%) are computed using bootstrap methods (percentile method; Thompson et al. 1998). For each of 1000 replicates, survey routes are randomly re-sampled according to observed zone-specific route sample sizes, and station visitation rates are computed for each replicate sample of routes. Replicates are ranked according to the magnitude of the calculated index, and the 25<sup>th</sup> and 975<sup>th</sup> values constitute the lower and upper bounds of the confidence interval.

## RESULTS AND DISCUSSION

A total of 299 routes were completed this year (Figure 1). There were 2,738 operable scent stations examined on the 299 4.3 km routes. Route density varied from 1 route per 549 km<sup>2</sup> in the Forest zone to 1 route per 1,016 km<sup>2</sup> in the Farmland zone (Figure 1).

Statewide, route visitation rates (% of routes with detection) were highest for skunk (39%), followed by red fox (38%), raccoon (34%), domestic cat (28%), coyote (24%), and dog (21%). Regionally, route visitation rates were as follows: red fox – Farmland (FA) 22%, Transition (TR) 47%, Forest (FO) 40%; coyote – FA 37%, TR 37%, FO 11%; skunk – FA 41%, TR 48%, FO 33%; raccoon – FA 69%, TR 41%, FO 16%; domestic cat – FA 52%, TR 35%, FO 14%; and dog – FA 42%, TR 22%, FO 11%.

Figures 2-5 show station visitation indices (% of stations visited) from the survey's inception through the current year. Although the survey is largely intended to document long-term trends in populations, confidence intervals improve interpretation of the significance of annual changes. Based on the presence/absence of confidence interval overlap, the only significant change was a decline in the Forest zone red fox index (Figure 4). In addition, several changes occurred that approached significance, including increases in the Transition zone skunk index (Figure 2) and Forest zone wolf index (Figure 4). Both wolf and bobcat indices reached their highest level since the survey began, though confidence intervals, particularly for bobcats, are quite large (Figure 5).

Red fox indices remain well below their long-term mean in the Farmland zone (Figure 2), but appear to be, at least temporarily, rebounding in the Transition zone (Figure 3). The difference does not appear to be attributable to differences in coyote numbers, given similar and above-average coyote indices in the Farmland and Transition zones. However, coyote indices remain comparatively low in the Forest zone (Figure 4), likely attributable to the presence of wolves. While not significantly different from previous years, the point estimate for the Farmland zone raccoon index reached its highest level since the survey began.

## ACKNOWLEDGEMENTS

I wish to thank all of the cooperators who participated in the 2010 survey: DNR Division of Wildlife staff; Superior National Forest Aurora District; Agassiz, Rydell, Sherberne, and Tamarac National Wildlife Refuges; USFWS Detroit Lakes Wetland Management Districts; 1854 Treaty Authority, White Earth and Leech Lake Tribal Natural Resource Departments; St. Croix National Scenic Waterway; Vermillion Community College; Cass and Beltrami County Land Departments; Marshall County Central High School; and Richard Nelles and Tom Stuber.

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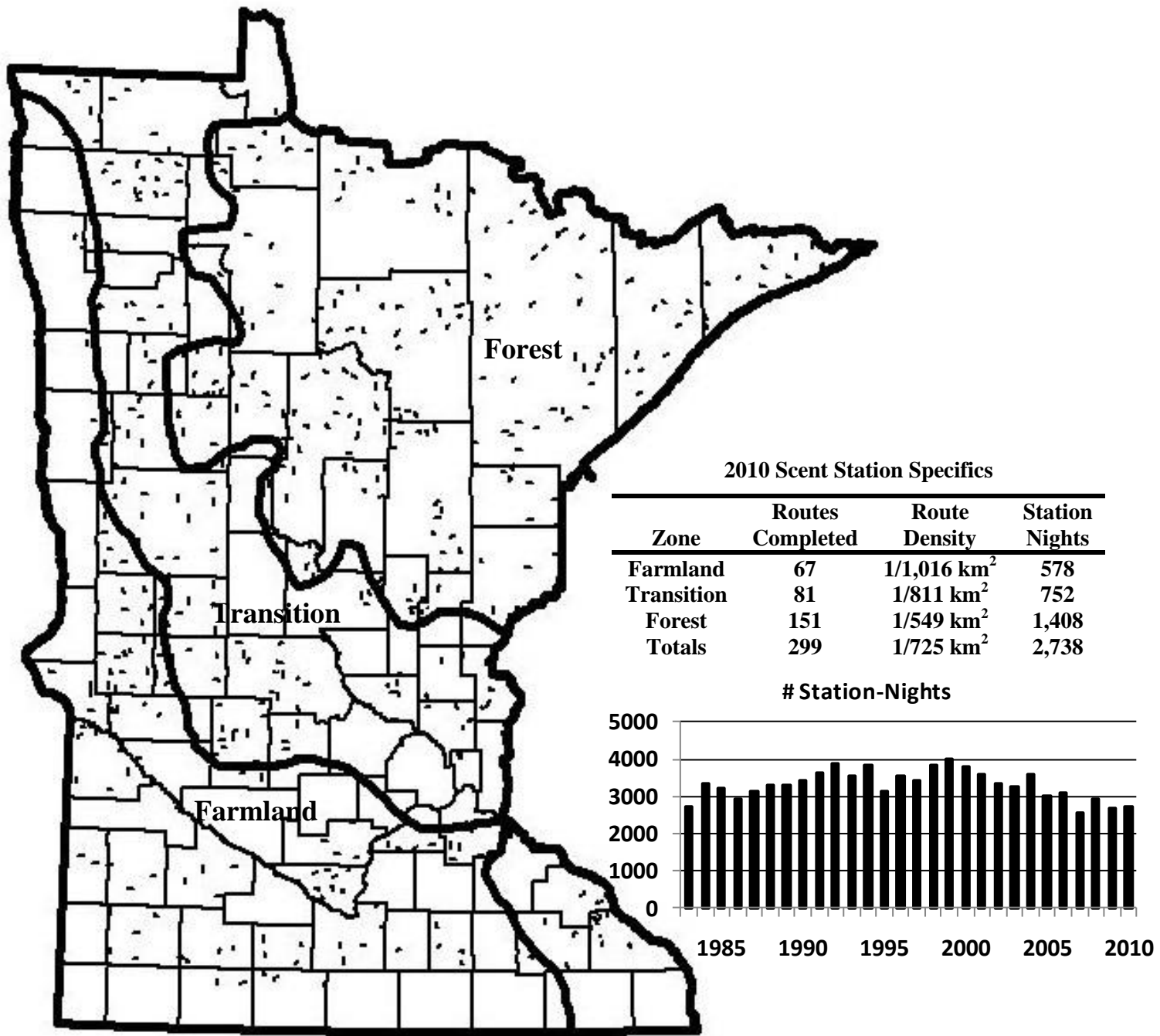


Figure 1. Locations of scent station routes. Insets show 2010 route specifics and the number of station-nights per year since 1983.

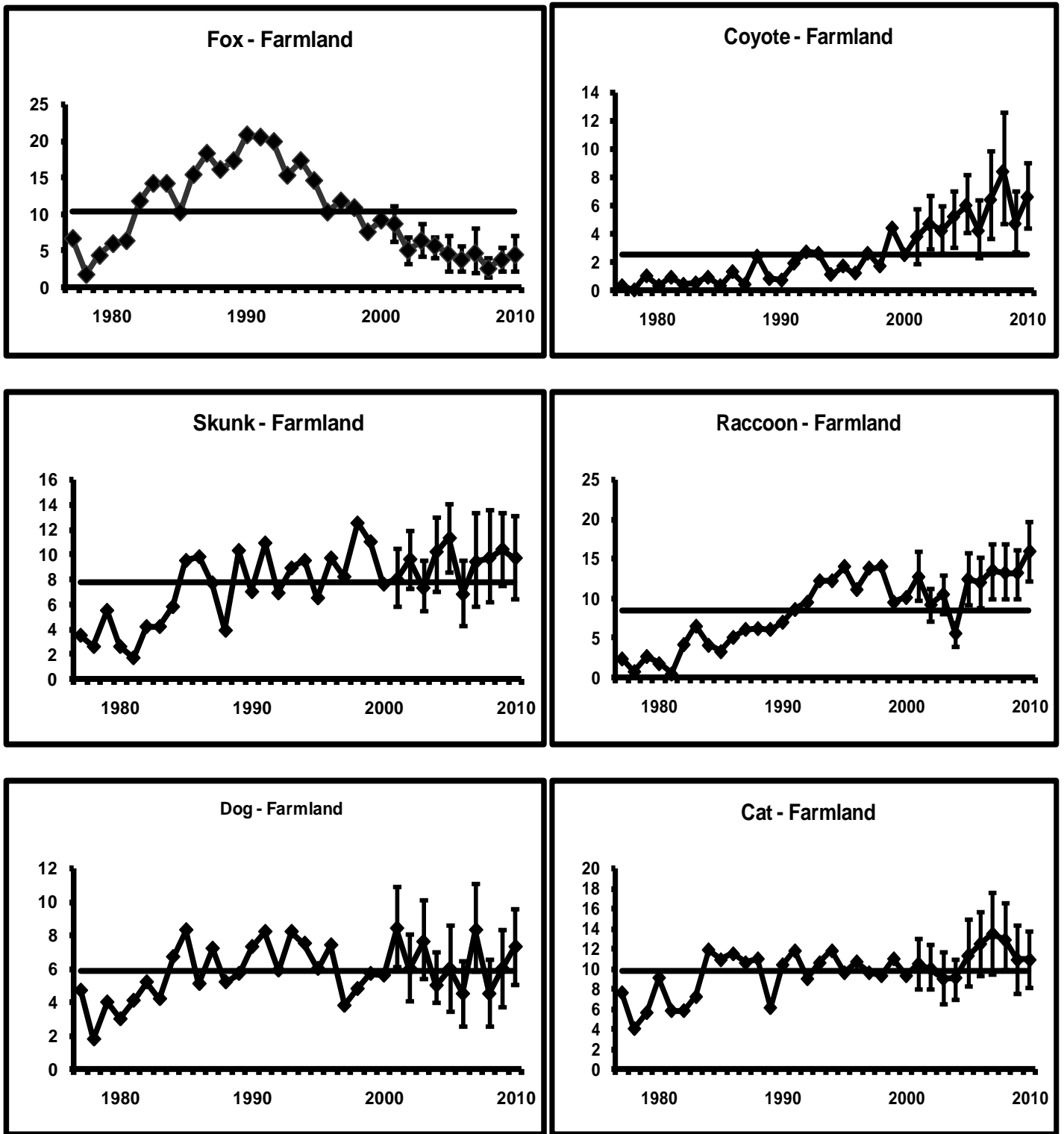


Figure 2. Percentage of scent stations visited by selected species in the Farmland Zone of Minnesota, 1977-2010. Horizontal line represents long-term mean.

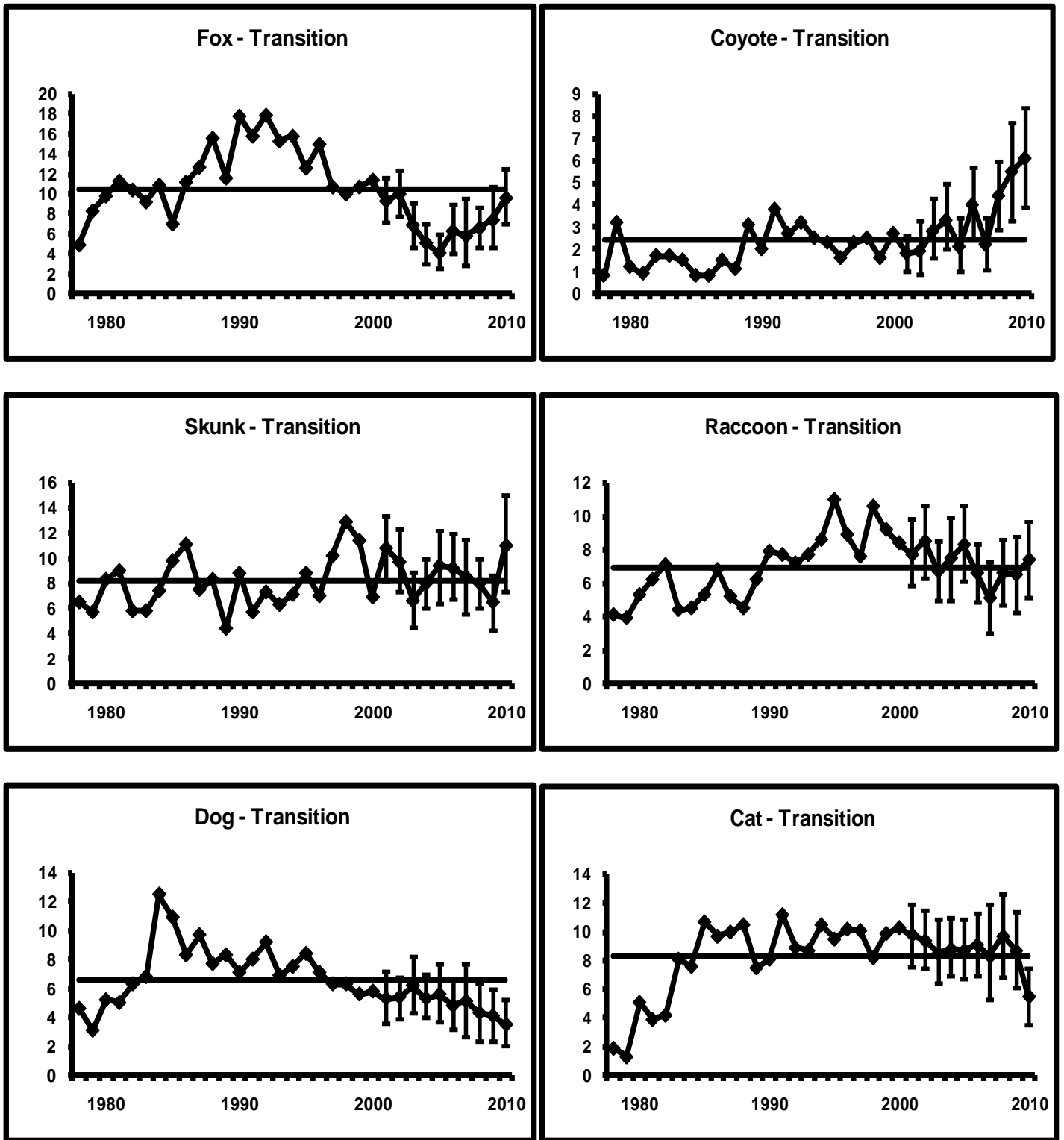


Figure 3. Percentage of scent stations visited by selected species in the Transition Zone of Minnesota, 1978-2010. Horizontal line represents long-term mean.



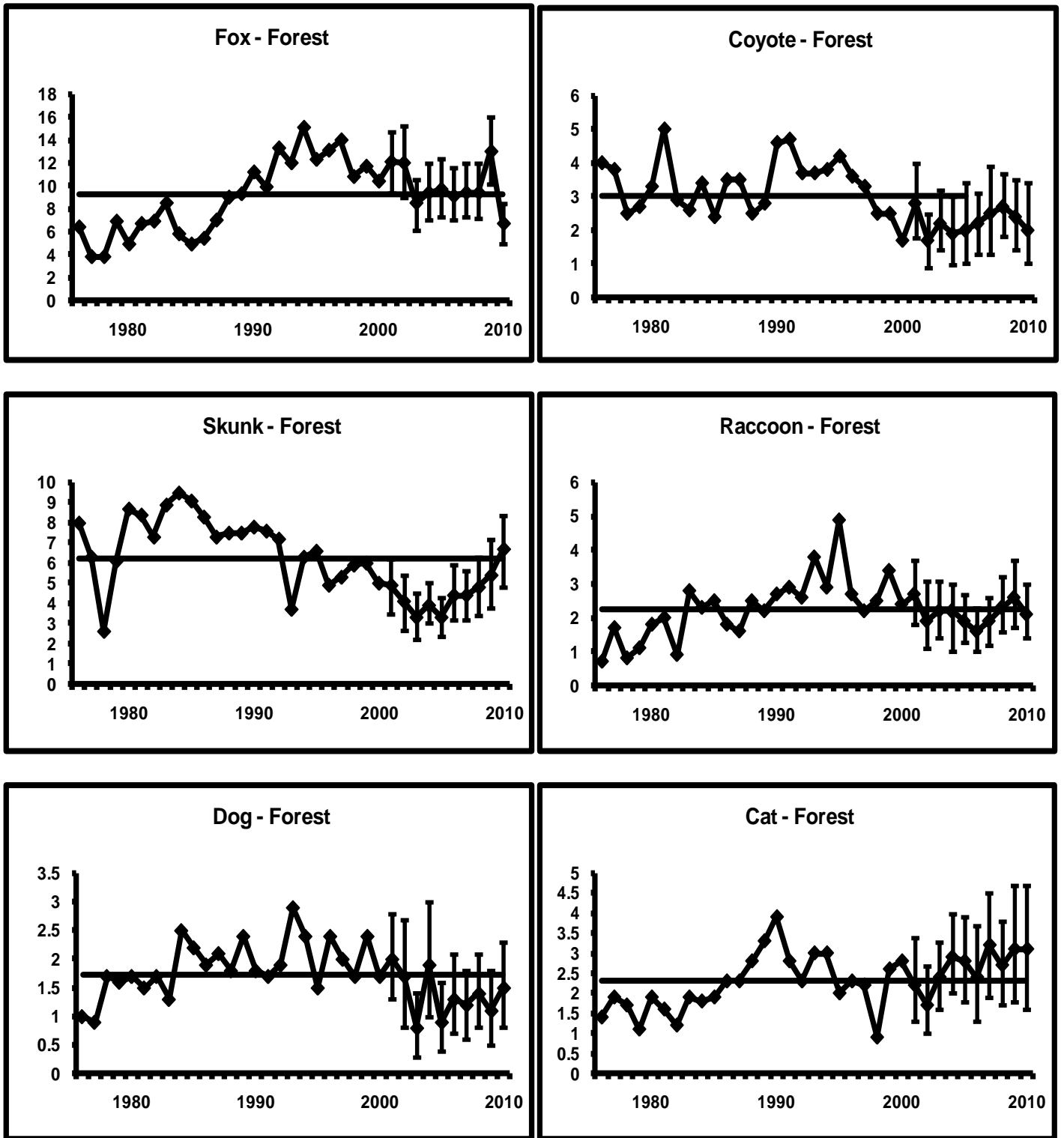


Figure 4. Percentage of scent stations visited by selected species in the Forest Zone of Minnesota, 1976-2010. Horizontal line represents long-term mean.

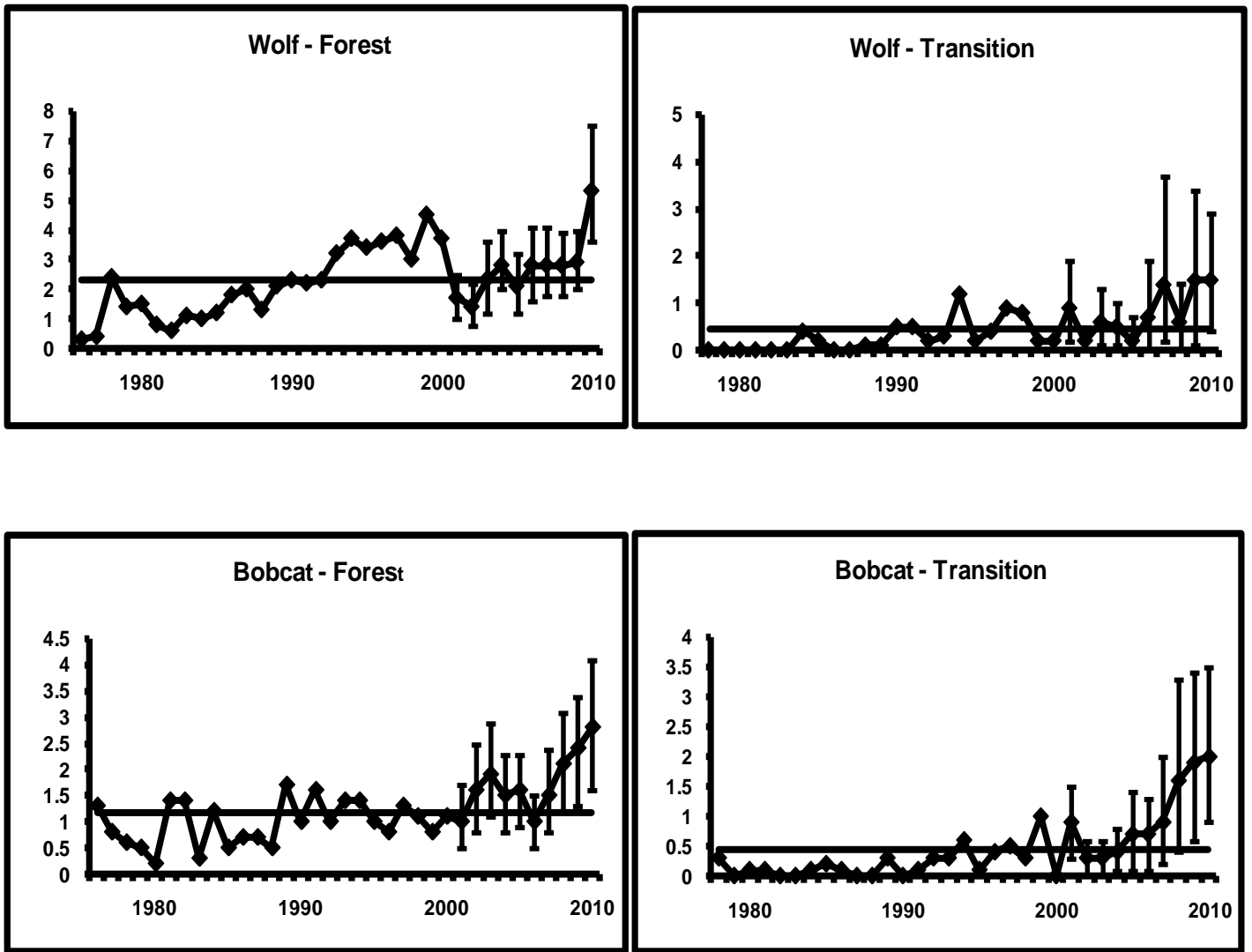


Figure 5. Percentage of scent stations visited by wolves and bobcat in the Forest and Transition Zones of Minnesota, 1976-2010. Horizontal lines represents long-term mean.

# FURBEARER WINTER TRACK SURVEY SUMMARY, 2010

John Erb, Forest Wildlife Populations and Research Group

## INTRODUCTION

Monitoring the distribution and abundance of carnivores can be important for documenting the effects of harvest, habitat change, and environmental variability on these populations. However, many carnivores are highly secretive, difficult to repeatedly capture, and naturally occur at low to moderate densities, making it difficult to estimate abundance over large areas using traditional methods (e.g., mark-recapture, distance sampling, etc.). Hence, indices of relative abundance are often used to monitor such populations over time (Hochachka et al. 2000, Wilson and Delahay 2001, Conn et al. 2004).

In winter, tracks of carnivores are readily observable following snowfall. Starting in 1991, Minnesota initiated a carnivore snow track survey in the northern portion of the State. The survey's primary objective is to use a harvest-independent method to monitor distribution and population trends of fisher (*Martes pennanti*) and marten (*Martes americana*), 2 species for which no other survey data was available. Because sign of other carnivores is readily detectable in snow, participants also record tracks for other selected species. After 3 years of evaluating survey logistics, the survey became operational in 1994.

## METHODS

Presently, 60 track survey routes are distributed across the northern portion of the state (Figure 1). Each route is a total of 10 miles long and follows secondary roads or trails. A majority of routes are continuous 10-mile stretches of road/trail, but a few are composed of multiple discontinuous segments. Route locations were subjectively determined based on availability of suitable roads/trails, but were chosen, where possible, to represent the varying forest habitat conditions in northern Minnesota. For data recording, each 10-mile route is divided into 20 0.5-mile segments.

Each route is surveyed once following a fresh snow typically from December through mid-February, and track counts are recorded for each 0.5-mile segment. When it is obvious the same animal crossed the road multiple times within a 0.5-mile segment, the animal is only recorded once. If it is obvious that an animal ran along the road and entered multiple 0.5 mile segments (which often occurs with canids), its tracks are recorded in all segments, but circled to denote it was the same animal. While such duplicate tracks are not included in calculation of track indices (see below), recording data in this manner allows for future analysis of animal activity in relation to survey 'plot' size and habitat. Snowshoe hare (*Lepus americanus*) are recorded only as present or absent in the first 0.1 miles of each 0.5-mile segment. While most routes are surveyed 1 day after the conclusion of a snowfall (ending by 6:00 pm), thereby allowing 1 night for track 'registry', a few routes are usually completed 2 nights following snowfall. In such cases, track counts on those routes are divided by the number of days post-snowfall.

Currently, 3 summary statistics (2 graphs) are presented for each species. First, I compute the percentage of 0.5-mile segments with species presence after removing any duplicates (e.g., if the same fox clearly traverses 2 adjacent 0.5-mile segments along the road, and it was the only 'new' red fox (*Vulpes vulpes*) in the second segment, only 1 of the 2 segments is considered independently occupied). In addition to this metric, but on the same graph, the average number of tracks per 10-mile route is presented after removing any obvious duplicate tracks across segments. For wolves (*Canis lupus*) traveling through adjacent segments, the maximum number of pack members recorded in any 1 of those segments is used as the track total for that particular group, though this is likely an underestimate of true pack size. Because individuals from many of the species surveyed tend to be solitary, these 2 indices (% segments occupied and # tracks per route) will often yield mathematically equivalent results (i.e., on average, one tends to

differ from the other by a constant factor). In the case of wolf packs, and to a lesser extent red fox and coyotes (*Canis latrans*) which may start traveling as breeding pairs in winter, the approximate equivalence of these 2 indices will still be true if average (detected) group sizes are similar across years. However, the solitary tendencies in some species are not absolute, potential abundance (in relation to survey plot size) varies across species, and for wolves, pack size may vary annually. For these reasons, as well as to provide an intuitive count metric, both indices are currently presented. Because snowshoe hares are tallied only as present/absent, the 2 indices will by definition be equivalent. Hare survey data is also obtained via counts of animals observed on grouse drumming count surveys conducted in spring. Data for both the spring and winter indices are presented for comparison.

In the second graph for each species, I illustrate the percentage of routes where each species was detected (hereafter, the 'distribution index'). This measure is computed to help assess whether any notable changes in the above track indices are a result of larger-scale changes in distribution (more/less routes with presence) and/or finer-scale changes in density along routes.

Using bootstrap methods, I compute confidence intervals (90%) for the percent of segments with species presence and the percent of routes with species presence. For each of 1000 replicates, survey routes are randomly re-sampled according to the observed route sample size. Replicates are ranked according to the magnitude of the calculated index, and the 50<sup>th</sup> and 950<sup>th</sup> values constitute the lower and upper bounds of the confidence interval.

## RESULTS

Thirty-eight of the 60 routes were completed this year (Figure 2). Survey routes took an average of 2.1 hours to complete. Total snow depths averaged 14" for completed routes, the second deepest since 1995 (Figure 3). Mean overnight low temperature the night preceding the surveys was -2°F, well below the long-term average (Figure 3). Survey routes were completed between November 23<sup>rd</sup> and March 7<sup>th</sup>, with a mean survey date of December 24<sup>th</sup> (Figure 3).

Though not a statistically significant change, the fisher track index (% of segments with detection) increased for the first time in numerous years, but remains well below the long-term average (Figure 4). Fishers were detected on 7% of the route segments, and on 66% of the routes (Figure 4). While also a non-significant change, marten track indices rebounded for the second year in a row, though they also remain below the long-term average (Figure 4). Marten were detected on 7% of the route segments, and 58% of the survey routes.

Compared to last year, little change was observed in bobcat (*Lynx rufus*), wolf, red fox, and coyote (*Canis latrans*) indices (Figure 4). Red fox remain below their long-term average, while bobcats, wolves, and coyote indices are slightly above their long-term averages. Wolves were detected on 68% of survey routes, while bobcats were detected on 45% of survey routes. The weasel (*Mustela* spp.) index increased significantly this year, and through time is best characterized as exhibiting a slow downward trend with periodic irruptions. While hare indices do not currently appear cyclic, and changes this year were not significant, both the spring and winter hare indices reached peak levels since data for both surveys are available for comparison (post-1993) (Figure 4). However, pre-1994 cyclic peaks (~ 1980, 1990) in spring hare data (not presented here) show that the current index value is similar to the 1990 spring peak, but significantly lower than the 1980 peak.

## DISCUSSION

Reliable interpretation of changes in track survey results is dependent on the assumption that the probability of detecting animals remains relatively constant across years (Gibbs 2000) Because this remains an untested assumption, caution is warranted when interpreting changes, particularly annual changes of low to moderate magnitude, or short-term trends. Of note this year, average snow depth

during the survey was above the long-term average, while average temperature was below the long-term mean. Both factors could lead to reduced activity of some species, potentially reducing detection rates.

Based on confidence intervals, the only statistically significant change from last year was an increase in the weasel index. While there is some indication that fisher and marten indices may be rebounding, it is premature to draw any conclusions regarding the beginning of any longer temporal trend.

Confidence interval data for previous years will continue to be incorporated over the next couple years. I continue to review the adequacy of survey route sample size and distribution and hope that additional routes can be added in future years. We have also initiated fisher and marten research that, among other things, may provide some evaluation of track survey assumptions and possible approaches for estimating, and hence correcting for, any differences in the probability of detecting animals across years (e.g., MacKenzie et al. 2004). In particular, I hope to initiate repeat surveys on a subset of survey routes each winter, thereby allowing for estimation of year-specific detection rates.

## **ACKNOWLEDGEMENTS**

I wish to thank all those who participated in this year's survey, including DNR field staff, Superior National Forest staff (Ely District), Tamarac National Wildlife refuge, and staff from the Fond-du-Lac and Red Lake Bands, and the 1854 Treaty Authority.

## **LITERATURE CITED**

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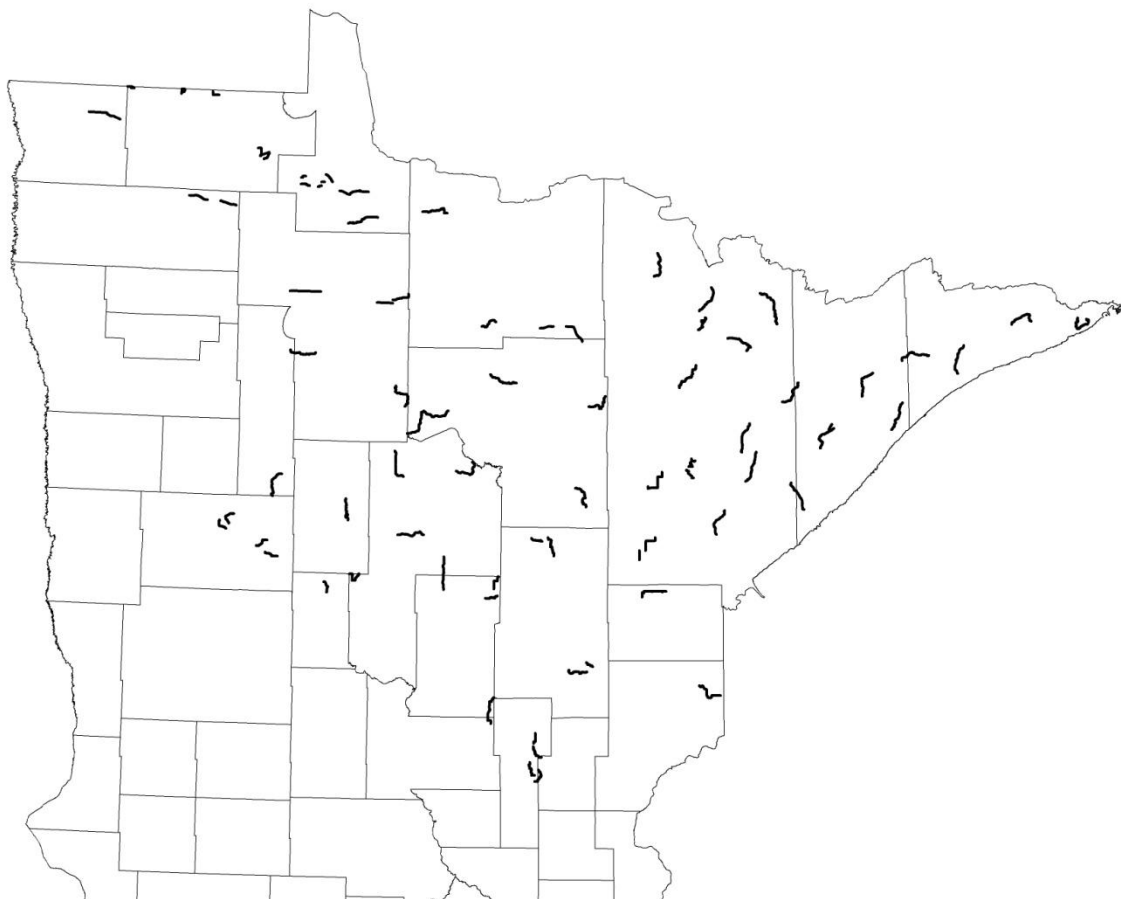


Figure 1. Locations of established furbearer winter track survey routes.

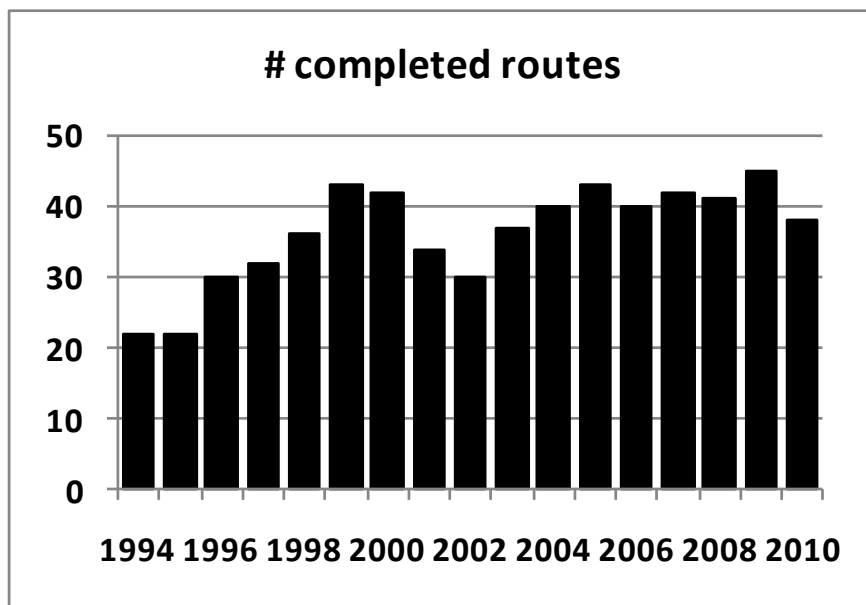


Figure 2. Number of winter track routes surveyed, 1994-2010.

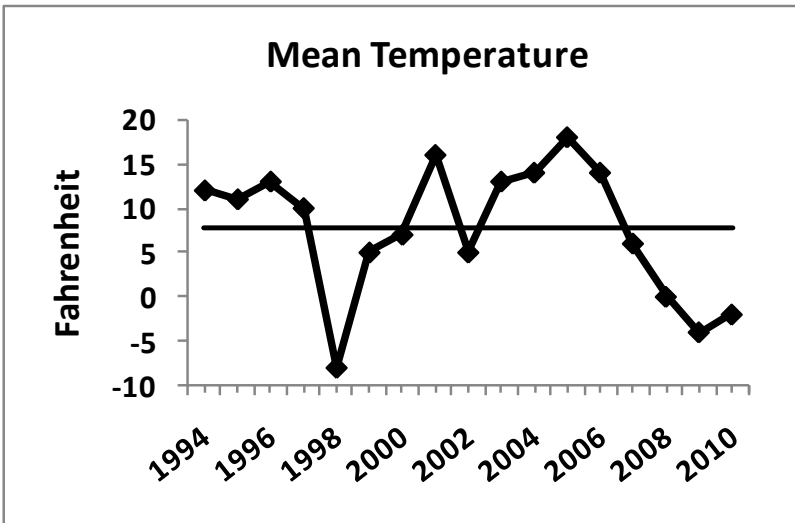
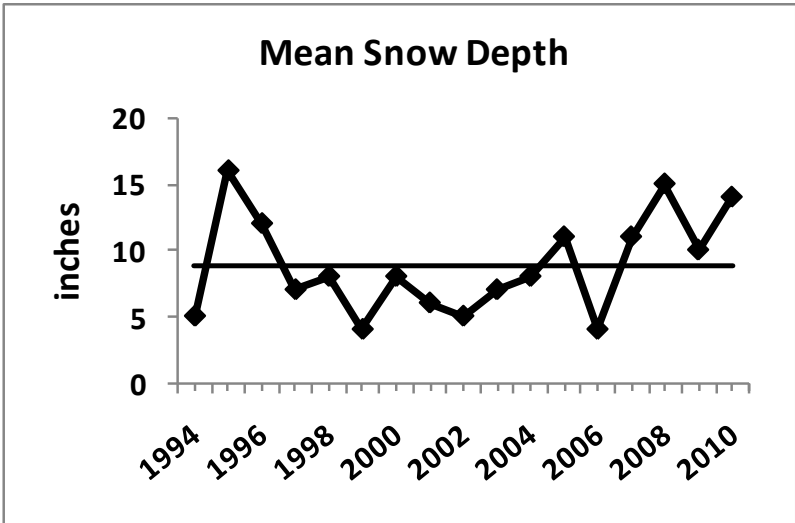
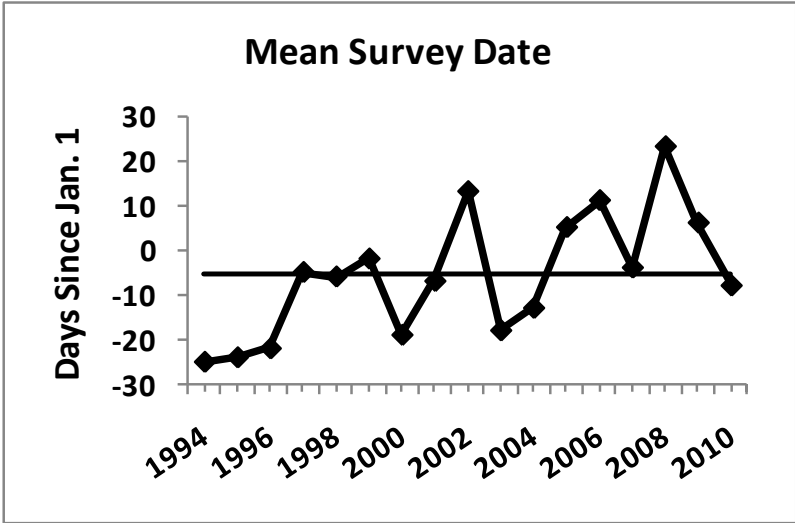


Figure 3. Average winter track survey date, snow depth, and temperature, 1994-2010. Horizontal line represents long-term mean.

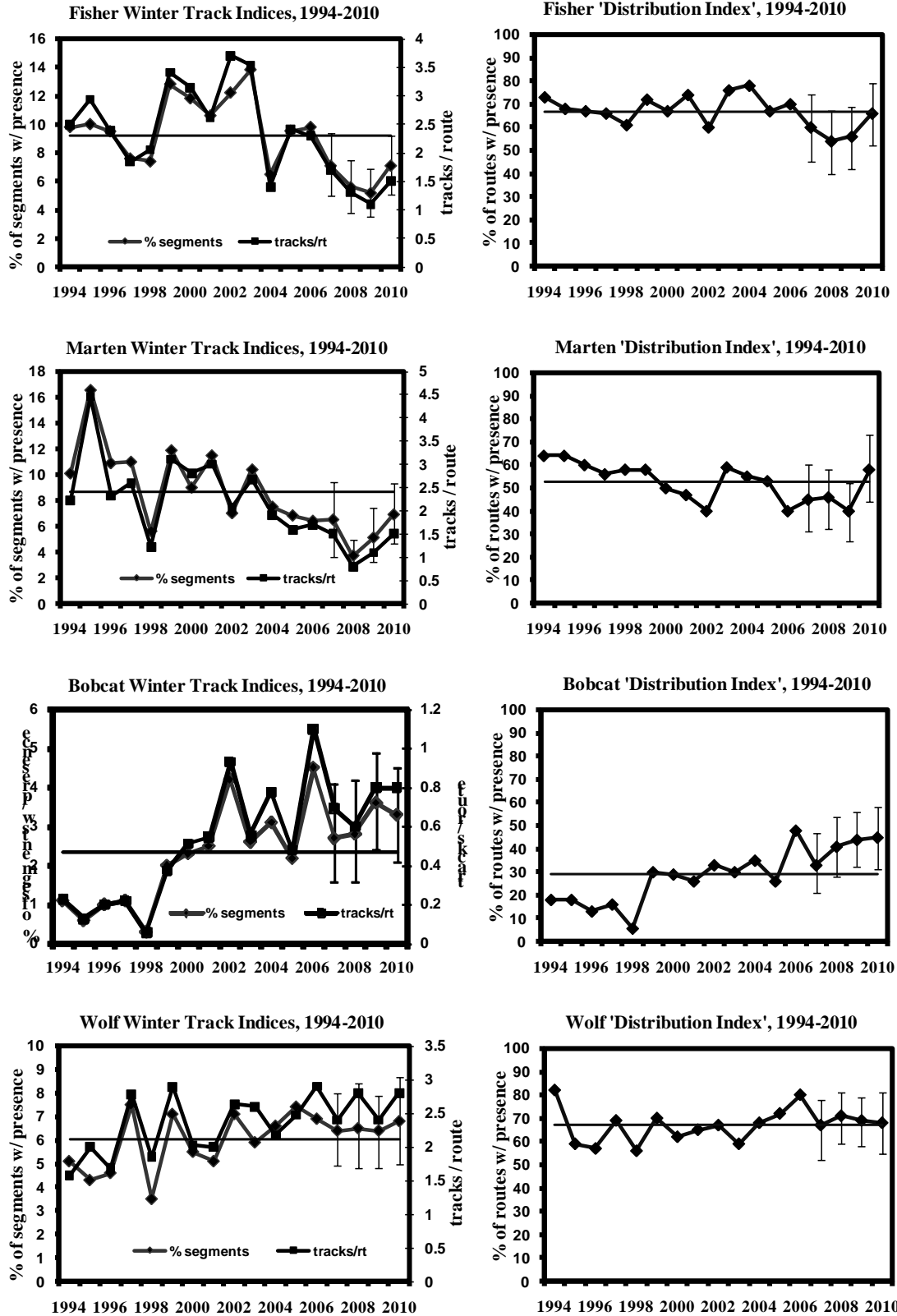


Figure 4. Winter track indices for selected species in Minnesota, 1994-2010. Confidence intervals only presented for % segments and % routes with track presence. Horizontal lines represent long-term average for percentage of segments and routes with presence.



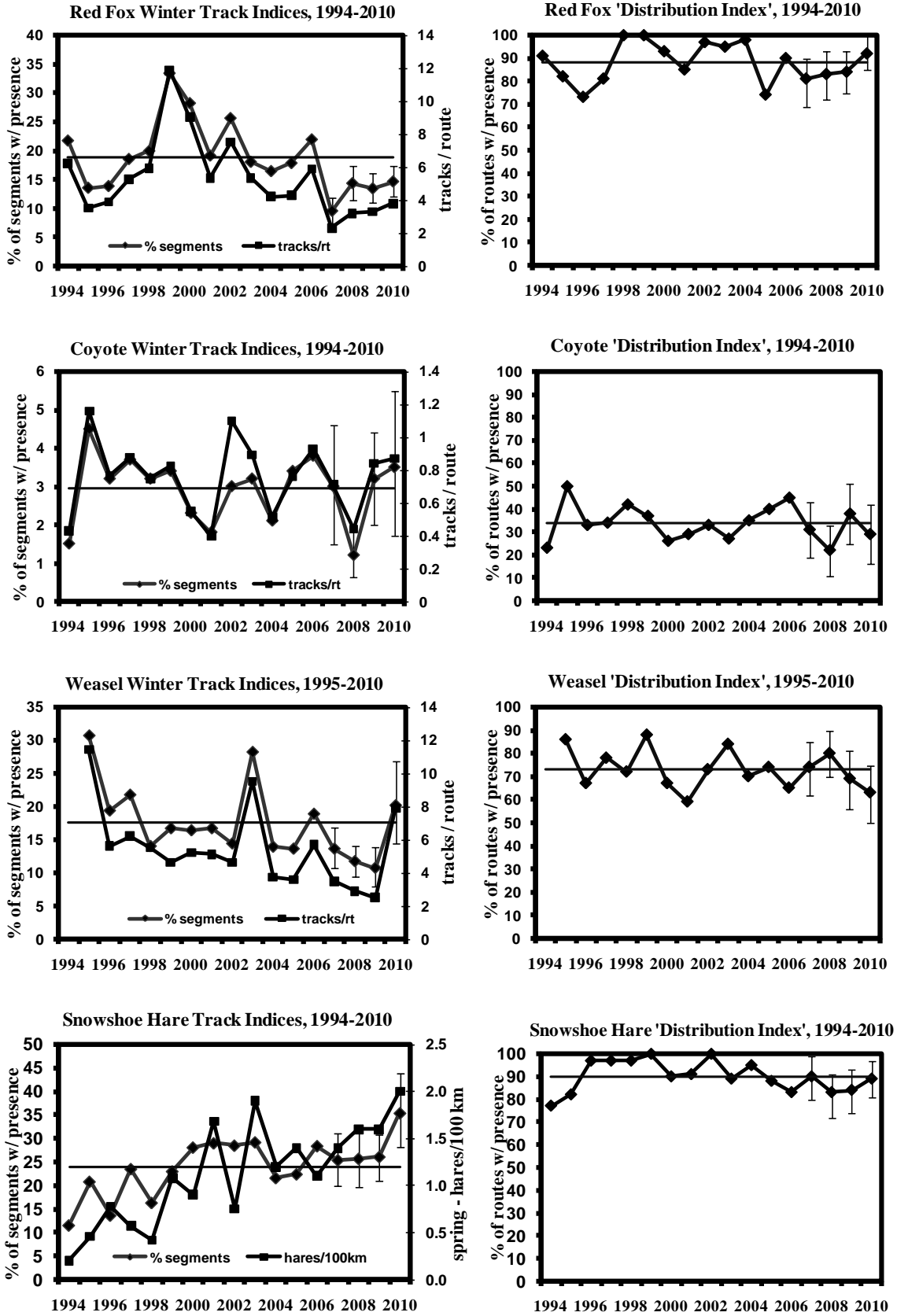


Figure 4 (continued). Winter track indices for selected species in Minnesota.

