The Recreational Feasibility of a Nature Touring Route Between Lake Manitoba and Lake Winnipegosis

by

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ABSTRACT

Lake Manitoba and Lake Winnipegosis constitute two of Manitoba's three "Great Lakes". The significance of these lakes as a potential recreational/tourist area was largely ignored until recently. A recreational development plan designed to promote the use of the lakes as a waterways route and recreational resource was instigated in 1980 by the Lake Manitoba and Lake Winnipegosis Recreational Waterways Board.

From the plan, a land based nature study route between Lake Winnipegosis and Lake Manitoba and along the north shore of Lake Manitoba was proposed. The existing road network from the village of Winnipegosis to Provincial Trunk Highway #6 at Gypsumville would serve as the nature tour route. This practicum has examined the recreational feasibility of the proposed route.

A number of issues were addressed in the study, including an examination of the recreational attributes of the existing road network that would be suitable for a nature touring route, assessing the present recreation level in the study area, estimating the potential recreation market to the route, defining the development opportunities afforded, and realizing practical implementation possibilities and limitation .

Recreational attributes of the are were defined in terms of uniqueness, representativeness, scenic value, degree of naturalness, and/or historic and cultural value. Survey and analysis of wildlife, fishing, vegetation, geology, and physical landscape features all showed a posi-

tive relationship to a nature study route, meeting at least oneof the criteria.

Existing recreational facilities and community infrastructure were reviewed illustating a dominantly recreation oriented economy in the Waterhen region, with fishing and farming dominant elsewhere. However, most communities along the "Lakes" possessed some form of recreational facility.

The current recreationist to the study area was found to be from Manitoba or the United States, with fishing the dominant activity. Definite seasonal user peaks were found corresponding to this.

Estimated potential users of the route would be sightseeing oriented, show less seasonality in use, and be largely non-destination oriented. Family vacationers from within the province, and from the U.S., will continue to travel in the region, with Ontario and Saskatchewan the most probable market.

Development opportunities afforded by the route and within the study area include such features as service centers, interpretive sites, beach areas, hiking trails, and vistas/clearings. Specific development types were matched to the availability of the resource and existing development facilities. Areas of restricted or limited potential and conflict areas are also outlined.

The eleven recommendations of the study included the establishment of the existing road network as a nature touring route and the development opportunities to be pursued. Implementation procedures neccessary to accomplish the recommendations were then reviewed to set a course of action for the Lake Manitoba and Lake Winnipegosis Recreational Waterways Board to follow.

ACKNOWLEDGEMENTS

Many people have contributed in a variety of ways to this document. Foremost to thank for their patience, support and guidance are my committee members: Mr. Dave Witty of Hilderman, Feir, Witty & Associates, Mr. Gary Cooper, Manager of Parkland Regional Development Corporation, and Dr. Jack Romanowski from the Geography Department at the University of Manitoba. Each has given considerable time and effort, individually and as a group, to fortify the basic fibre of this report and to help adjust finer points.

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INTRODUCTION

1.1 INTRODUCTION

A land based nature-touring route[1] has been proposed for the existing road network between Winnipegosis and Gypsumville (Figure 1 and Figure 2). The proposal stems from a recreational development plan completed by Hilderman, Feir, Witty and Associates[2] in December of 1980 for Lake Manitoba and Lake Winnipegosis. The plan outlines that, " The purpose of the (nature touring) route would be to provide an opportunity for a pleasant and educational day-trip along the lake shore of Lake Winnipegosis and the north basin of Lake Manitoba ...".[3] The idea behind the route was based, in part, on providing for the growing demand for naturalist based activities.[4]

A major theme emphasized in the plan was to develop the north end of Lake Manitoba and Lake Winnipegosis based on the existing natural resources in their relatively undeveloped state.[5] Therefore, the need ex-

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[1] A scenic automobile route; known as 'scenic highways' in the U.S.

[2] Hilderman, Feir, Witty and Associates, Lake Winnipegosis and Lake Manitoba Recreational Waterway Project, A development plan for the Lakes Manitoba and Winnipegosis Recreational Waterways board, Winnipeg, Dec.1980.

[3] Ibid.,118.

[4] Ibid.,81.

[5] Ibid.,97.

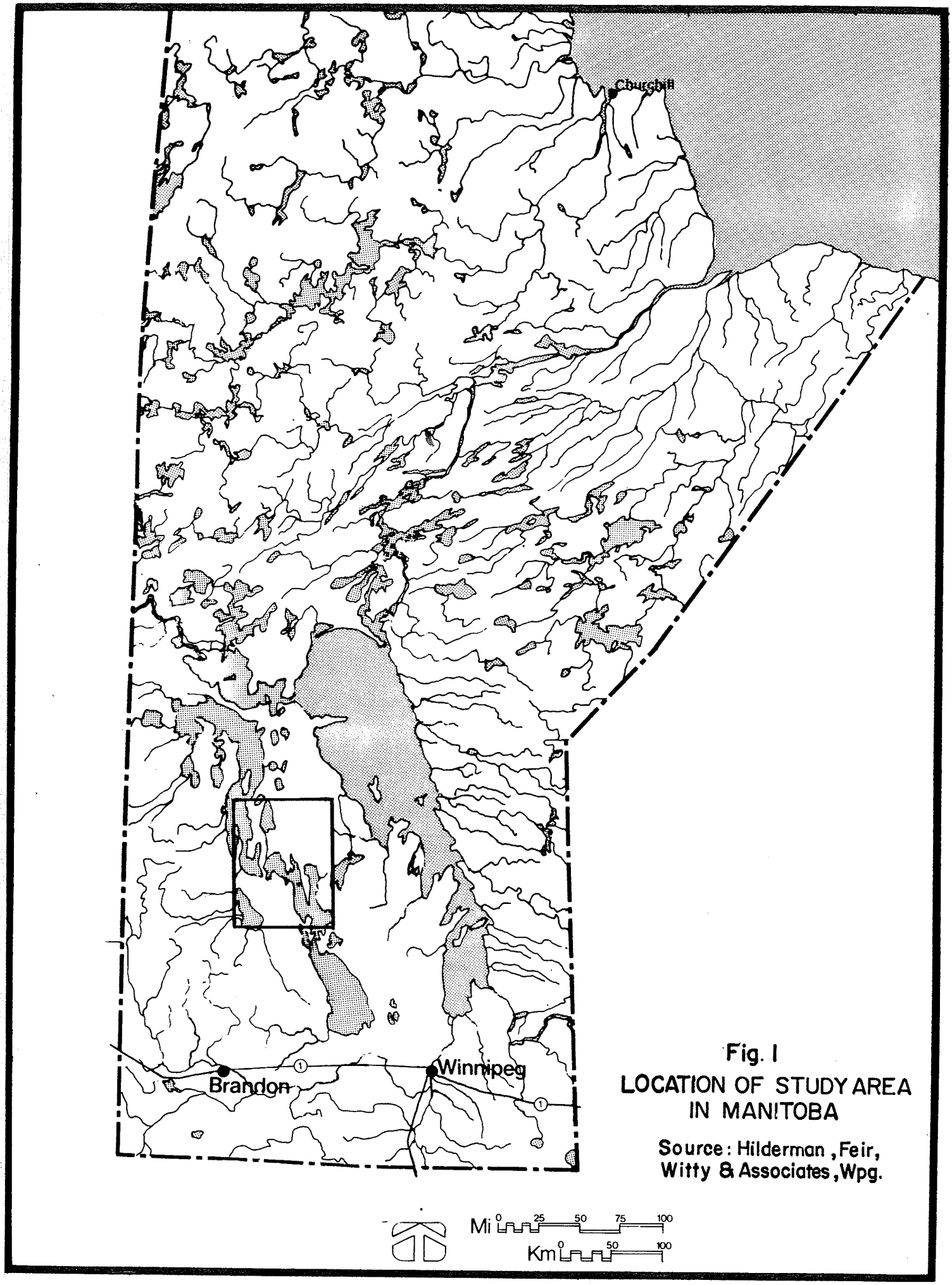

Fig. I
LOCATION OF STUDY AREA
IN MANITOBA

Source: Hilderman, Feir,
Witty & Associates, Wpg.

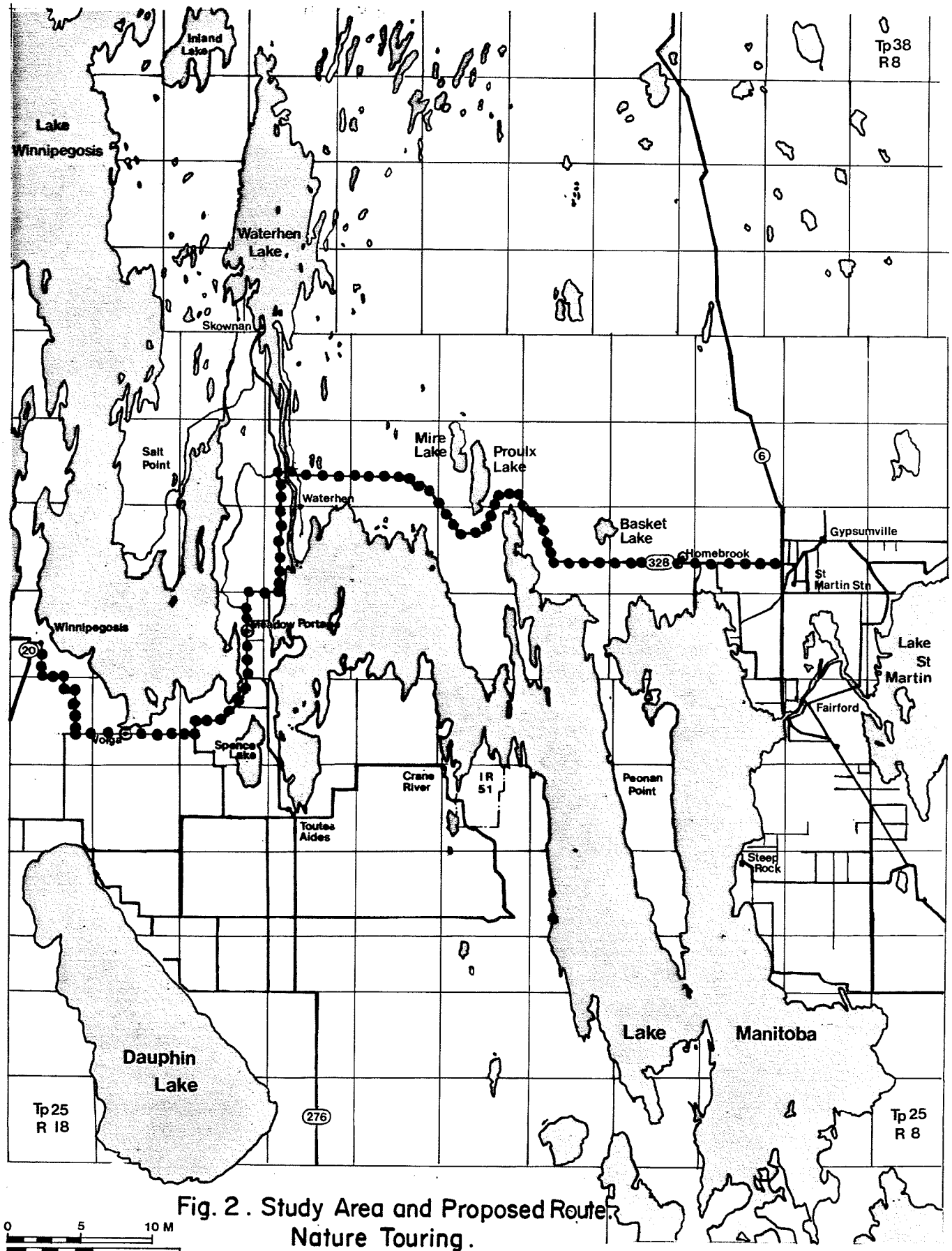

Fig. 2. Study Area and Proposed Route: Nature Touring.

isted to explore the recreational feasibility of the proposed nature touring route.

1.2 PROBLEM STATEMENT

The development plan from which the nature touring route has been proposed, was initiated by the Lake Manitoba and Lake Winnipegosis Recreational Waterway Board. The Board, composed of the Interlake, Parkland, Central Plains, and Norman Regional Development Corporations and representatives from the Manitoba Dept. of Natural Resources and Dept. of Economic Development and Tourism, began studies in 1979, endeavoring to inventory the recreational potential of these lakes, encourage their use and further development in the area. With the nature touring route having been proposed, it was then necessary to determine the recreational feasibility of the concept. In order for this decision to be made, a number of issues had to be considered. These included an examination of the recreational attributes of the existing road network that would be suitable for a nature touring route; assessing the present recreation level in the study area and estimating the potential recreation market to a nature touring route ; defining development opportunities afforded; and, finally, realizing practical implementation possibilities and limitations of a nature touring route.

1.3 RESEARCH OBJECTIVES

The primary purpose of this study has been to determine the recreational feasibility of a nature touring route between Lake Manitoba and Lake Winnipegosis and along the north shore of Lake Manitoba. The specific research objectives to be met included:

1. To inventory and assess the natural resource base including landscape features, vegetation cover, wildlife and waterfowl populations and habitats, climate, water resources, and other significant natural features of recreational interest;

2. To inventory and assess the social/cultural resource base including historical attributes, present recreational developments, designated wildlife areas (wildlife management areas, hunting grounds, etc.), and local development plans;

3. To determine the present use of recreational facilities in the area and current traffic flows along the route;

4. To identify and estimate potential tourist traffic of the nature touring route;

5. To identify development opportunities and limitations based on the resources; and

6. To recommend alternative courses of action regarding the development of the proposed nature touring route.

1.4 RESEARCH METHODS

Research techniques included a review of related literature, interviews with government officials and local people, surveys, and field work.

Related literature and interviews revealed numerous aspects of the natural resource base, social/cultural features, and present and future travel trends. In addition, discussions with government officials regarding the impact of future development on the resources revealed limitations and standards required for development.

Surveys of local, commercial accommodation facilities provided an assessment of the present tourist market and estimated potential future use.

Field work, conducted with local interviews and surveys, augmented the literature review and allowed for indepth identification of flora and fauna. Pictures were taken of 'typical' features and of particularly scenic features.

1.5 THE STUDY AREA

Lakes are the most prominent physical features of Manitoba. Two of these, Lake Manitoba and Lake Winnipegosis, have received considerable attention for their promising recreational attributes. The north-west arm of Lake Manitoba and the south end of Lake Winnipegosis,which are connected by Waterhen Lake, are of particular physical and cultural interest representative of the character of Manitoba landscapes (.figure 1), (.figure 2). The land bordering the southern shoreline of Lake Winnipegosis and on the north-west arm of Lake Manitoba show typical la-

custrine plain glacial features where native prairie grassland was once present. The area between the two lakes includes Little Waterhen River, West Waterhen River, and Waterhen River proper,all part of the glacial ridge and swale topography. Aspen/oak forest and prairie grassland vegetation features are present here. As a point of interest, the ridge and swale topography results in the unusual occurance of the Little Waterhen and West Waterhen Rivers flowing directly north into Waterhen Lake while Waterhen River proper, less than 3 km away, flows directly south into Lake Manitoba.

The north shore of Lake Manitoba east of the Waterhen River is predominantly lowland, supporting wetland vegetation. Marshes occuring on Peonan Point, and bogs occuring in the Proulx Lake area, illustrate two such wetland systems.

Access to the south end of Lake Winnipegosis, which lies to the west of Lake Manitoba, is provided by provincial trunk highway (PTH) #20 to Winnipegosis and Camperville, with the east side of Lake Manitoba serviced by PTH #6. A 64.5 km. gravel road network commencing at Winnipegosis connects via provincial roads (PR)#364, #269, and #276 to Meadow Portage, Waterhen, and Skownan, and from Waterhen via PR # 328 to PTH #6 at Gypsumville. This is one of the only two roads to provide direct access from the Parkland region west of Lake Manitoba to the Interlake region on the east.

Social and cultural features are directly related to the lakes, particularly from a historic aspect as a transportation route. Meadow Portage was once a portage for fur traders and explorers between Lake Manitoba and Lake Winnipegosis destined for points further north and west.

The area is now chiefly used for cottaging by local people. Waterhen and Skownan, both located on the Waterhen Lake/Waterhen Rivers complex, are primarily recreational resort developments. The area east of Waterhen toward PTH #6 is largely undeveloped, except for two ranches accessible by PR # 328. The lowland areas of Proulx Lake, Basket Lake, and Peonan Point have all been designated by the Province as Wildlife Managment Areas and represent the only other land use activity in the area. South of Meadow Portage and into the plains area is pasture and wooded cropland resulting from farming practices. Winnipegosis has a large resident fisherman population, and Camperville, also on Lake Winnipegosis, provides a tourist resort for sport hunters and fishermen.

1.6 DEFINITION OF TERMS

Recreation refers to refreshment or diversion. For the purpose of this study, it has been defined as a pursuit from which an individual derives intrinsic benefits.

Nature Touring Route, within the context of this study, has refered to an automobile oriented touring route which provides an opportunity to view nature or natural features associated with the environment.

1.7 ORGANIZATION OF THE STUDY

The study has been organized into six chapters following the introduction. Chapter 2 reviews the related literature including examples of recreational studies of similar character to the nature route study, and presenting a list of any other studies providing specific information on the study area. Chapter 3 outlines in detail the methods used in data

acquisition and describes criteria used to establish the feasibility of a nature touring route. Chapter 4 presents a summary of 'highlights' and recreational attributes associated with the proposed route, while Chapter 5 considers human resources, both current and potential. Chapter 6 identifies the development opportunities and limitations afforded within the physical and human resource framework. Using this information and based on the criteria outlined in Chapter 3, the feasibility of the proposed nature touring route will be established. The concluding chapter will summarize overall potential, and recommend alternative courses of action regarding the development of the proposed nature route.

Chapter II

LITERATURE REVIEW

2.1 INTRODUCTION

The purpose of this chapter is to establish the planning approach and conditions best suited to complete the feasibility study for a nature touring route. This is accomplished through a review of other studies and planning guidelines of similar recreation development. Recreational planning studies pertaining to the following four categories were reviewed:

- general scenic recreation trails or nature trails
- automobile travel considerations
- techniques for estimating potential use of a proposed recreation site
- nature or scenic touring routes oriented specifically for the automobile

In addition, existing studies related directly to the study area and applicable to the recreational potential of the proposed route have been discussed.

2.2 SCENIC RECREATION TRAILS OR NATURE TRAILS

The group of studies falling under this category is dominated by foot trails, bike routes, equestrian paths, and cross-country ski trails. All are oriented toward providing scenic and most often natural trails for the non-motoring recreationist. In the U.S., scenic touring routes fall into the National Trails System Act under the heading 'National Scenic Trails.[6] These trails are typified by an extremely long length. An example would be the Pacific Crest National Scenic Trail, a 3,869 km system of foot and horseback trails taking in the Cascade Mountains of Washington and Oregon, and the Sierra Nevada of California.[7] The trail crosses national forests, national forest wildernesses, national parks, and land management districts. The major significance of this trail, like other National Scenic Trails, lies in its purpose as a nature tour and the natural recreational attributes afforded by it. Establishment of such a trail requires extensive planning which is carried out in two major phases:

1. A preliminary study which includes consideration of practicality, expected recreational use and development potential, and environmental impact.

2. An in-depth detailed study for the recommended trail location, which is carried out subsequent to approval of the preliminary study. The requirements of this in-depth study include:

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[6] Jerry Verkler, "The National Scenic Trails System Act-Discussion of Background and Provisions of the Act", in Proceedings: National Symposium on Trails, U.S. Dept. of the Interior, Washington. D.C., June 2-6, 1971.,12-13.

[7] R. Droege, "Pacific Crest National Scenic Trails" in Proceedings: op. cit., 14-15.

a. an inventory of natural resources available (location, size, administrative authority), and other recreational attributes.

b. an inventory of other existing trails by use, length, and location.

c. a list of existing facilities along the trails. (services already provided.

d. survey of landowners attitudes.

e. relevant demographic information.

f. analysis of current and future needs.

g. analysis of trails development potential.

h. recommendations for development of state-wide trail systems and suggested legislation needed.

The above guidelines are worth regarding in the development of any nature route, regardless of travel mode. All requirements were considered in the feasibility study for the nature-touring route proposed between Winnipegosis and Gypsumville with the exception of an inventory of other existing trails in the region (which could serve as competition or enhancement). This resulted from a lack of any similarly designated route in the province.

In addition to U.S. long distance touring routes, Canada's parks provide many different types and lengths of trails. These also, however, tend to be oriented to non-vehicle use. The establishment of trails in Canada's National Parks has several guidelines to be followed. Not only must aesthetic concerns be addressed but functional aspects warrent attention.[8] The latter touches on ease of movement, comfort and safety considerations and is characterized by length, width, grade, surface,

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[8] Parks Canada, Trail Manual, Supply and Services Canada, Ottawa, 1978.

signs, right- of-ways, etc. Aesthetic features are usually scenic or interpretive and influenced by quality of design detail. These features can be enhanced or altered by a variety of procedures that must be tailored to the individual trail. These techniques are outlined in the trail manual, in addition to a variety of general outdoor recreation planning handbooks.

The last requirement of Parks Canada's trails is environmental protection. This is usually determined by carrying capacity, dependant on ecological sensitivity of the route and types and intensities of use. The impact of clearing the trail and the impact of human contact are majaor influences which may impact the environment. These impacts can be controlled via design controls and regulation.

Aspects of the aformentioned nature trail guidelines have been applied to the proposed nature touring route. One of the key limitations to this particular proposed trail, was that the road network is already in place. In effect, the present road layout defined the area within which the planning guidelines could be applied and distinguised the accessible working area. A further aspect of the study which was omitted, was an indepth review of carrying capacity. While this was not carried out in any detail, a list of potential concerns to be studied further has been drawn.

In conclusion, most nature trails or scenic routes require stages of planning. This derives a basic formulation from which the concerns for an automobile nature touring route could be derived and an analysis undertaken.

2.3 AUTOMOBILE TRAVEL CONSIDERATIONS FOR THE RECREATIONIST

Planning considerations of a nature touring route must include the role of travel to the recreationist. A large number of factors influence a driver's selection of a particular travel route. Two of the most obvious are travel time and expenses incurred. Both relate directly to the distance to be travelled. A study done by Brian Keogh regarding "the role of travel in the recreational day-trip" has shown that time factors clearly outweigh monetary concerns.[9] This point was of considerable weight in estimating potential users of the proposed nature touring route. Other factors influencing the recreational automobile traveller include the availability of alternate routes to the individual's destination; total vacation time available; congestion or number of other users along the route; difficulty of the route in terms of vehicle handling; (road surface, curves) and attributes along the route.

Aspects such as the vacationer's available travel time and perceived attributes of the route are unpredictable. It has been assumed for this study that the dominant portion of the proposed nature touring route users have not been restricted by pressing time constraints, and that interest in a pleasant, leisurely day-trip in a rural setting is of more importance than other recreational pursuits. Travel characteristics were considered in detail for the proposed route in Chapter 5.

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[9] Brian Keogh, "The Role of Travel in the Recreational Day-Trip", University of Western Ontario, London, Ontario.,1969,65.

2.4 TECHNIQUES OF ESTIMATING POTENTIAL USE

A wide variety of economic literature is available on how to estimate potential use of a recreation site. Approaches such as the Ullman-Volk method, generalizing on experience, and comparitive site techniques are all commonly utilized in estimating use. The approach used in this study for estimating potential use of the proposed route falls under the broad classification, "generalizing on experience".[10] This technique is outlined in Chapter 3.

Another approach is the use of models or formulas which empirically express the relationship between the independent variable (projected use) and the variables affecting use (as derived from observed data).[11] The basic formula, Vij= f(Xij, Yi, Zj), can be applied to any proposed recreation site where V is the independent variable and X, Y, and Z are the influencing factors.

An example of its possible application to the nature touring route would be to let V represent the estimated use of the route (j) from the population source (i), X the distance between 'i' and 'j', Y the alternatives available to 'i', and Z the attributes of 'j'. The first two variables would have a negative number associate and the last would be positive.

This approach appears to quantify and simplify the estimation procedure. While it does simplify the outlook of the variables, it still requires selective and diverse input pertinent to the situation. The for-

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[10] Jack L. Knetch, Outdoor Recreation and Water Resources Planning, Am. Geophysical Union, Washington, 1974, 30.

[11] Ibid.,33.

mula is only as good as the data base information on which the relationship factors and parameters can be established. This formula is of limited application to this study due to a lack of a similar competitive route in the province to serve as a comparison, and owing to the wide number of variables involved for the route. Experience has, in fact, shown that this method is best applied to "destination sites" from which markets (usually population centers) can be easily defined.[12] The character of the nature touring route as a day-tour precludes this assumption and adds further difficulty in quantifying parameters of the affecting features.

Overall, a potential use analysis is "largely open ended, the detail or scale being dependent on the problem (the site proposed) but requiring, of course, that the data be commensurate as well."[13] Major data requirements for most recreational studies include factors such as number of users to the existing site, origin of the user, distance the user travels, alternatives available, and in some cases, socio-economic traits. All of these have been considered here.

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[12] Marion Clawson and J.Knetsch, Economics of Outdoor Recreation, John Hopkins Press, Baltimore, 1966.

[13] J. Knetsch, 1964, 42.

2.5 AUTOMOBILE NATURE TOURING ROUTES/SCENIC HIGHWAYS

Recreational or scenic touring routes designated directly for automobiles is a concept that has always been considered incongruent with natural systems. However, today the "drive to compress time and distance "[14] and essentially see more in less time has been ever increasing.

The concept of 'scenic roads and parkways' is not new. Studies done in 1966 by the U.S. Dept. of Commerce,[15] outline a program for scenic roads in the U.S. with subsequent studies carried out by the Recreational Advisory Council and the U.S. Bureau of Outdoor Recreation. These studies, while important in general planning schemes, have been oriented to the U.S. context and are out-dated. Included in this is the Appalachain Scenic Road, perhaps the concept most similar to the proposed route. The scale of the Appalachain route greatly overstates that of the proposed nature study and negates a feasible comparison.

The most recent Canadian literature available on a scenic route within close proximity to the proposed nature touring route is a study of "Major Park Thoroughfares and Park Entrances" completed in Sept. 1980 for the Whiteshell Provincial Park Master Planning Program.[16] The study has been the first of its kind for defining concepts of road classification based on their ability to "enhance the pleasure of recreational

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[14] Floyd Newby, "Trails for Motorized Vehicles" in Proceedings: op. cit., 51-53.

[15] U.S. Dept. of Commerce, "A Proposed Program for Scenic Roads and Parkways", Washington, 1966.

[16] Hilderman, Feir, Witty & Associates, "Major Park Thoroughfares and Park Entrances" in the Whiteshell Provincial Park Master Planning Program, Manitoba Dept. of Natural Resources, Parks Branch, Winnipeg, Sept. 1980.

travel",[17] particularly oriented to the natural landscape.

In the thoroughfare study, the 'images' projected from a road were listed to depend on such factors as " degree of naturalness; degree of man's impact; degree of road development;and the ability of the driver to absorb views,features and animals and form impressions of these."[18] Often this ability is related to speed.

Ultimately the road system in Whiteshell Provincial Park is classified into three major types:

1. scenic thoroughfares
2. recreation drives, and
3. wilderness drives.

The criteria used to define these three routes are outlined here and will serve as the primary reference in determining conditions conducive to an automobile oriented nature touring route.

Currently park roads stress criteria based on merely 'getting there'. A main transportation route, such as the Trans-Canada Highway, services 'pass through' traffic with a safe, speedy journey. The natural theme image is generally low with only major landscape features discernable (corresponding to the speed travelled). Generally, long tangents, short curves, and minimum gradients are present, to maximize flow efficiency. Suggested 'scenic' attractions to be added to these thoroughfares listed in the Whiteshell study, (so as not to impede movement) included:

-the addition of vistas clearing and lookouts;

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[17] Ibid.,2.

[18] Ibid.

-varying clearing widths with transitional vegetation between road and forest;

-screening of parallel roads, provision of garbage collection, and neccessary services with the provision of clear marking and providing easy access. In addition, attractive and identifiable markings of park entrances were proposed.[19]

The only features of this type of roadway that may have applied to the proposed nature touring route would have been the screening, vistas, and possible marked entrances.

A 'recreation drive', formerly a "long distance access route within the park" (of at least 15 to 25 km in length) serves as an example of access roads for park users destined for points in the park. Two examples cited in the Hilderman, Feir, Witty report[20] were Provincial Roads (PR) #44 and #307. The former, most similar in character to the Winnipeosis-Gypsumville network, possessed features of "medium to high degree of naturalness". This was defined in terms of terrain (rock outcrop), encroaching roadside vegetation,the detailed landscape features, and the windey road conditions. The latter tended to focus attention over a wider view to the driver, and was reinforced with high detail perception given the slower speed travelled. PR #307, on the other hand, had a "medium degree of naturalness" with less forest edge vegetation and more lake shore proper. Cottaging and recreation facilities with correspondingly higher traffic volumes occured. Roads were less winding with right-of-way clearings,like those of PR #44, much less noticeable than

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[19] Ibid.

[20] Ibid.

the Trans-Canada due to an increased amount of vegetation present. Both road networks possessed access roads to specific recreation features, and these tended to be of significant perception impact.

The recreation drive concept just described is similar to the proposed nature touring route idea for the area between Lake Manitoba and Lake Winnipegosis and for the north shore of Lake Manitoba. The Waterhen-Meadow Portage area has some cottage/lodge development present, with the route along the north shore of Lake Manitoba mostly void of development. The gravel road provides access to a variety of dispersed landscape, wildlife, and vegetational features and a generally winding character lends itself to heightened awareness of the surrounding environment (in addition to preventing monotony during driving).

Some of the more important features stressed along recreation drives are areas representing unique recreation, scenic, natural and historic values; a diversity of road characteristics (meaning a mixture of straight tangents, curves, vertical displacements); efficient and clearly marked access roads, vistas, and day-use sites; varied clearing widths along roads and corresponding levels of successional vegetation; and generally any natural features that enhance recreational viewing pleasure along the route. In addition, a major interpretive sign indicating features along the recreation drive was proposed at route commencement.

A further aspect of significance of the road system was its length and associated travel time. The nature touring route has been proposed as a 'day-tour'. This precluded certain related land uses along the route, or, when taken in conjunction with existing land use,affected at

least some portions of it. For example, accommodation facilities, whether camping, cottaging or lodges were currently confined to the Waterhen-Meadow Portage area. To maintain the 'naturalness' of the touring route, additional over night facilities in undeveloped areas to the east of Waterhen (along PR#328) should be avoided. Roadside recreation may include day-oriented activities such as picnicking, interpretive sites. Restricted access to sensitive wildlife areas or limited access to viewing areas was needed for certain locations. This was accomplished by providing off-road walking paths for enthusiasts. For general viewing of wildlife, vegetation, landscape features, etc. roadside or wayside stops with sufficient markings and information could be provided or, alternatively, from the car viewing could be encouraged and enhanced by reducing speed limits for particular stretches of the road.

The concept of a 'wilderness drive' stressed the features of low impact by man, high interpretive opportunity, and overall increased chance to experience the nature mentioned above, but to a higher degree. In the Whiteshell these short (usually less than 15 km) roads were restricted to very low volumes of traffic destined to specific park recreation sites,(often not accommodation oriented) such as hiking/walking trails, picnic sites, fishing, boating, swimming sites.

Overall, aspects of all three scenic route types were employed for the proposed nature touring route. The latter two were of particular importance owing to the stress on the 'natural viewing' themes. The 'thoroughfare' concept applied to the route as merely a day-trip or an alternative route between two other destinations, (ie.the Parkland and the Interlake) and therefore comprised largely of a pass-through population.

2.6 OTHER STUDIES

Background Reports: A number of studies have been completed for the Lake Manitoba and Lake Winnipegosis Recreational Waterways board (hereafter the Board) on both Lake Manitoba and Lake Winnipegosis. These reports have included portions of the nature touring route study area. Three of these were completed by Young Canada Works (Summer Canada) students in May to August of 1979, 1980, and 1981 respectively. The first two reviewed recreational beach potential on the Lakes[21] and historic background for the area.[22] The third report, "The 'Lakes' Nature Touring Route Project"[23] was the background report containing a detailed summary of the resource inventory, accommodation surveys, local interviews, and market considerations gathered specifically for this practicum. Highlights and significant information from the background report are presented in the chapters to follow,along with analysis of the raw data and review of recreational opportunities available.

Overall, any information lacking from the first two studies was recovered in the third. Historic information, for example, was clearly missing for the proposed route east of the Waterhen, largely due to a limited settlement population. Where possible, this information was obtained during interviews with the local people in the course of the

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[21] Young Canada Works, The Lakes Manitoba & Winnipegosis Recreational Waterways Project, a report the the Lake Manitoba & Lake Winnipegosis Recreational Waterways Board, Portage la Prairie, Aug. 1979.

[22] Young Canada Works, The Lakes Manitoba & Winnipegosis Historic Sites Project, a report to the Lake Manitoba & Lake Winnipegosis Recreational Waterways Board, Dauphin, Aug. 1980.

[23] Summer Canada, The 'Lakes' Nature Touring Route Project, a report to the Lake Manitoba & Lake Winnipegosis Recreational Waterways Board, Winnipeg, Aug. 1981.

'Lakes' touring route study.

Another study of considerable importance to the nature touring route, and indeed where the concept was derived, was the "Lake Winnipegosis & Lake Manitoba Recreational Waterway Project", completed in Dec. 1980.[24] This study outlined the purpose of the Board, reviewed relative opportunity afforded by Lake Manitoba & Lake Winnipegosis as a recreational feature, and defined concepts and alternatives comprising the development plan.

Tourism Studies: The dominant purpose of the development plan established for Lakes Manitoba and Winnipegosis was to realize the recreational potential afforded by these lakes and provide opportunity to utilize this potential. This relied on a demand for these facilities and services, particularly flowing from the recreational consumer.

While 'recreation' in general entails a wide variety of activities , 'tourism' implies "the practice of traveling for recreation", or touring for pleasure or culture.[25] It is 'tourist' activity that has been of major significance to a nature touring route, whether the tourist is from out-of-province, from within the province, or even of local origin.

The most current tourism information available for Manitoba was the "Manitoba Tourism Development Plan(Draft)" completed for a joint federal/provincial board under the auspices of Destination Manitoba.[26] This

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[24] Hilderman, Feir, Witty & Associates, 1980.

[25] Merriam-Webster, New Collegiate Dictionary, Thomas - Allen & Sons Ltd., Toronto, 1981, 1225.

[26] Wardrop & Associates; Thorne, Stevenson & Kellogg; and Marshall, Macklin & Monaghan, Manitoba Tourism Development Plan: Draft , for Destination Manitoba, Winnipeg, Aug. 1980.

report covered a complete inventory of tourism in the province, including such factors as intra-provincial and interprovincial tourism, international (particularly the U.S.) markets, and all aspects influencing these. This included socio-economic characteristics of the traveler, time-distance correlations, preferred recreational activities, present numbers and future trends of tourists in the province. Data pertinent to the study was summarized and neccessary extrapolations drawn upon. These have been clearly outlined in the chapters to follow.

In addition to general tourism studies, a number of studies conducted into the demand for naturalist based activities have been carried out. These have been well documented by Hilderman, Feir, Witty & Associates in the development plan for Lake Manitoba and Lake Winnipegosis.[27]

Major indications of public awareness and participation in nature study were reviewed by Louis D'Amore in 1976.[28] Studies on Canadian participation in motorized sightseeing activities have shown a 34.5% increase between 1972 and 1976. respectively).[29]

Americans have also shown an interest in nature study, particularly from the west and north central regions. Approximately 27% of the U.S. population took part in wildlife observation in 1979, with predictions that non-consumptive uses would be the dominant form of wildlife recreation by the year 2000.[30]

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[27] Hilderman, Feir, Witty, Dec. 1980.

[28] Hilderman, Feir, Witty & Associates, Crooked Lake to Manitoba Border Tourism and Recreation Master Plan, Winnipeg, 1980, 40.

[29] Hilderman, Feir, Witty, Dec. 1980, 63.

[30] Ibid., 81.

Awareness of this increasingly pursued recreational activity has led to "greater expansion of ecological reserves and greater opportunity for viewing and photographing wildlife".[31] While reports on the demand for nature study areas and pursuits are relatively few, those which have been completed all indicate the growing demand and hence, the growing need for nature study areas.

2.7 CONCLUSION

Nature touring routes designed for automobile travel have not been a common occurence in the past. Scenic highways in the U.S., and parks road systems in Canada have been oriented for the pass-through traveller, and encourage a comfortable, efficient means of 'getting there'. A trend to maximize enjoyment of recreation time is becoming ever present. To enjoy all aspects of a vacation, including 'getting there', requires a look to more scenic, and recreationally oriented travel routes. Features for review for a nature trail included aspects of the physical and human resource base, administration, competition, neccessity, and environmental impact. An automobile route required many additional considerations involving time and distance from origin to destination, road surface, layout design, and attractions en route, just to name a few.

A general lack of literature on a nature touring route designed for automobiles became apparent. The American concept most closely associated with the nature route idea has been referred to commonly as scenic highways. These have stressed the functional aspects of road operations as opposed to the aesthetic. In addition, information available on these

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[31] Nature Canada, 1980, in Hilderman, Feir, Witty, Dec.1980, 82.

was outdated. The concept most analogous in the Canadian context to the proposed nature route was the "recreation drive". This idea, applied to the road system in Whiteshell Provincial Park, has been outlined in the 'Whiteshell Master Plan' and served as the primary reference for this study.

Chapter III

METHODS

The methods of this study were derived only after considering two important aspects pertinent to the proposed nature touring route. The first was to establish the criteria to be used to define a nature study route, and the second was to outline the data requirements needed to meet these criteria. Once these were outlined, the resource inventory and subsequent analysis could proceed. In addition, techniques used to carry out the resource inventory were defined.

3.1 CRITERIA

There were no readily quantifiable criteria on which to define a nature study route. While most required some dimension of natural and scenic value, features that were typical, atypical, or historical could be of equal importance. Desired features of a nature study route were more easily identified; these simply being attributes which were considered aesthetically valuable to a portion of society. For the purpose of this study, the minimum criteria desired for a nature touring route comprised at least one of the following:

1. a degree of "naturalness" as defined by the dominant prescence of one or more vegetational, wildlife, or geological features and which added dimension to the route;

2. a degree of "uniqueness", where the feature(s) stood out from the surrounding environment or the norm;

3. a degree of representativeness, such that the feature was typical of one or more cultural, biological, or geological aspects pertinent to this region. (The region could be defined on a local, or regional level);

4. scenic value (ie. the images portrayed by the natural resource base),and the ability to view this from the road; and/or

5. a cultural or historical aspect based on past use and importance, and its connection to the present.

These criteria were the "bare-bones" aesthetic considerations that were used as a foundation for this nature study route. In addition, functional aspects (criteria) of a nature route were broadly defined as road conditions and user potential. The former included ease of movement, comfort, and safety, and the latter implied a recreational demand for such a route.

3.2 NECESSARY CONSIDERATION FOR A NATURE TOURING ROUTE

The following list provides elements necessary for consideration in planning a nature study route. It was taken from a variety of trail planning guides,[32] and was based on the criteria defined for the pro-

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[32] Sources include : Hilderman, Feir, Witty & Associates, "Major Park Thorougfares & Park Entrances" in the Whiteshell Provincial Master Planning Program, Winnipeg, Sept. 1980.
Howard Orr, "Road and Foot Travel Systems" in Guidelines to Planning, Developing, and Managing Rural Recreation Enterprises : A Symposium. Virginia, Sept. 1966.
Parks Canada, Trail Manual, (Minister of Supply and Services Canada, Ottawa., 1978).

posed nature trail between Winnipegosis and Gypsumville. These include:

1. assessment of degree of naturalness based on the natural resource base

2. assessing the current resident and visitor populations, community infrastructure, development level, and road conditions.

3. identification of need (ie. potential users) of a nature study route and the opportunities required to meet that need.

4. identification of historical and cultural attributes.

5. outline key resource value areas (whether by theme, ecosystem, etc.) including values of uniqueness and representativeness.

6. review of 'ability to view' and 'scenic interests'. This relies on physical position and layout of the road, the viewing potential afforded, and enhancement techniques (markings, media, focus points, etc.).

7. identification of problems and limitations, such as hazard areas,features, or undesirable factors.

8. other considerations concerning conflicting use, multiple use, efficiency in operation, and economics of development, etc.

The above list provided general guidelines for the data required to complete a feasibility study for a nature touring route. These requirements are shown in Table 1.

Overall, the ultimate data requirements could only be derived after setting parameters on the study. These parameters were the criteria defined and the derived elements for consideration. Feasibility analysis of the data gathered could then be achieved and development opportunities defined.

TABLE 1

Resource Requirements

Elements of Consideration	Required Data	Data Aquisition
Degree of Naturalness, Scenic Interests & Key Resource Areas	Vegetation:types, abundance Wildlife:types,abundance Hydrology Landscape/Geology: features, formation processes	-library search -interviews:local, government -ground truthing
Present Degree of Man's Impact	Resident population, community infrastructure, current visitor populous Road Conditions: surface, length , width, ease of use, comfort, road layout, design detail, and interpretive opportunity	-library search -ground truthing -library, -ground truth -interviews: government
Identification of Potential Users	Provincial Current- present use, origin, numbers, purpose, and destination Provincial & Local: Future- trends of number, origin, destination, and purpose of trip	-library, -interviews: local, government
History/Culture, and Key Resource	Historic Attributes - local, regional or national significance	- library - interviews

3.3 DATA ACQUISTION

Having outlined data requirements, it was then possible to list techniques employed specifically to obtain the inventory information. Three techniques were used to do this:

1. library research
2. interviews
3. surveys.

Library research entailed a search of all public, private, commercial and government libraries for information on the study area. This included facilities in Winnipeg, local facilities in the study area, and respective municipal/regional libraries. The latter were investigated during the field trip, and via correspondence.

Interviews were conducted basically toward two groups. The first involved discussions with government officials and professionals regarding current studies, projects, or general "goings on" within the study area. The other group of individuals to be interviewed were the local people of the Winnipegosis-Gypsumville area, whether businessmen, local historians, proprietors, or interested citizens. The greatest portion of 'new' material came from the residents.

Surveys were also used in the study. These were sent out to local private accomodation owners in order to obtain statistics on the current tourist population in the study area. While absolute visitor numbers were often not available, particularly in traffic counts, relative numbers and percentages were obtained. In addition, the origin of visitors, purpose of the trip, and length of stay were also surveyed, making estimation of current recreational pursuits possible.

In addition, a trip to the study area was carried out in order to interview residents, survey the road network, and visit areas of particular significance and obtain pictures.

Table 1 lists the data requirements and aquisition techniques used for this study. Generally the natural resource inventory, including vegetation, wildlife, geological/geomorphological, and hydrological data, was obtained through library searches (data already accumulated); interviews with government and local people (for current information and figures); and finally, by ground truthing (for general confirmation).

The existing human resource base included data acquisition on demographics, existing facilities, and community infrastructure. Information was obtained from library reports, provincial and federal statistics, and ground truthing. Road conditions, part of the local infrastructure, were obtained from interviews and communication with the provincial Dept. of Highways. All techniques were helpful for determining functional attributes of the road network. Aesthetic considerations were more approximately obtained by ground truthing.

Identification of potential users, considered under human resources, reviewed current provincial and local tourist trends and forecast them into the future. Statistics on incoming tourist populations to the province and subsequently to the study area, were divided by geographic origin. These included the out-of- province incoming tourist (from the U.S. and Canadian provinces other than Manitoba), and the intraprovincial traveller. Data regarding tourist travel to the province and throughout the province was obtained almost solely through library searches and government interviews. Current tourist travel in the study

area was derived from interviews with local residents and through surveys of local accomodation owners. Future tourist travel trends to the province were obtained from the Destination Manitoba Tourism Study,[33] with extrapolations of this data (in conjunction with survey results) used to obtain estimates of potential consumers of the proposed nature touring route.

Historical and cultural attributes were compiled on existing studies and reports, especially for the fur trade and exploration eras. Updated information on archaeology, native occupation and the colonization period was derived through interviews with government officials and local residents. The former included the Historical and Archaelological Branches of the provincial government, the Department of Indian Affairs & Northern Development of the federal government, and other historical resources such as the Manitoba Historical Society and the Museum of Man and Nature.

While data acquisition was defined basically into one dominant arena or another, all three techniques were employed throughout all categories. New material which was not accumulated prior to this study was obtained from interviews and surveys. Library research comprised dominantly of secondary data (that which had been accumulated in the past in one form or another). Ground truthing (more specifically a field trip to the study area) was carried out in order to complete interviews with local residents of the study area, and to survey the road network at first hand. During this trip, and where time and physical factors permitted, points of interest were visited and photographed.

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[33] Wardrop and Associates et al, Aug. 1980.

3.4 ANALYSIS

Analysis of the resource base was based on the criteria, listed at the beginning of the chapter. The natural resource features (biological, gelogical, or hydrological) and the historical/cultural features were analyzed in light of all the criteria mentioned. The human resource base was defined in terms of residents and visitors within the study area, and the activities and developments associated with each. The resident resource included the permanent population, community facilities and services, and basic economic livelihood. Of particular interest were the recreational services and activities provided. In addition to resident development, government development, such as Wildlife Managment Areas (WMA), and road conditions were reviewed.

The visitor population referred to all temporary non-residents of the region. This population was of interest for two reasons. The first was to establish how many non-residents were currently in the area (and therefore on the road network) and why, and the second was to estimate potential users of the route.

The approach taken to estimate potential users could best be described as a combination of two common techniques of site demand study. The first approach is an "aggregate demand analysis", which attempted a review of the proposed development relative to a large number of factors perceived to be important to development. For the proposed route these factors included route location relative to potential users, location relative to alternative developments (Duck Mountain Provincial Park, Grindstone and Hecla Provincial Park), and socio-economic characteristics (origin, income, purpose of trip). This information was available

from the Destination Manitoba study, with park statistics from the Parks Branch of the provincial government.[34]

While the "aggregate" technique of analysis is a long standing, and widely used approach,[35] it was almost impossible to include all the factors which may influence route use. For this reason the second approach to site demand analysis was to focus on the use made of similar existing sites. From this, projections for the new site can be made based on differences or changes from the established site.[36] The second technique is often more reliable because most factors influencing the development have already been substantiated in present attendance figures. Only the differences between the existing and proposed site need to be considered.

The drawback of this second technique in application to the nature route was the lack of a functionally similar route within the region, or within the province generally. The 'recreation drive' at Whiteshell Provincial Park is the most similar concept to the nature route,[37] but is not analogous in relative location, actual function, features afforded, or accessibility. Alternatively, the closest alternate route on Lake Manitoba connecting the Interlake and Parkland region is Provincial Road (PR) #235 at the Narrows. Traffic counts of this road were consid-

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[34] Government of Manitoba, Manitoba Park Statistics 1980, Winnipeg: Dept. of Natural Resources, Parks Branch, 1981.

[35] Marion Clawson and Jack Knetsch, Economics of Outdoor Recreation, Baltimore: John Hopkins Press, 1966.

[36] Jack L. Knetsch, Outdoor Recreation and Water Resources Planning, Washington: American Geophysical Union, 1974, 26.

[37] Hilderman, Feir, Witty & Associates, Major Park Thoroughfares & Park Entances, in the Whiteshell Provincial Master Planning Program, Winnipeg:Dept. of Natural Resources, Sept. 1980.

ered in the analysis bearing in mind its closer distance to population centers and its function as a "way to get there" and not as a recreational feature in its own right. The prediction of users to the route based on the "similar recreation site" technique, then, is incorporated via surveys of existing accomodation owners within the study area itself.

Estimating potential numbers to the proposed nature touring route should not be confused with estimating the value of a recreational site or feature. A number of methods for evaluating value of a recreational site (ranging from gross expenditure of users and cost of development, to market value and willingness to pay) are available.[38] As the aim of this study has been to review the present users and estimate potential users to the proposed nature touring route, the latter valuation has not been carried out.

The road conditions in aesthetic terms were evaluated on the scenic attributes, representativeness, and natural qualities present. Possible potential added through roadside enhancement was also considered.

The final analysis identified the following factors:

1. those regions not suitable for nature touring
2. those regions of desirable and undesirable attributes (ie. the existing potential afforded)
3. estimates of use, current and potential, for the nature touring route

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[38] Jack L. Knetsch and Robert Davis, "Comparison of Methods for Recreation Evaluation " in Economics of the Environment, New York: W.W. Norton & Co.,Inc., 1977,450 - 469.

4. development opportunities afforded by the desirable attributes and possible enhancement techniques.

3.5 SUMMARY

The methods used to obtain information have been established in a manner best suited to fulfill the study objectives. In order to define the data requirements, it was neccessary to outline the criteria to be used in assessing the feasibility of the proposed road system as a nature touring route. Both the criteria and the list of data requirements are listed at the beginning of this chapter. Finally, the procedures used to obtain this information have been outlined (listed in Table 1) and analysis techniques reviewed. When completed, the general feasibility of the road as a nature study route will be established and potential opportunities listed. Recommendations will also be based on these results.

Chapter IV

NATURAL RESOURCE BASE

4.1 INTRODUCTION

The abundance and diversity of the natural resource base to be found within the study area provides several features conducive to a nature touring route. To describe these resources in detail would be a repitition of the background information provided by the Summer Canada project[39] completed in conjuction with this practicum. For this reason, those features which highlight the character of the route and meet the criteria listed in Chapter 3 have been documented here.

4.2 PHYSICAL LANDSCAPE

The primary development feature of the lakes, as outlined by the development plan[40] was to stress attractions "related to the inland lake theme". In other words, the emphasis is to be placed on those land-based features that could be connected to the lakes as a primary natural resource or as a water-route.

The landscape features typifying this theme are based mainly on their formation during the glacial retreat. Glacial Lake Agassiz, formed during the retreat of the Wisconsin ice sheet and subsequently drained into

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[39] Summer Canada, The 'Lakes' Nature Touring Route Project, a report to the Lake Manitoba & Lake Winnipegosis Recreational Waterways Board, Winnipeg, Aug.1981.

[40] Hilderman,Feir, Witty & Associates,1980.

the Hudson Bay, left a large number of lakes resting on a predominantly flat bed of lacustrine clays. As a result, periglacial features such as marshes, sloughs, and bogs exist on a relatively featureless base.

Such is the case of the proposed route along the north basin of Lake Manitoba between the Waterhen and Provincial Trunk Highway (P.T.H.) #6 at Gypsumville. While these hold little of the 'spectacle' appeal of other landscapes, they do represent the underlying glacial formation history of Manitoba and are worthy of mention.

The south end of Lake Winnipegosis and the Waterhen area, of ridge and swale topography,[41] represent the loosely consolidated glacial drift deposits associated with ground moraine. The hollows are often very poorly drained while the ridges are usually much better aerated. Micro-topogaphy such as this plays a dominant role in vegetation cover.

The potential of tourist interest to the topographical landscape features, therefore resides in its underlying 'raison d'etre'. Visitors to the area can be made aware of the significance of the landscape through mention on interpretive signposts and/or on pamphlets available at both ends of the study route and in the Waterhen area.

Specific atypical landscape features also outcrop in the study area. Two such features, 'salt flats' and limestone cliffs, are found scattered throughout the area. Both features are marine evaporites that have precipitated out of evaporated sea water. The former mineral, salt (NaCl), is the most abundant precipitate, and is naturally occuring in various sites in the vicinity of the south end of Lake Winnipegosis, Crane Lake, and Salt Point Bay. All of these sites were utilized by na-

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[41] Summer Canada, 1981, 16.

tive, exploration and colonization communities for preserving their food and keeping cattle. These salt flats, mined by a local enterpreneur, James Monkman,(since 1909) has a complete documentation in the Winnipegosis local museum.[42]

Limestone, defined as fifty per cent or more calcium carbonate composition, outcrops periodically in the study area as cliffs or as other unreduced erosional remnants. These may also contain a variety of fauna fossils (bioherms). Generally the prescence of these fossils suggests transportation, or other post depositional alteration, of the original carbonate precipitate. The limestone within the study area is from the Middle to Upper Devonian period (265 to 360 million yrs. B.P.)(Figure 3).

Limestone cliffs can be found in the Steeprock Lake region on the south shore of the north-west arm of Lake Manitoba. Locally the cliffs are known as "Nest of the Thunderbird", a name derived from the initial natives' reference to the feature.

The other basic landscape feature of interest to the recreationist is beaches. The north shoreline of Lake Manitoba has virtually no bathing beaches of significance, due largely to their rocky offshore character and marshy backshores. While these offer limited swimming potential, the rock outcrops are important for wildlife, and afford aesthetically scenic viewscapes.

The south shoreline of the north-west arm of Lake Manitoba provides several class 1 to 3 beach sites.[43] Most of these sites are undeveloped,

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[42] The museum is a part of the Parkland Regional Library facility located in Winnipegosis.

[43] Canada Land Inventory for Outdoor Recreation

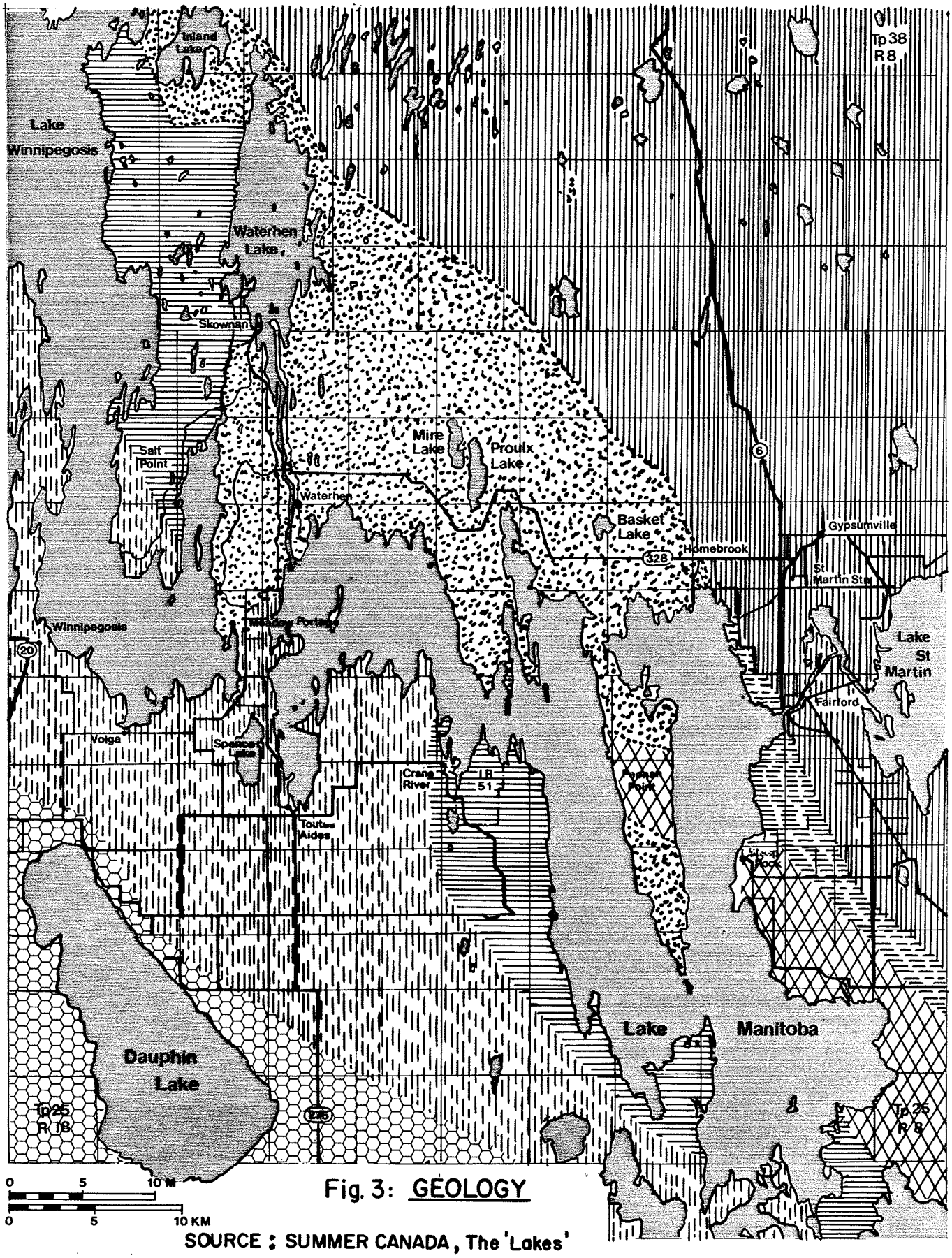

Fig. 3: GEOLOGY

SOURCE : SUMMER CANADA, The 'Lakes'
Nature Touring Route Project, Aug. 1981

LEGEND:

- Ashern Formation
- Elm Point Limestone
- Winnipegosis Formation
- Unknown Combination of 1, 2 & 3
- Manitoban Formation
- Interlake groups
- Amaranth Formation

Refer to attached sheet for Distribution of Devonian Strata.

scattered in location and accessible (at present) only by water. While a list of all Class 1 to 3 sites can be found in the background report,[44] I would like to discuss only those beaches with particular attributes. The first site is located just north of Steeprock Lake,adjacent to "Onion Point".[45] This beach , having a "natural capability to engender and sustain high total annual use based on one or more recreational activities of an intense nature",[46] is located within 5 Km. of the limestone cliffs at Steeprock Lake to the south, and within 5 Km. of South Twin Island to the north. The latter, in conjunction with North Twin Island, has several noted species of colonial nesting birds, including pelicans, cormorants, and herons.

The only other major area of significant beach potential is Peonan Point. A class 1 beach exists at Pine Harbor on the south-west side of the Point[47] and is accessible only by boat. The beach has been a favorite beach spot of local use for many years. The nearest boating access is a class 2 beach south-east of Crane Narrows and is 17.5 Km. (straight line distance) from the harbor.

Several class 2 and 3 beaches are also located on Peonan Point. Nine kilometers north of Pine Harbor are five class 3 beaches. The east shoreline of Peonan Point also supports a series of class 2 and 3 beaches. Five of these are located within a Wildlife Management Area with access provided by boat from Steep Rock.

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[44] Summer Canada,1981, 68.

[45] located at Township 31, Range 14, Section 6 and 7.

[46] Canada Land Inventory,loc.cit.

[47] located at Twn. 28, R. 11, Sec.16.

Overall, the landscape features of interest to the nature touring route include:

1. the representative features,(such as the lacustrine plain or the ridge and swale topography) which typify the glacial era and its significance to Manitoba's current geomorphological features.

2. atypical features illustrated by the limestone cliffs or organic reef outcrops in the study area and the salt flats of Winnipegosis, Crane River, and Salt Point Bay.

3. conventional recreation features such as beaches,found on the south shore of either Lake Manitoba or Lake Winnipegosis and on Peonan Point, that provide boating and bathing opportunities. The north shorelines and islands, of a more rocky character, provide aesthetic and scenic viewing of nature.

4.3 VEGETATION

The diversity of vegetation within the study area and along the touring route itself is one of the key natural attributes for this area. As one progresses from Winninpegosis to Gypsumville, a succession of vegetation types can be seen. These range from the wooded cropland (once native prairie) of the south, through the aspen-oak deciduous transition zone of the Waterhen, Proulx, and Basket Lakes areas, and then to the mixed woods and conifers in the north-west portion of the study area (Figure 4).

The 'prairie' land in the developed areas of Manitoba, including that area south of Meadow Portage, was native tall prairie grasslands which have been altered by agricultural practice. Where these have subse-

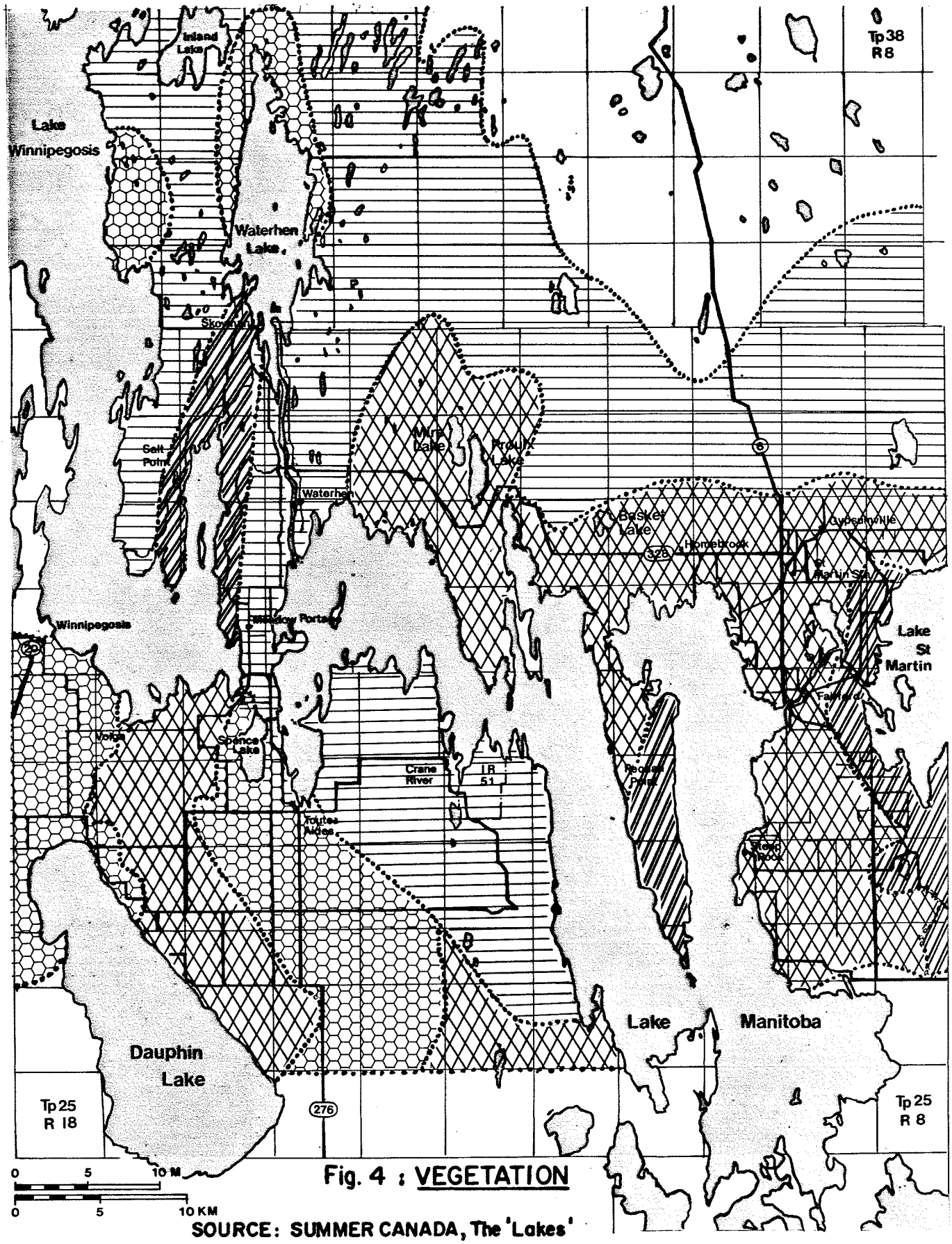

Fig. 4 : VEGETATION

SOURCE: SUMMER CANADA, The 'Lakes' Nature Touring Route Project, Aug. 1981

LEGEND:

- Mixed Wood (coniferous and deciduous)
- Wooded Grassland
- Deciduous Forest (aspen - oak)
- Wooded Cropland

quently been left to seed, shrubs and aspen oak stands now occur, resulting in wooded cropland.

The only remaining wooded grassland in the study area is on Peonan Point. Here the tall prairie grassland gradually blends into the many shrub species and aspen- oak vegetation of the transition zone. Typically, fires and periodic flooding are natural managers of these grasslands, keeping the encroaching shrubs and aspen forests from taking over completely.

The dominant flora cover for the study route proper is the aspen- oak deciduous forest. These forests are the first successive ecological stage up from prairie land toward a mixed wood situation. Hardwoods such as aspen, balsam poplar, and white birch are common here with progressive trends from aspen to birch.[48] Corresponding to this move upward on the ecological ladder is a generally increasing improvement in drainage conditions. Where low lying areas of marsh exist, "concentric circles"[49] of prairie (grasses or shrubs), aspen, (and other deciduous species), mixed woods (hardwoods and softwoods) and eventually coniferous forests occur.

Mixed woods, as the name suggests, have hardwoods and softwoods present. Softwoods, dominated by jack pine, also have black spruce, white spruce and balsam fir, together accounting for 14% of total forest cover within management unit #43 (that area north of Lake Manitoba and roughly parallel with the north end of Lake Waterhen).

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[48] Compliments of the Dept. of Natural Resources, Oct. 1981.

[49] Applies to the gradual successive immersion of one vegetation type into another.

The softwoods provide most, if not all, potential forest production in the area. Presently the area has the capacity to provide approximately 185,000 cubic feet of timber per year.[50] The Basket Lake area alone could provide 137,000 cords of white spruce annually with a value of $8.2 million/year. ($60/cord)[51] However, only .3% of the total annual allowable cut is actually taken from Management Unit #43,[52] mostly due to the presence of immature timber stands. The volume of mature timber in the area is very low and therefore, on the whole is of limited logging value. While the potential of these resources as timber will be significantly more important in 10 to 15 years, present value can be derived aesthetically for viewing, and ecologically for soil and wildlife conservation. The mixed woods and deciduous transition zones are particularly important ecotones[53] providing a diversity of flora and a corresponding myriad of habitat types for fauna. This vegetation also serves a role in maintaining soil stability, particularly along shorelines, where wind and water erosion would otherwise remove the substrate. The balance of water, soil, and vegetation is never more apparent than can be observed along the route and within the study area in general. Microtopography provides for localized areas of relatively low land which supports a variety of marsh vegetation. This varies from bulrushes and sedges, to grasses and aspen forest, depending on soil

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[50] Summer Canada, 1981,32.

[51] Compliments of the Dept. of Natural Resources, Oct. 1981.

[52] Summer Canada, 1981,32.

[53] Defined as " a habitat created by the juxtaposition of distinctly different habitats; an edge habitat; a zone of transition between habitat types". In R.E. Ricklefs, Economy of Nature, (Chiron Press, Portland, Oregon), 1976, 424.

moisture and site orientation. Farther north, wetter areas would be occupied by jack pine and tamarack with drier soils supporting firs or deciduous woods in the mixed zone. Generally cooler climes are coniferous dominant and temperate zones are deciduous dominant. The local drainage condition affect which species survives where, with hardier varieties on poorer soils and 'quality' species on better soils.

The intermittent mix of vegetation along the route displays all these features. The macro-transition level from prairie to mixed-wood and coniferous zones progresses from south to north along the route and microhabitats provide local successions along the horizontal network. A further point of interest regarding forest resources and their management can be illustrated at the plantation zone in the north-east corner of the study area and just west of PTH #6. The provincial reforestration program began operation in 1969 and 1970 in order to maintain Manitoba's forest resources. Generally reforestation is more common in the south while natural rejuvenation dominates the north.

Directly north of the study area is the Abitibi integrated wood sales supply area and three small timber sales areas presently used for local use. Another local lumber operation is proposed for operation near Basket Lake.

Vegetation along the proposed route plays a major role in determining the future of such a recreational tour. The vegetation is diverse, has aesthetic merit and is representative of Manitoba's natural features. The progression from prairie to coniferous woods, with the major portion of the route comprised of aspen/oak forest and mixed woods, illustrates to the viewer, successional vegetation types from one end of the prov-

ince to the other. On a smaller scale, the diversity of vegetation present within the ecotone varies with micro-topography, producing a collage of scenes along the route. It is just such scenery that provides the attractiveness to sightseers. The view from the road incorporates this myriad of natural features in a blend of closed and open spaces created by encroaching forests and sudden open fields or marshes. The striking diversity in types, sizes, colors, and shapes of the flora, attracts and maintains the viewer's attention. Particularly attractive or representative scenes can be heightened through road clearing patterns, or interpretive stops. Generally, to maintain 'naturalness' along the route, vegetation of some form should be required on right-of-way clearings. Currently this is dominated by grass with some bushes interminttently evident. Overall, little or no restoration of roadside vegetation seems necessary. Interpretive sites for specific vegetation features will, however, require further attention. Ideas and suggestions for these are listed under potential development in Chapter 6.

4.4 FISHING

The sport fishery alone in the study area supports six commercial fishing and hunting lodges. Three of these lie between the lakes, two on the southern basin of Lake Manitoba's north-west arm, and two on the southern basin of Lake Winnipegosis (at Camperville and Duck Bay respectively). These provide 65 sites/units of accomodation, only 15 of which are electrical. An additional private cottage development at Meadow Portage has some 90 units, with at least another five private lodges existing on the south end of Lake Winnipegosis.(number of units unavailable)

Manipogo Provincial Park and Crane River beach and campground, also located on Lake Manitoba, provide a further 193 camping sites with easy access to the lake provided.

The popularity of fishing throughout the study area varies only slightly between areas . Hotels and motels are excluded from this portion of review as their transient population is generally oriented toward business or alternate destination purposes.[54]

In the Waterhen area, the fishing tourist population accounts for about 80% of the total visitor population, most of these arriving from other parts of Manitoba. Toutes Aides, also dominated by Manitobans (60%) had a 60% fishing tourist population. The south end of Lake Winnipegosis showed a 50:50 split of fishermen and hunters, with an incoming U.S. market prevalent. This implies, and was confirmed from interviews, that the lodges on Lake Winnipegosis are well established to certain American fishermen (mostly from the Dakotas and Minnesota) who return annually for their holidays. A similar situation exists at the Waterhen with slightly more Manitoban recreationists. Virtually no fishing establishments east of the Waterhen occur in the study area with the north basin of Lake Manitoba fished out of a south shore base camp.

The quality of fishing done from the established sites is apparent. Twelve of eighteen master angler awards in 1980 from the study area originated in the Waterhen complex, with walleye, perch, and burbot the dominant award species netted. In general an excellent distribution of northern pike, whitefish, burbot, and yellow perch and a fair distribu-

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[54] The Rorketon hotel, south of Toutes Aides,has predominantly a hunter visitor population. This was also excluded from the review at this time, but will be considered later in this report.

tion of goldeye, rainbow trout, and catfish exists throughout our region. Walleye (pickerel) and whitefish are dominant in summer on the Waterhen, with these more commonly caught in winter on Lake Winnipegosis. Overall, pike slightly dominates the annual Lake Winnipegosis catch (commercial) and pickerel dominates on the Waterhen.

The fishing resource and its utilization are at present adequate. The preferred sport fishing species, walleye, is also the preferred commercial fishing species. At least one important pickerel spawning ground exists within the study area at Basket Creek.[55] Currently the lakes are able to meet the combined fishing demand. The addition of further fishing pressure, such as might be applied with further development of private or commercial lodges, is not desirable. As the carrying capacity of the lakes are not defined in terms of quantity of fish provided, it is difficult to estimte how much more fishing can be permitted on the lakes. It is for this reason, fishing along the route should be restricted to certain designated areas with limits to the number of fishermen or catch/fisherman until carrying capacity can be estimated. As carrying capacity will not be assessed in this report, any development opportunities listed will be wary of these concerns but will require further study prior to implementation at the site. Development opportunities are listed in Chapter 6.

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55 Basket Creek Settlement Committee, notes on the settlement proposal from Manitoba Dept. of Natural Resources and Dept. of Agriculture, Winnipeg: Provincial Land Use Committee, Jan. 1982.

4.5 WILDLIFE

The wildlife along the Winnipegosis-Gypsumville route, in conjunction with the vegetation, is the most promising feature of the area. Furbearers, ungulates, waterfowl, and colonial nesting birds are all located in the region, with species distribution congruent to suitable habitat. Two Wildlife Management Areas (WMA's) exist along the route proper at Basket Lake and Proulx Lake and a third is situated on the east shore of Peonan Point. Site selection of these areas is based primarily on "...the capacity of the land to sustain habitat and wildlife so that existing areas are comprised of a variety of terrain and vegetation types" and are in areas "accessible to the greatest numbers of people".[56] It is evident that site selection of these areas is indicative of the character of the nature touring route in general. In fact, these areas are merely the preliminary concept to the actual potential afforded here.

The dominant fur bearers throughout the route are lynx, wolf, black bear, muskrat, and beaver, with mink occassionally sighted (Figure 5). The former three species are denning species which prefer drier habitat areas, such as found in the Waterhen ridge and swale topography area. Lynx and wolf usually possess wide home ranges (10 km to 100 km) while black bear, with a smaller range, can be found denning right within the Waterhen area. The absolute numbers of any of these species is unavailable but relative numbers can be outlined. The lynx population, fluctuating on a 6 to 7 year cycle, is recovering from a decline experienced in 1971. Increasing trapping pressure has mollified these numbers to a degree. Lynx pelts have increased from 24 in 1974/75 through to 52 in

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[56] Wardrop and Associates et al, Manitoba Tourism Development Plan: Draft, a report to Destination Manitoba, Winnipeg, Aug. 1981, 325.

1978/79, and up to 111 in 1979/80.[57] Wolf varied considerably in harvest/year between 1975 and 1980, ranging from 24 in 1975/76 to lows of 5 and 1 in 1976/77,1978/79 respectively. In 1979 and 1980, 14 timber wolf pelts were caught in the study area. Lynx and wolf are primarily trapped in the Skownan and Camperduck (Camperville and Duck Bay) Registered Trapline (RTL's) sections with Waterhen a distant third.

Complaints of an abundance of wolf in the Peonan Point and Basket Lake area was reported this year by the local cattle ranchers. While actual numbers may not have changed. the abundance percieved could be from a shift in the wolves range closer to inhabited areas.

Black bear appear annually in the Skownan/Waterhen region,[58] but pelt harvests fluctuate yearly from the Camperduck, Skownan and Waterhen areas. The years 1977 to 1979 had an annual harvest of roughly 11 pelts/yr.,with no distinct harvest pattern visible. It should be noted that the harvest of bears may be oriented as much from 'nuisance' killings as from strict trapping. The abundance and attractiveness of human garbage to the bear often leads to increased man-animal encounters, with an uncertain outcome for both.

Beaver and muskrat are the two most abundant furbearers in the study region. Both of these occupy aquatic areas and overwinter under the ice. Generally beaver prefer river and stream areas associated with flowing water while muskrat prefer ponds and shallow lakes. The flat, lowland area east of the Waterhen River system is ideal for these animals, with Basket Creek and Proulx Lake are particularly attractive areas for bea-

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[57] Summer Canada, 1981, Table 6 and 58.

[58] Personal Communication with Virginia Holt, Conservation Officer of Waterhen, Aug. 1981.

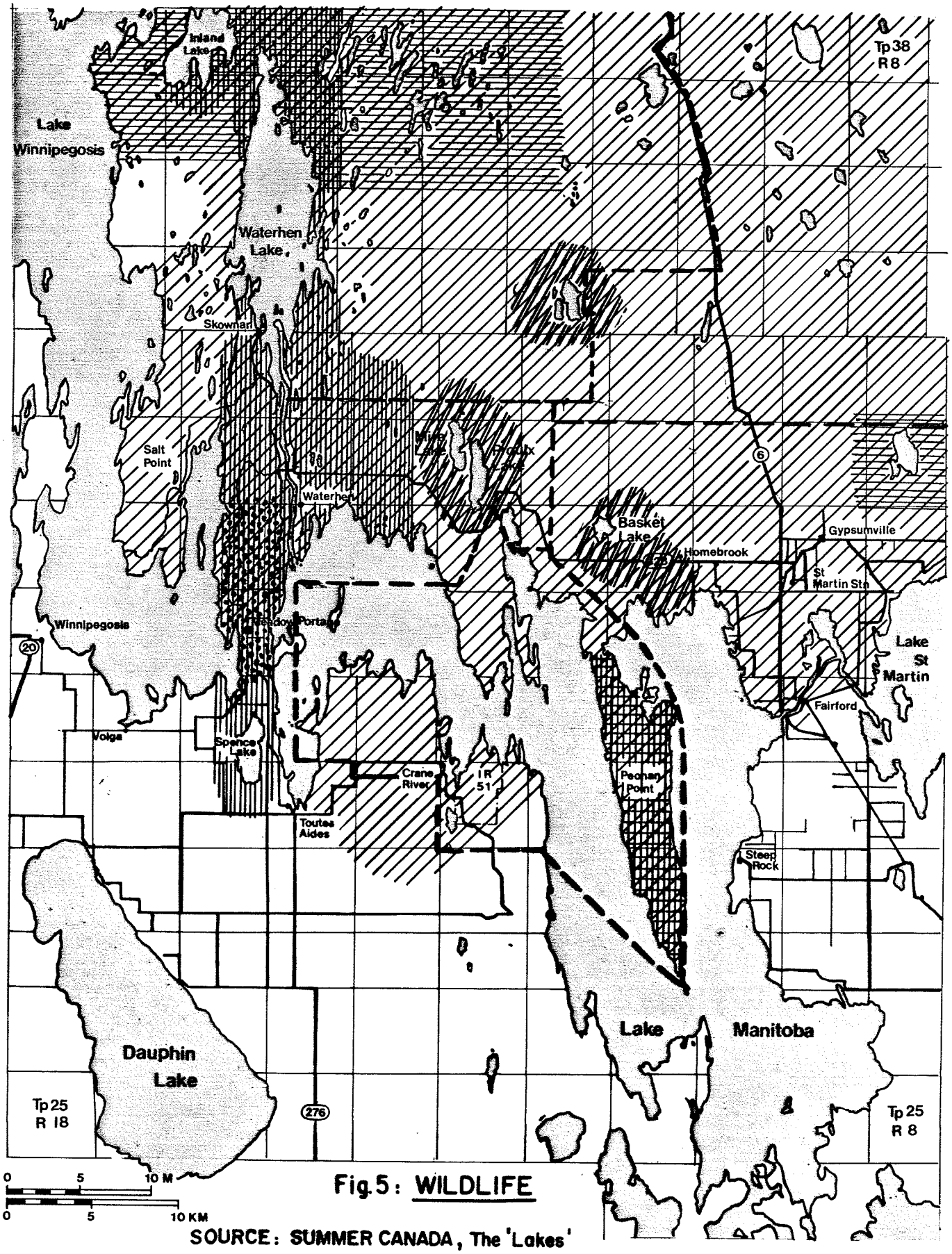

Fig. 5: WILDLIFE

SOURCE: SUMMER CANADA, The 'Lakes' Nature Touring Route Project, Aug. 1981.

LEGEND:

- Muskrat / Beaver
- High Beaver Concentration
- Bear
- Registered Trap Line Areas
- Deer
- Elk
- Timber Wolf / Lynx (see Map 5a)

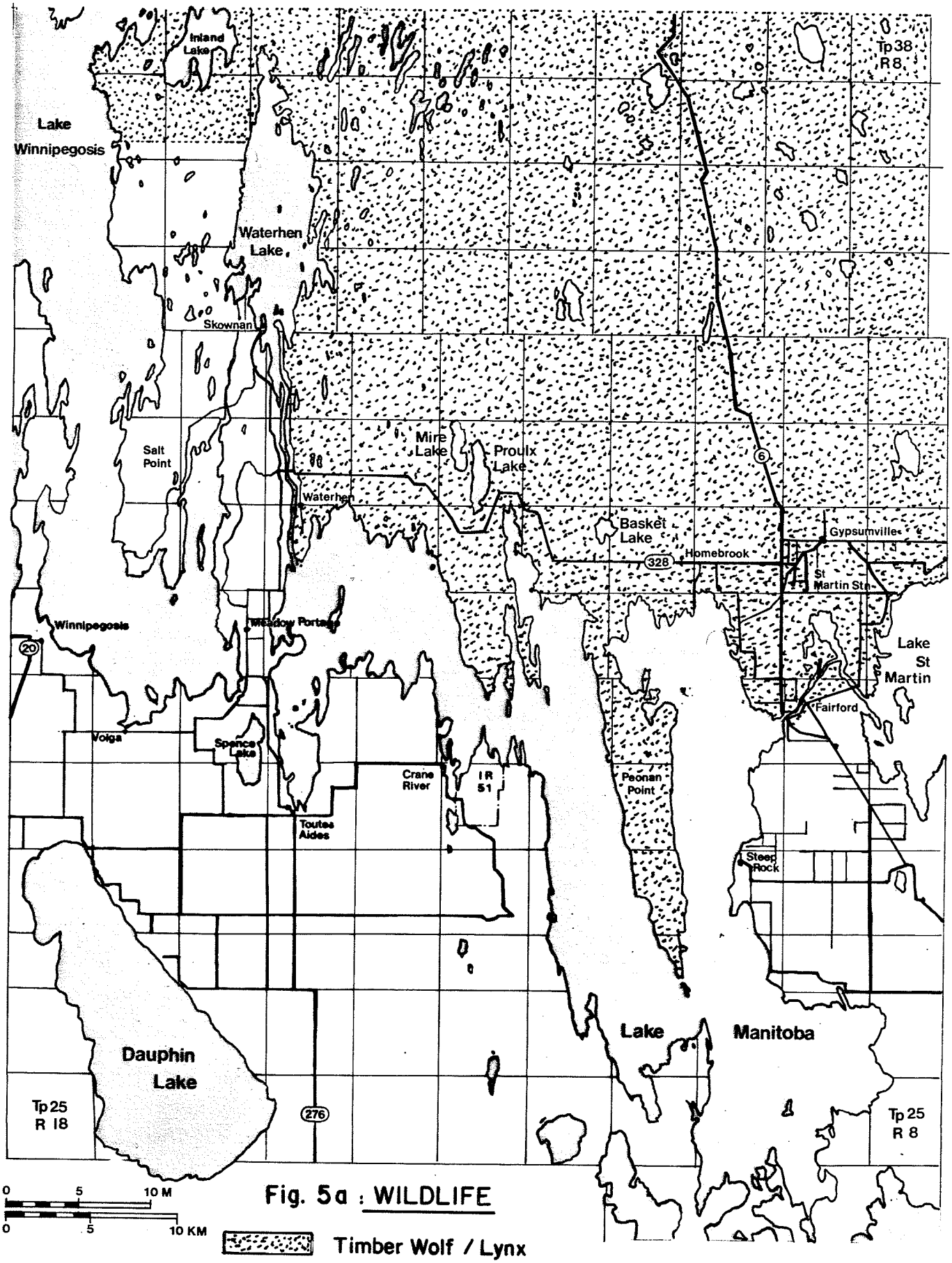

Fig. 5a : WILDLIFE

ver. A drastic decline in beaver and muskrat populations was experienced in 1979/80. This was due to an unusually dry year in 1976/77, resulting in 'freezing-out'of wintering grounds and the loss of food sources. Repercussions from this were experienced until 1979/80 when biological adaptation led to a recovery of the population.

Other fur bearers such as mink, coyote, red fox, skunk, and squirrel occur throughout the study area but are not as common.

Ungulates in the Winnipegosis - Gypsumville area are also quite diverse. Moose are common to Proulx and Waterhen Lakes, favoring the young aspen vegetation. These are also a favored hunting game and were severly overhunted prior to the 1940's, leading to a complete restriction of hunting activities until 1959. Since that time, regular hunting has been re-established in conjunction with conditions stipulated per hunting year. This year a problem again developed in dwindling moose numbers. Game hunting licenses since 1970 have experienced a severe decline, notably in 1974, and to a lesser extent in 1975 and 1977. The former represented a loss of 40% licenses (by sales) from the previous year from 12,481 in 1973 to 9,355 in 1974).[59] In 1979 and 1980, a slight recovery of licenses (to 9700 and 9880 respectively) occured. Moose account for 19% of all big game hunting in the province.[60]

Deer, favoring drier forest-edge habitats where many aspen and young tree twigs are available, are especially abundant at Meadow Portage, Basket Lake and Peonan Point . This species accounted for 75% of all licenses sold between 1970 and 1980, with the exception of 1974 to 1976

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[59] Summer Canada, 1981, 61.

[60] Ibid.,59.

when no deer licenses were released. This was enforced to allow the reduced deer population time to recuperate.

Elk range throughout the Interlake region north of Lake Manitoba. At least three distinct ranges are known to be in close proximity to the study route. One area lies on the east shore of Lake Waterhen, another on Peonan Point, and a third just west of Gypsumville. The diet of these ungulates includes grasses, shrubs and twigs of hardwood trees. Thus their abundance on lake shores and on Peonan Point, where native grasses can still be found, is apparent. The elk, as with the moose and deer, have had periods of restricted hunting to prevent overkill in any one year. In 1976 and 1979, the largest kills since 1970 were encountered, at 1208 and 1432 animals respectively. This is double conventional figures of about 520/year. Deer, moose, and elk range throughout the entire study area, but higher concentrations are often localized according to microtopography, vegetation and climate.

Economically, moose and deer are the most abundant and popular for recreation hunting. An average annual revenue gained for licenses alone since 1970 (excluding 1974 to 1976) is $560,000/yr. for Manitoba.[61] This does not include expenditure on supplies, accomodation and transportation to and from the site. Hunting of big game, as with duck hunting, is a major attribute of the area and comprises one of the major sources of income to local resort owners.

Waterfowl are another plentiful and diverse form of wildlife in the Lake region. Species such as redheads, mallard, widgeon, canvasback, teal, ruddy duck, gadwall and Canada geese are just a few present.

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[61] Summer Canada, 1981, 59.

Most ducks in the area are provided with ample suitable habitat on lake shores and lowlands in the Waterhen, south Lake Winnipegosis, and Salt Point regions. Ducks Unlimited has surveyed some 50 sites in this area and had 5 projects initiated this summer.[62] Major nesting sites are supplied with water either by local runoff or by occasional inundation by Lake Winnipegosis. Some of the problems associated with loss of nesting sites is wind-tides from off the Lake, which flood out nests and vegetation alike. In agricultural areas, overgrazed or cultivated lands create problems in terms of destroyed upland cover. Nesting grounds not on the agricultural fringe are overrun by trembling aspen. Bulrushes, reed grasses and cattail emergents are common, with stonewort, water milfoil, and pondweed the dominant submergent vegetation. Almost every lake in the study area serves as staging grounds for migrating waterfowl, with numbers for Salt Point and Meadow Portage alone at 80,000 to 100,000.[63]

Key areas for breeding and production tend to be in the west end of the route at such locations as Long Island Bay, Salt Point, Red Deer Point, and Camperville marsh. Lawrence Lake, Feedlot Lake, and Spence Lake are of particular interest due to their proximity to the road network. Due to lack of suitable vegetation cover the region east of Waterhen is less productive, except as staging grounds. vegetation cover. In addition, many basins are mature spruce bogs that are closing up, affording little value to the migrating birds.[64]

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[62] Summer Canada, 1981, 47.

[63] Summer Canada, 1981, 49.

[64] Summer Canada, 1981, 51.

One of the problems of maintaining a breeding area lies in keeping it isolated. For example, Canadian Wildlife Service studies have clearly shown that red-head populations on Long Island Bay and Spence Lake are sensitive to outside disturbances and have very slow recovery rates. Once the birds leave the traditional nesting areas, they never return. As a result, certain areas such as Salt Point, may require restricted access, whether from land vehicle or boats. As development encroaches, wildlife habitat destruction occurs.

Development of a nature touring route will require restrictions and limitations for steady wildlife populations to be maintained. Traditional hunting carried on by local populations and natives should be maintained at current proportions for that area east of the Waterhen. Strict restrictions to further development must occur in this area. Waterhen and Meadow Portage are presently oriented toward the fishing tourist and has much potential for hunters. Except for those resorts and public shooting grounds already established for this purpose, hunting should be prohibited. South of Meadow Portage and at the south end of Lake Winnipegosis, much private ownership exists. Crown land dispersed amoung private lots that could support a capable wetland should be left to serve as staging areas. This is also particularly true of sites with known breeding pairs and molting ducks. A typical example is Spence Lake which currently serves as an important post-breeding habitat in the region for countless duck and migrating bird populations.

Colonial nesting birds are equally diverse along the route including cormorants, pelicans, great blue herons, gulls, terns, sand-hill cranes, and numerous other bird species.The latter includes such birds

as whip-pour-will, brown thrasher, meadowlark, catbird, crested flycatcher, and blackbill cuckoo. The most common sites attractive to nesting birds are rocky islands. Examples include North and South Twin Islands with some 100 blue herons and 500 cormorants respectively; Bachelors Island with 200 cormorants; and Johnny's Point (just south of Waterhen) with gulls, cranes, and pelicans. The Waterhen area also supports at least one bald eagle nest, and the entire region from Salt Point through the Waterhen to Peonan Point have herons, cranes, gulls, and terns. High concentrations of all waterfowl/bird life in general exists at the Waterhen and on Peonan Point.[65]

Proulx Lake Supports about 35 herring gull nests, in addition to white winged scuters, American Mergansers and American bitterns; the latter two of which are considered to be at their most northerly limit of existance. Upland game birds , spruce grouse, sharp-tailed grouse and ruffed grouse, are also found in the Waterhen region.

Overall, the variety and abundance of wildlife along the route is beyond description. Every wetland, marsh, bog, grassland, forest or combination of these supports some wildlife. The mix of these make for a character unique to this region.

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65 Personal Communication with Bill Koonz, Ecological Assessment Researcher. Manitoba Provincial Government, Aug. 1981.

Chapter V

HUMAN RESOURCES

5.1 INTRODUCTION

Human resources comprise a major aspect for consideration in any recreational development project. Human resources include local people and community infrastructure as well as current and potential recreational users of the nature touring route. A review of the latter is necessary for recreational justification of the route, and for future environmental planning within the natural resource's carrying capacity.

The local infrastructure includes residents, community facilities and services, and basic economic livelihood. The visitor population includes current recreationists to the study area and potential users of the route. Estimating potential users is described in detail in Chapter 3 but is generally done on an 'origin' basis, whether from the U.S. or other Canadian provinces (the out-of- province market), or from within the province.

5.2 COMMUNITY INFRASTRUCTURE

The study area has an approximate population of 1449, distributed among 1 village , 2 Indian Reserves, and 2 unincorporated places (greater than 5 dwellings).[66] These are Winnipegosis, Waterhen IR (at Skownan), Crane

[66] Winnipegosis and Waterhen are from 1981 census and the rest are from 1976. Source: Compliments of P. Armstrong, Statistics Canada, unpub-

River IR, Toutes Aides, and Gypsumville respectively. Meadow Portage, Waterhen (hamlet), and Homebrook are all considered unincorporated places and have no current census data.

The largest population centers are Winnipegosis (855), Waterhen IR (291), and Crane River IR (114),communities based largely on a fishing and hunting/trapping livelihood. Both Indian Reserves have Registered Traplne Sections in the study area which are well established. There are no outstanding native entitlement land claims within the study area.[67] All of these communities also have accommodation and recreation facilities. Toutes Aides, Waterhen and Homebrook are dominantly farming areas with Meadow Portage mainly a recreation population center.

Three Wildlife Management Areas occur in the study area at Proulx Lake, Basket Lake, and Peonan Point. The former two are directly on the route, and the latter is adjacent to the route but not accessible by road. In addition, a public shooting ground exists on the east shore of Lake Winnipegosis and Manipogo Provincial Campground exists just south of Meadow Portage.

Recreation facilities along the route per se are solely at Meadow Portage and Waterhen. Skownan, Camperville,Winnipegosis, Duck Bay, Crane River, and Toutes Aides all provide additional 'on the water' camping and lodging facilities. Rorketon, Winnipegosis, and Gypsumville also provide accommodation units but these, unlike the fishing/hunting lodges, support a dominantly transient population. Overall, 17 commercial accommodation sites in the study area provide 431 units, of which 217

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lished working documents, Winnipeg: May 1982.

67 Personal communication with B. Nelson, Dept. of Indian Affairs, Lands and Registration., Winnipeg, Aug. 1982.

are campsites (135 or 62% are from Manipogo Provincial Campground near Toutes Aides); 164 are cabin/cottage units (9 lodges/cabin facilities); and 50 are hotel/motel units.

Road connections between Winnipegosis and Provincial Trunk Highway (PTH) #6 (at Gypsumville) include, respectively, Provincial Roads (PR) #364, #269, #276, and #328. The first two connect Winnipegosis to Meadow Portage and the latter two connect the Waterhen to PTH #6. Vehicle traffic has been used as a relative indicator of present road use along the proposed nature route. Traffic generally increases from the west end of the route (180 vehicles at the 364/269 junction in 1980) toward the Waterhen region (290 vehicles/day at the 328/276 junction). This shows a +6 to +24 vehicle change since 1977 respectively.[68] East of the Waterhen a sharp decline in vehicular traffic occurs with numbers dropping to 106 vehicles/day in 1980.

5.3 LOCAL TOURIST TRENDS

The initial review of services and facilities in the study area, and particularly along the proposed route, suggest recreation plays a large part in the community infrastructure. Surveys of commercial accommodation facilities verified this, particularly related to the tourist industry. Six private resorts in the study area, with the exception of Hill's Fishing Camp (90 cottage units), were not surveyed due to time constraints. The results (Appendix B) show a variety of trends. The hotel/motel units at either end of the route had a consistently high occu-

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68 Summer Canada, The 'Lakes' Nature Touring Route Project', a report to the Lakes Manitoba & Winnipegosis Recreational Waterways Board, Winnipeg, 1981, 88,89.

pancy rate over 1981 (70% - 80%). This can be attributed to the highly transient population in the case of St.Martin/Gypsumville on PTH #6 and to construction during 1980/81 at Winnipegosis. Without exception, all lodges and campsites off of the major highways along the route proper had seasonally high occupancy rates in May/June and Sept./Oct. (80 - 90%) and experienced declines in the summer. This corresponds to the fishing and hunting seasons respectively. Lodges in the west end and south portion of the study area had slightly less seasonality (more consistent spring-summer-fall occupancy) attributable to a higher portion of family vacationers.

The origin of visitors to accommodation sites in the Waterhen was almost evenly split between Americans and Manitobans in 1981 (except in the case of private cottaging where the bulk of guests were of local origin). The west side of the route (Camperville, Duck Bay) however, had a larger portion of U.S. guests (80%). Another interesting trend was the duration of stay. Waterhen region visitors were mainly weekend oriented while lodges on the west side of the route had an average 4 night to 2 week stay. Fishing and hunting were primary activities in all cases. These trends are not unlike tourist travel trends in the province generally.

5.4 PROVINCIAL TOURIST TRENDS

A review of current and potential users of the nature touring route involves an indepth study of provincial tourist trends. In order to forecast future recreational visitors and sightseers within the province generally, and then to the interlake specifically, two areas of travel-

lers have been considered. These include the out- of- province visitors to Manitoba, and the intraprovincial tourist market.

A distinction between 'tourist', 'visitor', 'traveller',and 'recreationist' merits some attention. The term 'visitor' usually applies to someone from outside the given study area, but was used to refer to the out-of-province traveller in this report. Traveller is defined as any one 'in-transit', particularly by automobile. All travellers were assumed to be travelling by car except where otherwise stated. A 'tourist' is not synonymous with a 'recreationist', the latter comprising only a portion of the former. A distinction between the two has been drawn in terms of the "purpose" of the tourist's visit. While a tourist may be in the province for any purpose (business, visiting friends/relatives, or pleasure), the recreationist was considered to be here solely for pleasure. A further distinction within recreationists was made in the forecast of potential users, by categorizing activity preferences.

5.5 OUT - OF - PROVINCE INCOMING TOURISTS

The out - of - province visitation rate to Manitoba in 1979 amounted to 1.5 million person trips. Of this, 826,000 were from other Canadian provinces, 636,000 were from the United States, and 52,286 were from international markets outside the U.S.[69] Table 2 shows selected statistics for all tourist activity within Manitoba in 1979 including percentages of total out of province visitation, purpose of visit, activity preferred and mode of transportation. The major trends to note include

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69 Summer Canada, The Lakes Nature Touring Route Project, a report to the Lake Manitoba & Winnipegosis Recreational Waterways Board, Winnipeg, Aug.1981., 75.

TABLE 2

Seclected Statistics for 1979

	U.S.	Ont.	Sask.	Alta.	B.C.	Que.	Mx.	Total Inter	Man.	
%visitation to Man.	42.9	17.7	17.6	12.4	6.1	1.6	.5	55.9	1.2	
Purpose: Business	4.5	15.9	26.9		15.3		19.4	19.3	1.5	16.5
Visiting Friends & Relatives	17.7	37.3	36.8		33.8		37.4	36.1	52.0	28.8
Pleasure	70.7	33.4	20.8		29.0		33.3	28.1	33.0	41.5
Activity: Rural Sight-seeing	38.3	48.0	34.8		35.6		48.9	41.8	32.6	53.4
Fishing	11.2	1.4	1.4		1.1		1.1	1.3	1.3	5.3
Winnipeg Sightseeing	38.2	49.1	38.3		41.6		57.8	46.7	66.4	14.7
Festival/ Event	4.0	7.0	8.2		5.8		5.5	6.6	2.5	6.3
Outdoor Recreation	20.5	18.7	18.3		19.9		18.6	18.8	11.7	30.9
Other	35.5	33.7	40.8		44.2		27.6	36.6	44.6	16.6
Mode of Transport:										
Auto.	76.9	57.1	76.7		55.9		----	60.8	NA	94.1
Bus	4.9	10.0	5.3		.6		.7	5.3	NA	3.2
Rail	3.5	1.9	3.8		2.7		5.4	2.9	NA	1.8
Air	14.7	31.0	11.9		39.8		85.7	29.7	NA	.9
Not Stated	----	----	2.3		1.0		8.2	1.3	NA	

Source: Wardrop & Associates,et al
Manitoba Tourism Development Plan: Technical Appendix,
(Winnipeg: Destination Manitoba, May 1981),Table 32,81,130.

1. -the high portions of visitors from Ontario and Saskatchewan,

2. -the sharp decrease in visitation from the eastern Canadian regions of the Maritimes and Quebec,
3. -the dominant form of travel being automobile for the U.S. and Sask.
4. -the major activity of the U.S. versus other Canadian visitors.

Forty-two per cent of American travellers to Manitoba are from North Dakota and Minnesota with an additional nine per cent from the rest of west-north central U.S.[70] It is not surprising that 77% of all travel is done by car. A key factor in any trip, especially vacations, is the distance to be travelled. Of the 63% visitation to Manitoba accounted for by regions bordering the province (Ontario, Saskatchewan, North Dakota and Minnesota), 87% were from less than 800 km away.[71]

The major difference between the out of province U.S. and Canadian traveller lies in the purpose of their trip. Seventy-one per cent of American visitors to the province are taking pleasure trips, while the Canadian equivalent is only 28%. In addition, 50.4% of Canadian visitors are passing-through to other destinations. This is particularly true of eastern provinces heading west. Seventy-five per cent of B.C. and Alberta travellers to this province state Manitoba as its destination while the Maritime and Ontario equivalent is only 21.4% and 37.9% respectively.

The future potential of these areas as a source for incoming tourists is shown in Table 3. Two figures are given. The lower figure represents the present American travel trends in the province, with Canadian fig-

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70 includes North & South Dakota, Minnesota, Iowa, Nebraska, and Missouri.

71 Summer Canada, 1981, 79.

ures based on Manitoba's ability to maintain its current market hold of Canadian travel.

TABLE 3

Visitation Forecast to Manitoba ('000's person trips)

		N.W. central	Rest U.S.	Total U.S.	Ont.	Sask.	Rest Can.	Total Can.	Inter nat.	Total
1980	Low	269	699	968	276	262	334	872	59	1899
	High	282	771	1053	276	262	334	872	59	1984
1981	Low	246	677	923	280	265	339	884	66	1873
	High	265	769	1034	284	266	344	894	66	1994
1982	Low	227	640	867	285	267	344	896	73	1836
	High	250	760	1010	292	269	354	915	73	1998
1983	Low	208	636	844	289	269	349	907	82	1833
	High	239	753	992	300	273	365	938	82	2012
1984	Low	194	626	820	293	271	354	918	92	1830
	High	232	748	980	308	277	376	961	92	2033
1985	Low	184	621	805	297	273	359	929	103	1837
	High	225	756	981	317	281	387	985	103	2069
1990	Low	152	575	727	313	281	378	972	168	1862
	High	233	772	1005	379	298	456	1078	168	2069
1995	Low	147	581	728	325	286	391	1002	237	1967
	High	295	881	1176	379	298	456	1142	237	2555
2000	Low	155	598	753	335	289	400	1024	291	2068
	High	427	1043	1470	406	316	482	1204	291	2967

Source: Wardrop & Associates, 1981.Tables 21,51, 55, 85, 87, 89.

The higher figure for the U.S. is based on present trends to the year 1985, with a positive "turn around" in the north-west central U.S. market to Manitoba occuring after this. This results in a stabilization of

the U.S. market share at .5% to .6% by the year 2000 (Table 4). The remaining U.S. states are assumed to remain at the same relative level to Manitoba as past trends (1976 -1978) illustrate.[72]

TABLE 4

Estimated Person Trips for One or More Nights

	West-North-Central U.S. (%)			Rest of U.S. (% to Man.)		
	Low	% change	High	Low	% change	High
1977	.722	-.14		.063		
1978	.582	-.14		.057	.06	
1979	.53	-.052	.548	.060	-.03	.06
1980	.470	-.06	.493	.056	-.04	.057
1981	.418	-.052	.452	.052	-.04	.055
1982	.377	-.041	.418	.048	-.04	.053
1983	.341	-.036	.391	.046	-.02	.051
1984	.312	-.029	.370	.044	-.02	.049
1985	.288	-.24	.354	.042	-.02	.048
1990	.219	-.069	.337	.033	-.09	.045
2000	.20	-.000	.550	.027	-.02	.067

Source: Wardrop & Associates et al, Manitoba Tourism Development Plan: Technical Appendix, (Winnipeg: Destination Manitoba, May 1981), Table 51.

The high forecast for 'other Canadian' provinces is based on a doubling of present per annum growth rates of visitation to the province. Both the American "turn around" and the Canadian "growth rate" are unsupported assumptions made by the planners for the provincial Destination Manitoba package.[73]

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72 Wardrop & Associates, et al, 1981, 99.

73 Ibid.

TABLE 5

Forecast of Visitation by Origin (%)

	1980	1985	1990	1995	2000	Mean % change
W.N. Central	14.2	10.0	8.2	7.5	7.5	-1.7
Rest U.S.	36.8	33.8	30.8	29.5	28.9	-2.0
Total U.S.	51.0	43.8	39.0	37.0	37.0	-.85
Ontario	14.5	16.2	16.8	16.5	16.2	+.40
Sask.	13.8	14.8	16.8	16.5	16.2	+.20
Rest Canada	17.6	19.5	20.1	19.9	19.3	+.40
Total Canada	45.9	50.6	52.0	50.9	49.5	+.33
International	3.1	5.6	9.0	12.1	14.1	+2.75
Total	100%	100%	100%	100%	100%	

Source: Extrapolated from Table 3 -low forecast

The lower figures represent present trends, and are the probable result in the short term, while the higher figures represent the "maximum case" scenario. The latter is necessary for planning within the carrying capacity of the nature study route and for deriving limitations that may be required accruing to these.

Manitoba's share of the U.S. market, as suggested by the 1976- 1980 trends, has been declining slowly at about .03%/yr. If this continues until the year 2000, the market will drop from .06% in 1977 to about .02% in the year 2000. This decline would account for an overall decrease in out-of-province visitation in Manitoba.

It should be noted that the west-north central area of the U.S., although declining, is doing so at a decreasing rate (Table 4). The present trend to Manitoba of all destinations shows a decline from .5% in 1980 to .2% in 1995, where it then stabilizes.

Forecasts of the portion of Manitoba's total out of province tourist industry provided by the U.S. and Canada is shown in Table 5. The Canadian incoming market is on the increase. In 1979, Manitoba received .6% of Ontario's trip takers (to all destinations) and 3.7% of Saskatchewan's tourist market. The average Canadian market to Manitoba is 5.5%.[74] The forecast (Table 3) illustrates the number of person trips to Manitoba by these provinces if the present share is maintained. Ontario slightly exceeds Saskatchewan, but both at least double the portion from west - north central U.S. The propensity to travel by Sakatchewan was greater than Ontario in 1979 at 7.4 trips per capita versus 5.3 trips per capita.[75] This is an important factor for Manitoba as it illustrates where the most promising incoming tourist market lies. Graph 1 shows the relation of disposable income to trips per capita. Saskatchewan is well above the other Canadian provinces and Canadians in general are well above U.S. residents. There are several reasons for this projection.

Saskatchewan has recently been experiencing a steadily increasing personal income. Yorkton, for instance, had increased 2.2%/yr from 1971 to 1978.[76] The projected income to 1985 placed Saskatchewan second to Ontario, but above other Canadian provinces and above all of the U.S. market (Table 6). The increase in travel associated with a 1% increase in personal disposable income is usually greater than 1%.[77] Therefore

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74 Wardrop & Associates, 1981, Table 84.

75 Ibid., Table 82.

76 Hilderman, Feir,Witty & Associates, The Lake Winnipegosis & Lake Manitoba Recreational Waterways Project, a development plan for the Lakes Manitoba & Winnipegosis Recreational Waterways Board, Winnipeg, Dec.1980., 72.

77 Wardrop & Associates, 1981.

the rapid increase in personal disposable income to Saskatchewan suggests a high travel rate. This was also reflected in the trips per capita taken by Albertans and to a lesser degree by Manitobans.

TABLE 6

Per Capita Disposable Income (1971 Constant $)

	1979	1980	1981	1982	1983	1984	1985
1	3594	3877	4010	4144	4277	4411	4544
% change	----	+7.87	+3.43	+3.34	+3.21	+3.13	+3.02
2	4242	4468	4598	4728	4857	4987	5116
% change	----	+5.33	+2.91	+2.83	+2.73	+2.68	+2.59
3	3688	4165	4328	4492	4656	4820	4983
% change	----	+12.8	+3.91	+3.79	+3.65	+3.52	+3.38
4	3059	3273	3307	3341	3374	3408	3442
% change	----	+7.00	+1.04	+1/03	+ .99	+1.01	+1.00
5	3391	3438	3494	3551	3608	3664	3721
% change	----	+1.39	+1.63	+1.63	+1.61	+1.55	+1.56
6	3346	3394	3444	3494	3544	3595	3654
% change	----	+1.43	+1.47	+1.45	+1.43	+1.41	+1.39
7	3444	3515	3573	3630	3687	3745	3802
% change	----	+2.00	+1.65	+1.60	+1.57	+1.57	+1.52

1 = Alta., B.C., Quebec, and Maritimes (Wardrop & Associates,Table 88)
2 = Ontario (Ibid., Table 84)
3 = Saskatchewan (Ibid., Table 86)
4 = North Dakota (Ibid., Table 50: in 1967 $)
5 = Minnesota (Ibid., Table 53: in 1967 $)
6 = West North Central (Ibid., Table 50: in 1967 $)
7 = Total U.S.

The per cent change in per capita disposal income for Saskatchewan has also been higher than the U.S. and other Canadian provinces (Table

6).The particularly low income increases for the U.S. may partially explain the decline of this market into the province. It is interesting to note that the average household income of the U.S. traveller to Canada is lower than the U.S. traveller in general. In 1977, 39% of American tourists in Canada earned more than $20,000/yr., versus 42% of American travellers to all destinations.[78] The average American visitor to Canada also tends to be older than the general U.S. traveller.[79] It is quite possible these trends will persist. As the population grows older in general,[80] the number of older travellers will increase. A substantial number of people in retirement will then have more available time to travel, though less extravagantly, and with less pressure as to seasonality of travel. This idea was further reinforced by the trend of increased couples to Canada from the U.S. (36.5% vs. 30.5% of all U.S. travellers).[81]

The Canadian visitor from Ontario and Saskatchewan show surprisingly similar traveller characteristics to the American visitor. Both provinces have older travellers coming to Manitoba (22% were 45+ for Ontario and 29% for Saskatchewan versus 18.5% for B.C. and Alberta)[82] and both illustrate less seasonality in travel time (only one third of all person trips occur in the summer season).[83] Within the Canadian market itself,

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[78] Ibid.,66.

[79] Ibid.

[80] Ibid.,8.

[81] Ibid.,66.

[82] Ibid.,124.

[83] Ibid.,134.

however, a marked difference in the mode of travel and personal disposable income exists. Saskatchewan, dominated by the less affluent traveller (only 22% earned more than $25,000/yr),had 77% arriving by car and 12% by plane in 1979. This is similar to the U.S. traveller. Visitors from Ontario, Alberta, or B.C. arrived by car only 56% of the time, with Ontario the higher income earner (42.9% more than $25,000).[84]

5.6 POTENTIAL OUT-OF-PROVINCE USERS

The major form of transportation for recreational travel is the automobile. Currently, provincial studies have shown that the distance travelled is decreasing and duration of stay is increasing.[85] Automobile travel to Manitoba from the U.S. for all purposes staying one night or more was 77%. Understandably a significantly higher portion enter and leave the same day by car (97.5%). For the purpose of the nature touring route, a one night stay can be considered a minimum requirement for visitors from the U.S. because of the distance to be travelled. For example, the distance from Winnipeg to Winnipegosis is 383 km (4 hr journey),with an additional 351 km trip from Gypsumville to Winnipeg (3.5 hrs.). The route itself adds roughly another 2 hours. Any extra distance from the U.S. renders a day trip most unlikely. For this reason, only those vacationers willing to spend one night or more were considered as a potential market for this route.

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[84] Ibid.,126.

[85] Personal communication with Alan Glasgow, Chief of Program Planning, Winnipeg: Resource Allocation & Planning Branch of the Dept. of Natural Resources, April 1982.

Table 7 shows the forecast of auto travellers to Manitoba from the U.S. and Canada to the year 2000. The low figure for the U.S. assumed a 77% auto travel to Manitoba staying one night or more, and the high forecast assumed an increase of travellers in the next decade. Table 7 shows the Canadian forecast of auto travellers calculated on the present per cent of auto travel to the province and the projected total visitation to Manitoba by province. The total projection for the year 2000 is .94 million to 1.37 million, representing a -7.8% to +34.2% change from 1979.

TABLE 7

Forecast of Auto Travel to Manitoba (in '000's)

	1980	1981	1982	1983	1984	1985	1990	1995	2000
U.S.									
Low	461.4	419.1	392.9	375.3	361.4	354.5	295.3	282.9	287.6
High	461.4	447.6	434.5	421.4	414.5	417.6	423.7	537.5	745.9
Ont.									
Low	157.6	157.1	159.9	162.1	164.4	166.6	175.7	182.3	187.9
High	157.6	159.3	163.8	168.3	172.8	177.8	198.0	212.2	227.8
Sask.									
Low	201.7	204.1	205.6	207.1	208.7	210.2	216.4	220.2	222.5
High	201.7	204.8	297.1	210.2	213.3	216.6	229.5	236.4	243.3
Rest Canada									
Low	203.1	206.1	209.2	212.2	215.2	218.3	229.8	237.7	243.2
High	203.1	209.2	215.2	221.9	228.6	235.3	259.6	277.3	293.2
Total									
Low	1023.8	1014.6	967.6	956.7	949.7	944.6	917.1	923.3	941.3
High	1023.8	1020.9	1020.7	1021.8	1029.2	1047.1	1110.8	1263.8	1510.2

Source: Wardrop & Associates, loc.cit., Table 55.
Table 2 multiplied by :56.1% for Ont.; 77% for Sask.; 60.8% for rest of Canada.

The purpose of the trip now becomes a major factor. While a nature route could provide an attractive alternative for any travel within the province, it is oriented toward the pleasure tourist. In this respect, the U.S. provides a major component to the Manitoba tourist industry. Seventy one per cent of all auto traffic (one day or more) into Manitoba amounted to about 450,000 person trips in 1979. With the proposed decline of the U.S. market to Manitoba, the year 2000 might see a 55% decrease in person trips (Table 8). If a turn around could be accomplished in the next decade, the potential increase to the year 2000 is about 17.3% (to 527,000 person trips).

The Canadian market within Manitoba is less oriented toward recreation or pleasure trips. Only 33.4% of Ontario visitors, 20.8% of Saskatchewan visitors, and 28.1% of other Canadians were taking pleasure trips in 1979. One third of all visits were for visiting friends and relatives,and one fifth were for business (Table 2). Saskatchewan had a particularly high business population at 27%, with Ontario, Alberta, and B.C. the lowest at 15%.

Using these figures in conjunction with the person trip forecast, the number of pleasure trips to Manitoba by other Canadians varied from +25.4% to +48.4% (Table 8) by the year 2000 depending on current or increased market shares respectively.[86]

Overall, the per cent change in the out of province incoming pleasure tourists ranges from -30% to +66% (corresponding to 488 thousand to 864 thousand person trips) by the year 2000.

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86 The number of pleasure travellers to Manitoba by car from other Canadian provinces was not available. Thus, the calculations were based on the number of pleasure travellers.

TABLE 8

Visitation Forecast to Manitoba by Activity

(in thousands)

	1980	1990 Low	1990 High	2000 Low	2000 High
U.S.					
Person Trips	968	727	1005	753	1472
Pleasure	316.2	208.8	299.6	203.3	527.37
Rural Sightseeing	121.1	79.9	114.7	77.9	202.0
Outdoor Recreation	66.9	42.8	61.4	41.7	108.1
Other Canadians					
Person Trips	872	972	1078	1024	1204
Pleasure	240.6	269.2	299.9	284.4	236.8
Rural Sightseeing	102.9	115.5	128.9	122.2	145.3
Outdoor Recreation	45.3	50.8	56.6	53.6	63.5
Manitoba					
Person Trips	4912	5182		5280	
Pleasure	2038.5	2150.5		2191.2	
Rural Sightseeing	1088.6	1148.4		1170.1	
Outdoor Recreation	629.9	664.5		677.08	

Source: Wardrop & Associates,loc. cit.,Tables 55, 85, 87, 89, 106.
Pleasure Trips: 70.7% of auto visitors from U.S. for 1 night or more are taking pleasure trips (Table 6 x 70.7%).
Canadian pleasure auto trip figures are not available. Figures are based on per cent of all person trips (Ont.=33.4% of Table 2, Sask. at 20.8% of Table 2, and the rest of Can.=28.1% of Table 2).

Rural Sightseeing: U.S.= 38.3% of Pleasure trips; Can.= Ont. at 48%, Sask. at 35%, and the rest of Can. at 19.3%.

Outdoor Recreation: U.S.= 20.5% of Pleasure trips; Can.= Ont. at 18.7%, Sask. at 18.3%, and the rest of Canada at 19.3%.

The purpose of pleasure tourists to Manitoba is further broken down. From Table 2 it was clear that rural sightseeing was a highly valued recreational event by American, Canadian, and provincial markets, with

outdoor recreation not far behind. When rural sightseeing is considered alone (Table 8) the present market is approximately 224,000 person trips (64% from the U.S. and 36% from Canadian provinces). By adding on the numbers seeking outdoor recreation, the total increases to 336,000. It is important to remember that some overlap may exist within these figures due to more than one activity preference of an individual. By the same token, those visitors that were predominantly in the province for fishing, business or visiting friends and relatives may also use the nature trail, if only as an alternative route across the Lakes.

This road system is farther north than the balance of pass-through traffic normally travels. None the less, it could serve-

1. travellers from north or east-central Saskatchewan heading toward Winnipeg and other eastern destinations;
2. the Manitoban coming from and going to northern destinations and
3. tourist/local traffic travelling between the parklands and interlake region.

The Parkland region contains Riding Mountain National Park and Duck Mountain Provincial Park. The latter is only 46 km. "out-of-the-way".[87] In 1979, 3200 vehicles at Duck Mountain were from out of the province with 21% from Canada and 5.5% from the U.S. Of this, 1400 were permit holders (and therefore staying at least one night). In the Interlake, Grindstone Provincial Park and Hecla provide the major recreation attractions (39,800 vehicles were recorded in 1980, with 4% and 3% from Canada and the U.S. respectively). A flow of traffic between these

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87 If one leaves the north exit of Duck Mountain, Winnipegosis is "en route" to Brandon, orWinnipeg. From the east exit at Ethelbert, it is 83 km. to Winnipegosis, 47 of which must be travelled in any case heading south-east for Winnipeg.

parks is a high potential possibility.

5.7 THE PROVINCIAL MARKET

The discussion to this point has focussed on the out-of-province tourist market. This has been done to point out the most probable future area of incoming tourists to Manitoba in general. This is the most probable future potential because the intraprovincial market is fairly stable and constant. Relative numbers could be redistributed to new recreation centers as current recreation areas reach their capacity.

Manitobans provided 4.8 million person trips within their own province in 1979 (74.5 % of all destinations), of which 41.5% were pleasure trips (2 million).[88] Private automobile provided 94% of all travel within the province. The dominant travel pattern lies in the south end of the province, largely due to the presence of the Trans-Canada highway and Winnipeg. Superior road condition in the south, little general knowledge of the resources in the mid and northern portions of the province and distance from the major population centers all act as "would-be" barriers to travel farther north.

A review of Table 2 illustrates the main purpose of travel by Manitobans within their own province. Given that the tourist population to the study area represents only a fraction of pleasure tourists (only 5.3% of all pleasure tourists stated fishing as a major activity and hence, may frequent the area),[89] the opportunity to accomodate sightseers would be a potential path to increasing recreational "social efficiency".[90] Fif-

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88 Hilderman, Feir, Witty & Associates, loc. cit.,74.

89 The Lake Nature Touring Route, loc. cit.,81.

ty-three per cent of Manitoban pleasure tourists in 1979 stated rural sightseeing as a dominant activity. An additional thirty-one per cent preferred outdoor recreation. If one assumed Manitoba could maintain its 74.5% present share of all Manitoban person trips, a 41.5% share of pleasure trips and 53.4% of rural sightseers, the total forecast of Manitoban sightseers to the year 2000 would be 1.2 million (Table 8).

5.8 INTERLAKE VISITATION

Table 9 shows the origin and destination of Manitoban travellers within Manitoba. Eighty - nine and one half per cent of all person trips in the province originated from the southern portion of the province and 72.3% were headed for either south-east or south-west Manitoba, or Winnipeg. The south-east is home of the Whiteshell Provincial Park, and south-west Manitoba supports Spruce Woods, the Turtle Mountains and Brandon. The fourth most common destination is the Interlake. Hecla Provincial Park is the primary recreational attraction here.

In order to estimate probable potential traffic to the nature touring route, the geographical distribution of person trips in Manitoba was assumed to remain the same for other Canadians and Americans as is found for Manitobans. This was done for several reasons. In 1979, 11.2%, 38.3% and 20.5% of all U.S. pleasure tourists were in the province for fishing, rural sightseeing and outdoor recreation respectively (Table 2). While rural sightseeing and outdoor recreation can be adequately

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90 Definition:Social efficiency in terms of increasing number of user (viewers) to the area that would not detract from the natural environment per se. A limit must necessarily be established for a given unit of time but this threshold would be substantially higher than for the fishing recreationist.

TABLE 9

Geographical Distribution of Person Trips Within Manitoba

(by Manitobans) July to Sept. 1978.

Economic Region	Origin (%)	Destination (%)
South-east Manitoba	10.5	32.2
Central South	7.7	8.7
South-west Manitoba	19.9	20.3
Central West	3.3	5.7
Interlake	5.4	11.7
Northern Manitoba	2.1	1.6
Winnipeg	51.3	19.8
Total	100.0	100.0

Source: Wardrop & Associates et al, Manitoba Tourism Development Plan: Technical Appendix, Winnipeg:Destination Manitoba, May 1981.

achieved in the south end of the province, fishing has been renowned as a northern activity resource. This is substantiated by the high proportion of Americans to the Waterhen (62%) and Duck Bay(75%) areas of the local study survey. If one assumes that the balance of fishing done by Americans in the province takes place in mid and northern Manitoba, then an 11.7% destination rate to the Interlake and northern Manitoba by American visitors is not unreasonable.[91] Canadian provinces outside Manitoba, while less oriented toward fishing in this province, were much more oriented toward rural sightseeing (41.8%). Duck Mountain Provincial Park and Manipogo Provincial Campgrounds, both of equable geographic distance from potential recreationists as the proposed nature touring route, had supported an average of 12% "other Canadian" visitors in

91 Personal Communication with T.M.Bailley, P.M. Associates Ltd.: Management & Financial Consultants, Winnipeg, May 1982.

1980.[92]

Overall then, the 11.7% Interlake destination figure was used to estimate the U.S., Canadian and Manitoban markets to the Interlake. In addition, as the proposed nature touring route is located in mid-Manitoba and provides access from both major north-south road systems, the 1.6% destination travel to northern Manitoba was also included in estimation figures. Figures may be higher than will actually be experienced but the margin is allowed for planning purposes.

The total number of person trips to the Interlake in the year 2000 then, is estimated at 938,000 to 1,058,000 (Table 10). This reduces to 400,000 to 475,000 pleasure trips in the Interlake for all groups. This is the total potential number of users of the nature touring route. However, one would expect select users of the route, particularly by those pursuing rural sightseeing and outdoor recreation. These two acitivities have been separately estimated as the probable consumers of the route.

Using the present trends of rural sightseers and outdoor recreationists, an estimated 198,000 to 227,000 trips for the former and 112 to 128 thousand for the latter activity are predicted. Table 11 shows that with an average party size of 3.0,[93] and an average 68.2% pleasure vehicle traffic between April and September,[94] a total of 133,000 to 158,000 vehicles for all pleasure trips can be predicted to the Interlake for

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[92] Summer Canada, 1981, 87.

[93] Wardrop & Associates, 1981, 69.

[94] U.S. had 65.9% travelers in the province between April and Sept.; Canada had 60.9% and Manitobans had 77.8% travel in this time period. The average is 68.2%. Source:Wardrop & Associates, loc. cit.,98,122.

the year 2000. Of this 103,000 to 119,000 cars for rural sightseeing and outdoor recreation is estimated. These figures amount to between 497 to 589 vehicles/day and 383 to 442 vehicles/day respectively for April to September in the year 2000 (Table 11).

The current highway traffic flow on provincial trunk highway #6 at Fairford is 641/day. The added potential volume of pleasure traffic is well within the construction capacity of the PTH,[95] but, is 171% to 203% increase from current traffic flows on provincial road #328 at its most utilized stretch (at the Waterhen). Predicted rural sightseeing and outdoor recreation alone range from 132% to 153% more at the busiest point, and from 361% to 417% on the least utilized portion east of the Waterhen.

These values represent the "worst case" scenario in terms of traffic on the route. The values are very rough estimates that are pronouncedly high in order to plan for the carrying capacity of the nature route. Restrictions and limitations may be set accordingly.

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95 refer to traffic flows for Eriksdale. Source: B.K. Johnstone, Director of Planning and Design, Dept. of Highways. May 1981.

TABLE 10

Visitation Forecast to Interlake

	1980	2000 Low	2000 High
Person Trips in Manitoba:			
U.S.	968	753	1472
Canadian	872	1024	1204
Manitoba	4912	5280	
Person Trips to Interlake:			
U.S.	128	100	196
Canadian	116	136	160
Manitoba	653	702	
Total	897	938	1058
Pleasure Trips to Interlake:			
U.S.	91	71	139
Canadian	33	38	45
Manitoba	271	291	
Total	395	400	475
Rural Sightseers to Interlake:			
U.S.	35	27	53
Canadian	14	16	19
Manitoba	145	155	
Total	194	198	227
Outdoor Recreationists to Interlake:			
U.S.	19	15	29
Canadian	6	7	9
Manitoba	84	90	
Total	109	112	128

Sources: Person Trips: from Table 7.
Person Trips to Interlake: Based on 13.3% of all person trips in Manitoba (11.7% to Interlake and 1.6% to N.Man.)
Pleasure Trips: Based on Manitoba's current market share of all person trips: U.S.= 70.7%,Can.= 28.1%, Man.= 41.5%
Rural Sightseeing: Based on Man.'s current market share of pleasure trips: U.S.= 38.3%, Can.= 41.8%, Man.= 53.4%
Outdoor Recreation: Based on Man.'s current market share of pleasure trips: U.S.= 20.5%, Can.= 18.8%, Man.= 30.9%
Some overlap may exist due to more than one activity preference.

TABLE 11

Visitation to Interlake Summary

		Person Trips (thousands)	Vehicles (thousands)	Vehicles/Day Apr.-Sept.
Person Trips:				
1980		897	299	1,115
2000	Low	938	313	1,164
	High	1058	353	1,317
Pleasure Trips:				
1980		395	132	492
2000	Low	400	133	497
	High	475	158	589
Rural Sightseeing:				
1980		197	66	246
2000	Low	198	66	246
	High	227	76	283
Outdoor Recreation:				
1980		109	36	137
2000	Low	112	37	137
	High	128	43	159

5.9 POTENTIAL IMPACT

The probable potential users of the nature touring route amount to between 310,000 and 355,000 recreationists in 103,000 to 119,000 vehicles by the year 2000. The impact of this increase in traffic to the natural and human resource base must be anticipated. Touring vehicles will provide the balance of new traffic, whether car, trailer, camper or mobile home. These can be expected to travel at slower speeds because of more leisurely time schedules and to enhance viewing. There is a potential for congestion, particularly attempting to pass larger vehicles on the gravel road. Manoeuvering on gravel, particularly by automobiles pulling boats or trailers, can be considered a deterent to some. Lay-

by's and vista clearings will be essential for the smooth flow of traffic.

The effect traffic will have on the surrounding environment requires a specific environmental assessment. While this is not attempted here, the effect of noise, dust, and emissions created by the traffic flow and the impact of viewers and picnickers at interpretive sites are issues for consideration.

The impact of recreationists on the existing human resource base will be mainly positive. Tourist facilities and satellite services (grocery stores, retail stores, gas stations, etc.) will have a higher potential consumer population, with future expansion of these facilities a possibility. Higher hunting and fishing populations can be considered a positive aspect until congestion occurs. As most of the 'new traffic' is expected to be 'day-travellers', the initial increase,at least, should not be detrimental. 'Viewing' pleasure is considered non-consumptive recreation which, theoretically, can support an infinite number of 'users'. Congestion, however, does affect the recreational experience and must be considered in designing limitations and restrictions to the proposed route. The numbers projected to the year 2000 do no suggest congestion problems for the next 20 years, but this does not exclude the effect of these numbers on the wildlife and surrounding environment.

5.10 SUMMARY

Local services, community infrastructure, present recreation levels, and potential recreation in the study area have been reviewed in this chapter. A forecast of the future market flow in the province, and to that portion of the Interlake adjacent to the route, has been of primary concern to the consideration of feasibly developing the proposed nature touring route.

The figures have been based on current trends and extrapolations of these trends. The upper boundary was given in order to provide a "margin of safety" for future determination of limitations and restrictions corresponding to the carrying capacity.

The major market of the route is evident. Manitobans and Americans have dominated the area with currently increasing use by other Canadians. The number of American travellers visiting the province will vary depending on economic and social factors such as gas prices, personal disposable income, age and activity preference (to name a few). of Manitoba's mid- and northern recreational resources.

Manitoba's out-of-province Canadian tourist market, especially from Ontario and Saskatchewan, shows room for expansion. The latter is of significance due to fewer options provided by its own recreational resource base , and whose personal disposable income and propensity to travel are increasing.

The intraprovincial travel in Manitoba has been quite stable. The emphasis here lies in the shift of destination distribution. The Interlake is fourth in popularity, with its stiffest competition in the south.

As 53.4% of all Manitoba pleasure travellers stated rural sightseeing as their preferred activity, an attractive, alternate route across the lakes holds promise.

Whether a relative increase in number of tourists to the area is assumed or not, the absolute numbers are likely to expand simply from increasing population pressure. The forecasts to Manitoba and the Interlake presented here, represent the highest figures that would be expected for this time period. Planning within these parameters today will provide for the long term recreational enjoyment of this natural area within its physical capacity.

Chapter VI

RECREATIONAL DEVELOPMENT OPPORTUNITIES

6.1 INTRODUCTION

Chapter 6 set out to establish recreational development opportunities afforded along the proposed nature touring route. Typical developments include service centers, interpretive sites (look-out points), beach areas/boat launches, hiking trails, and vistas/clearings. Specific development types are matched to the availability of the resource and the existing development features. Limitations to development include areas of a particularly sensitive natural resource base or where local human resources may substantially suffer. Road conditions and functionality are also discussed. Other developments within the region (but not directly in the study area) are reviewed for their enhancing or detracting effect on the proposed route.

Two user pressures can be anticipated with the proposed route. These are an increase in user pressure on existing facilities, and an increase in pressure for development along the route and in the study area. Essential services and other features will be required to complement the existing recreational facilities (outlined in Chapter 5). Limited options are available which will accomodate these needs and maintain the natural resource base.

6.2 DEVELOPMENT OPPORTUNITIES

Winnipegosis is the largest center on the route proper with accomodation (motel, camping, cabins), restaurants, gas stations, shopping and boat rentals all available. Winnipegosis should be considered a major service center of the route with its services enhancing use of the route and providing a starting or destination point(Figure 6). Tourist information including recreation and historic site maps, pamphlets describing wildlife, vegetation, and physiographic features along the route, and packages with recommended stops for different recreational interests should be provided from here. An information booth with the route and other tourist information, could run on its own or in conjunction with the local museum. This should be open daily during the peak tourist seasons.

Another major service center should be provided at the opposite end of the route at St.Martin or Gypsumville. Accomodation on the highway itself is restricted to one motel at St. Martin, with a groceteria, 2 cafes, and a gas station also located here. Similar facilities are available in Gypsumville. However, the actual number and variety of accomodation units and restaurant seating is limited. Not only should tourist information services such as described for Winnipegosis be provided here, but additional accomodation, shopping, and restaurant facilities are necessary considerations.

Along the route proper, the Waterhen region (from Waterhen Lake to Spence Lake) supports two recreational centers, at Meadow Portage and at the junction of PR 328 and 276, which are excellent locations for 'minor service centers. These could provide maps and pamphlets along with the

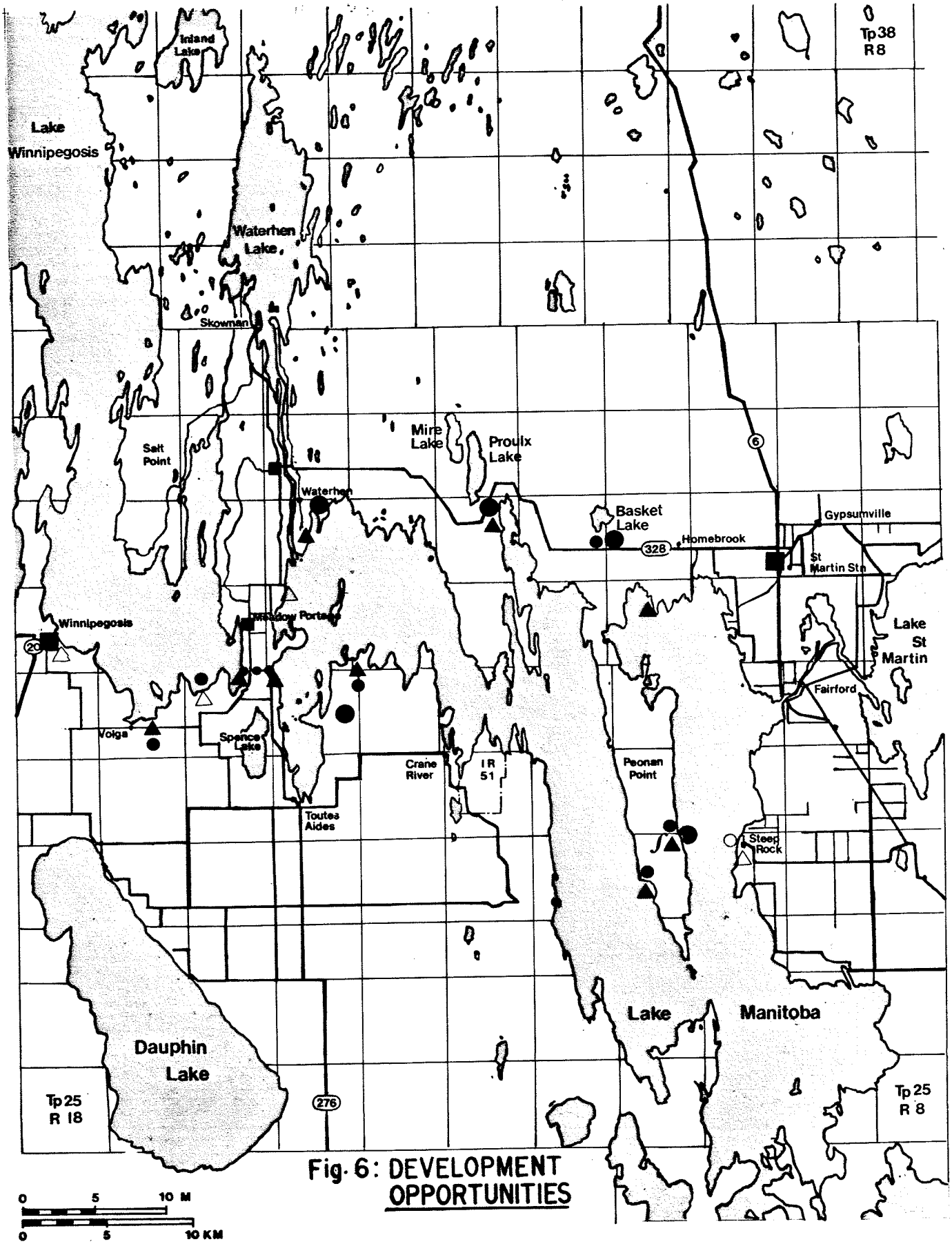

Fig. 6: DEVELOPMENT OPPORTUNITIES

LEGEND

- •••• Historic Portage
- ▲ Beach/Boat Launch △ existing
- ■ Major Service Center
- ● Interpretive Sites
- • Picnic Site ○ existing
- ■ Minor Service Center
- ∫ Primitive Camping

existing gas, food, and accomodation facilities. North Star Tourist Camp at the junction of PR. #276 and #328 has 1 store, 1 cafe, 1 gas station, and lodge/camping facilities. Being roughly the mid-point of the route, an additional restaurant/picnic site and camping/cottaging units may be needed here in the future.

Meadow Portage currently has 1 store and 1 cafe serving a predominantly cottaging community, though 8 camping sites are available. Meadow Portage has particular appeal as a recreational site because of its historical significance to the province. A fur trading post was established close to here in conjunction with a portage used in the pre-explorer/ fur trade era. The portage was a result of unreliable water flows on the Waterhen River system, which connects Lake Manitoba to Lake Winnipegosis in high water years. A foottrail connecting the two lakes with boat launches on either end would recreate this 'historic portage' for hiking and canoeing enthusiasts. A need exists for some form of public accomodation. Camping at either end of the portage or commercial cabins for public rent near Meadow Portage are possible considerations.

Facilities in the Waterhen can be used equably in the summer and winter. Fishing, boating, hiking, and swimming for the former and ice-fishing, skating, cross-country skiing, and snowshoeing for winter are just a few possibilities. The public shooting grounds on the west Waterhen River add further attraction in the fall for hunters.

Other than the limited accomodation development in the Waterhen region and at either end of the route, accomodation development should be kept to a minimum. This is necessary to prevent over development and subsequent loss of the natural attributes comprising the route. Provin-

cial Road #328 should have no accomodation sites of any type. A campsite on Peonan Point is foreseeable, if accessible by boat only. This campsite may be a boating extension of the historic portage or, on the larger scale, of a boat route for Lake Manitoba and Lake Winnipegosis. The lack of bathing beaches on the north shore of Lake Manitoba is more than compensated for by the abundance of wildlife along the shoreline. This is especially available to canoeists and boaters between Peonan Point and the Waterhen.

South of Meadow Portage there is little room for further development, as much of this land is currently developed. However, of the 20% Crown land in the area, a beach and picnic site on the south end of Lake Winnipegosis and on the south shore of Lake Manitoba's north-west arm (at Onion Point) are suggested. The former, to be within easy access of Winnipegosis,(Township 30, Range 17, Section 23 an 25)would provide an attractive stop for boaters, canoeists and motorists alike. The latter, if positioned at 'Onion Point' (Twn. 31, R. 14, Sec. 6) is about 5 km via cart track to the 'Nest of the Thunderbird' limestone cliffs on Steeprock Lake and about 5 km straight line distance across the water from South Twin Island (where an abundance of colonial birds nest). This site is also within boating distance of Manipogo Provincial Campground and the proposed boat launch and historical trail of Meadow Portage.

Many of the above mentioned developments are auxiliary to the proposed route itself, with some completely new to the area and others merely extension of the existing facilities. Along the route itself, the 'view from the road' is of primary importance, as are the services which enhance these qualities. In order to fully enjoy the natural, his-

toric, and geographic aspects afforded by this area, information must be available to the potential user. Interpretive signposts stating site significance, and pamphlets giving general and site specific importance of features are both useful techniques.

Potential interpretive sites of particularly attractive and diverse resources include Basket Creek, Proulx Lake, the Waterhen River at the junction of PR #276 and 328, Johnny's Point (Twn. 32, R. 15, Sec. 26/27), Peonan Point, Meadow Portage and Onion Point. Each interpretive site may consist of any or all of the following:

1. - a plaque or sign depicting importance
2. - pamphlets or leaflets defining features to watch for
3. - a 'look-out' station (raised or oriented to illustrate the feature). An example would be Peonon Point or Johnny's Point where a screened look-out would allow viewing of waterfowl and marsh life without disturbing it.
4. - water fountain, rest rooms, garbage cans.

Additional layby's along the route at particularly scenic points may also be promoted.

Picnic sites along the route proper should be suitably spaced and located in attractive, moderatly sheltered areas affording (wherever possible) some shade. Basket Creek (south side of PR #328), Meadow Portage, and the Waterhen at the 276/328 junction all provide adaquate sites for this. Proulx Lake, an attractive site close to the Waterhen, does not need a picnic site. Peonan Point requires a picnic site to accomodate boaters and campers. Each picnic site should provide water, rest rooms, picnic tables, garbage cans, and bar-b-que pits.

Hiking trails, at least at the present time, should be limited to the Meadow Portage historic portage, and perhaps one on Peonan Point (entirely enclosed on the point for use by those recreationists arriving by boat).

The specific developments mentioned are those associated with nature touring, no matter what the mode of travel. A number of additional considerations are of interest to the automobile tourist. The view from the road, road characteristics (straight, flat, smooth, and paved or curvy, hilly, narrow and gravel), well marked entrances for each available development, cleared vistas for stopping, and room for passing are just a few aspects which can 'make or break' the tour for some recreationists. As the proposed route follows the existing road network, little or no change would occur in physical placement or alignment. Fortunately, the route is comprised of an equably oriented mix of tangents and curves, which provide a diverse and interesting drive. Often the road curves or staightens to focus the viewer's attention. These areas should be utilized for maximum efficiency. Vegetation along the roadside can be altered to create 'spaciousness' or 'enclosement', but the naturally existing vegetational pattern presently does this adaquately. Major changes to the road per se will immediatley involve adding lay-bys and vista clearings for cars to stop and park along the route, with future paving and widening of the road quite probable. If one assumes that the balance of additional traffic will be recreation oriented, 'touring' vehicles from cars and campers to mobile homes and trailers can be anticipated. These require additional space to manoevere, particularly on gravel roads, and are more difficult to pass. Driving on

gravel may be considered a deterent to some sightseers, especially carrying trailers or boats, and the dust created by movement can be most unpleasant to drive in.

Interpretive sites, picnic grounds, and hiking trails should all be well marked and 'optional' tours for different recreationists should be available (in this way, trips for 'bird watchers' can vary in number of stops than for 'botanists'). The route itself is 64.5 km (+/- .5) which would take about .75 hrs. driving time by the current 90 km/hr. speed limit. Reduced travel speeds occuring from an increase in traffic, and by more leisurely driving schedules for maximum viewing, combined with interpretive and picnic stops should increase travel time considerably. Even so, given that the recreationist stops for viewing and lunch along the way, not much more than half a day could be anticipated for the touring route itself. Hence, the objective of the proposed route as an educational 'day- trip' and as an alternative route across the lakes is strengthened.

6.3 OTHER INFLUENCES

Other developments near the study area which may have an impact on the proposed nature touring route must be mentioned. A proposed project to establish a herd of 1200 wood bison in a 9 square mile area north of the study region (Twn. 35, R. 12 and 13, and Twn. 34, R. 11 - 14) was taken to the Provincial Land Use Committee (PLUC) in January 1981 and has not yet been approved. This may prove an interesting bonus to recreationists in the area.

The Abitibi Wood Supply area is currently located north of the study area between the proposed Wood Bison Development project and Provincial Trunk Highway (PTH) #6. This should have little bearing on a nature touring route provided operations do not extend south beyond the present boundary. There is little reason to expect interactive effects between Abitibi and the route given the physical divergence in the resource base sought and their primary purposes.

Finally, a 36 unit farming settlement for the Basket Lake region (Twn. 32 and 33, R. 10 to 12 inclusive) was reviewed but not approved by PLUC. The detrimental environmental impact that would result from the necessary drainage of this area for agriculture,[96] and the low agricultural capability were major reasons for the proposal dismissal.

Overall, the only potential possible influence on the nature touring route would be the Wood Bison project. While this project has not yet been approved by PLUC, the anticipated effect if it is approved is a minor positive one.

6.4 LIMITATIONS TO DEVELOPMENT

Certain regions of the proposed nature touring route and of the study area are more conducive to development than others. Limitations to development lie basically in the physical and biological carrying capacity of the area. While no detailed environmental study was attempted in this report, interviews with private and public environmental and wildlife agencies have led to concern for some environmentally sensitive re-

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96 Basket Lake Settlement Committee, notes on the settlement proposal from Manitoba Dept. of Natural Resource and Dept. of Agriculture, Provincial Land Use Committee, Jan. 1982.

gions. For example, marshland areas such as are found in parts of Peonan Point, along Lake Manitoba's north shoreline and/or in the Waterhen region, are physically difficult for construction (of viewing platforms), and are biologically sensitive to damage by the mere presence of viewers. Specifically, waterfowl habitat of Salt Point, colonial nesting bird grounds of Johnny's Point and on the Twin Islands, and the presence of waterfowl and colonial nesting birds on Peonan Point warrant access restrictions to the general public. In addition, fish spawning grounds at Basket Creek require limited development restrictions.[97]

Any development along PR #328 should be limited to recreational facilities oriented only toward the day traveller. This would prevent residential, industrial, agricultural and all other conflicting development from taking over and potentially destroying natural lands for public viewing. This also prevents possible drainage problems from occuring. The latter condition results from yearly extreme water level fluctuations which are desirable and necessary for natural systems, but create instability in man made structures. If drainage was forced to accomodate development structures, the immediate area and miles of wetland north of the study area would be ruined.[98] The loss of prime waterfowl and furbearer habitat north of Lake Manitoba including Lake Waterhen and the north shoreline of Lake Manitoba, would result in substantial losses to hunters, trappers, and recreationists alike.

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97 Personal communication with Don Sextan, Ducks Unlimited, Dauphin, and with Robert Bailey, Canadian Wildlife Services, Saskatchewan.

98 Basket Lake, op cit.

Another form of restriction that may be necessary is fishing and hunting limits. This results from the substantial potential increases in fishing and hunting recreationists to the area. The public shooting grounds and existing lodges have long been established for their resources and should be able to continue. However, a large influx of these recreationists could deplete resources to the point that no-one gains. For example, a long history of overhunting in all big game has plagued the region with the result that licenses had to be withdrawn. By anticipating an increase in fishermen and hunters, areas for these activities can be designated and limits set. Hunting restrictions should be placed on the entire area east of the Waterhen with exceptions made only for local people and natives.

Waterfowl staging and nesting grounds abound in the Waterhen region and south of the Lakes. Crown land south of Meadow Portage capable of and currently supporting nesting or breeding pairs should be protected, with significant staging areas, such as Spence Lake, also requiring restrictions. Given the abundance of wetlands in the region, some restriction should be possible without acting as a deterent.

Fishing restrictions are important mainly for fish spawning grounds, such as occur at Basket Creek. These areas are necessary to conserve for the overall regulation and maintenance of fish stocks in the lakes.

A final concern that must be pointed out to all travellers along the route is that the wildlife is <u>wild</u>. Bears, wolf,fox, mink, skunk, and a variety of furbearers are often attracted to garbage dumps. Warnings to recreationists during their trip and particularly at refuse sites must be evident and heeded. In this way, a safe and interesting trip can be enjoyed.

6.5 CONCLUSION

Designating the road system between Winnipegosis and Gypsumville as a nature touring route creates several recreation oriented development opportunities. It also requires some form of restrictions on conflicting development to conserve the land for recreational use. As the recreational use is specified to a "nature" touring route, further restrictions and limitations to development are necessary to ensure the resource base is maintained in as natural a state as possible, and still allow viewing by the public. Where the resource base is in jeopardy of significant environmental damage, complete restrictions to access (and development) should be imposed. This study has not attempted any detailed environmental impact assessments. These have been left for future projects once site specific development opportunities have been selected from the options available.

The development opportunities listed in this chapter are merely initial suggestions to enhance the proposed route for recreational use. The long term future may require further accomodation, parking, and hiking, etc. but the foreseeable future warrants only minor additions and changes to the existing infrastructure.

Chapter VII

CONCLUSIONS AND RECOMMENDATIONS

This study concludes in light of the criteria established, that the existing road network between Winnipegosis and Gypsumville would be a recreationally feasible nature touring route. These criteria include considerations of uniqueness, representativeness, scenic value, degree of naturalness, and cultural and historic attributes (refer Chapter 3). The inventory of the natural reources base has illustrated a combination of uniqueness, representativeness, history and culture, all in a naturally scenic setting.

Typical species of three broad vegetation zones are present in conjunction with the low land elevation and lakes. These vegetation zones are significant on both a regional and national scale.

A wide variety of typical and atypical wildlife species is associated with the vegetational habitat types.

Landscape features, with a significant geologic history, possess local anomalies such as limestone cliffs and salt pans. Microtopography influences occurances of site specific flora and fauna.

The natural resource foundation is complemented with a rich historical and cultural base. The former centers around the role of Lakes Manitoba, Winnipegosis, and Waterhen as a transportation route. Aboriginal activities, explorers, fur traders and local colonization all revolved around the lakes and their associated fishing and hunting resources. A

historic 'portage' between Lake Manitoba and Lake Winnipegosis existed near Meadow Portage with a known fur trading post once present to service the area. Today, recreational hunting and fishing, commercial fishing and trapping, and ranching are the primary activities in the area.

Wildlife, whether aquatic, mammal, or bird is presently recognized by the Province in a variety of ways. Three Wildlife Management Areas (WMA's)(at Proulx Lake, Basket Lake, and on Peonan Point), public shooting grounds on the West Waterhen River, and regulations on fishing and hunting are all management techniques used by the province on these resources. Overall, the cultural balance of providing for the hunter and fisherman iscomplemented by the need to conserve the wildlife for Manitobans at large.

Present use of recreational facilities in the study area is clearly dominated by the fisherman and hunter from within the province or from the the north-central U.S. The seasonality of these users corresponds to the prime fishing and hunting seasons in spring and fall respectively. While this is by no means detrimental,there is considerable potential to expand use of the route. The summer months in particular could support additional touring recreationists.

To avail the resources along the road network to day-trip touring recreationists, I recommend that:

1. -the existing road network between Winnipegosis and Gypsumville be designated by the province as a nature touring route. Development should be oriented toward recreation until the designation is complete;

2. -an environmental assessment of Salt Point, Peonan Point, and the area east of Waterhen River, west of Provincial Trunk Highway (PTH) #6 and south of township 35 to Lake Manitoba, be carried out prior to any further development;
3. -'interpretive sites' be developed and implemented in the vicinity of Provincial Road (PR) #328 at Proulx Lake, Basket Creek, and the Waterhen River, and at Meadow Portage, and Johnny's Point. Future consideration for an interpretive site available to boaters at Peonan Point is also recommended;
4. -Winnipegosis and Gypsumville should be considered as major service centers to the route and a detailed review undertaken of currently available and necessary services which promote or enhance a tourist oriented nature touring route. Subsequent changes should be supported and steps taken for implementation;
5. -a historic trail be established in the vicinity of Meadow Portage between Lake Manitoba and Lake Winnipegosis with boat launch facilities at both ends of the trail and camping facilities at one, or both, end(s) of the trail;
6. -picnic sites with convenience facilities be established at the junction of PR #276 and 328 at the Waterhen River, on PR #328 at Basket Creek, and at the Meadow Portage historic trail;
7. -a primitive campground be established on Peonan Point to serve boating recreationists;
8. -layby's and vista clearings for parking be provided at interpretive sites, picnic stops, and trail locations;
9. -future consideration be given to paving the route;

10. -hunting be restricted to currently established hunting areas and facilities and

11. -the fish spawning grounds at Basket Creek be protected by the necessary regulations.

Implementation of the above recommendations will require the following procedures:

1. - approaching the Interdepartmental Planning Board (IPB) and the Provincial Land Use Committee (PLUC) for basic approval of route designation, and conditions/criteria to be met.

2. - site specific design and environmental review by either the provincial government or consultants.

3. - site development by the Province under the Dept. of Tourism and Recreation, and/or the Dept. of Natural Resources (in Historic and Cultural Affairs, and Parks).

Designating the road network between Lake Winnipegosis and Lake Manitoba as a recreationally feasible nature touring route is the first step toward providing an attractive travel route between the Interlake and Parkland regions of the province and within the province generally. Given that recreation is an important part of the provincial economy, the link provided by this route to other recreational activities is of economic significance. In addition, the low capital outlay to establish the nature route, further enhances the concept.

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99 The Destination Manitoba study (loc. cit.) was a recreation and tourism planning study for the province completed in May 1982. The executive summary of this strategy outlined broad areas of development potential, of which Lake Manitoba and Lake Winnipegosis were not included.

However, the Destination Manitoba [99] tourism strategy for the province has not acknowledged the recreational potential of this area, making implementation the difficult, but none-the-less necessary, second step. Clearly the potential is there; how it is realized is the more critical question.

Alternative development, whether agricultural, forestry oriented, industrial, or residential, is presently of low conflict intensity. Provincial land use policy is basically tuned to provide for agricultural needs first, with recreation high on the list. The limited agricultural potential of this region was shown by the Basket Lake Settlement proposal. This fact in conjunction with Provincial Land Use Policy #5 - 9, should help firmly establish the contribution of the proposed route to recreation in Manitoba.

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