



VORR REPORT

**WATERWAY SAFETY ALONG THE PINAWA CHANNEL AND
LEE RIVER, AUGUST 2020**

PREPARED BY: THE LAC DU BONNET VORR COMMITTEE

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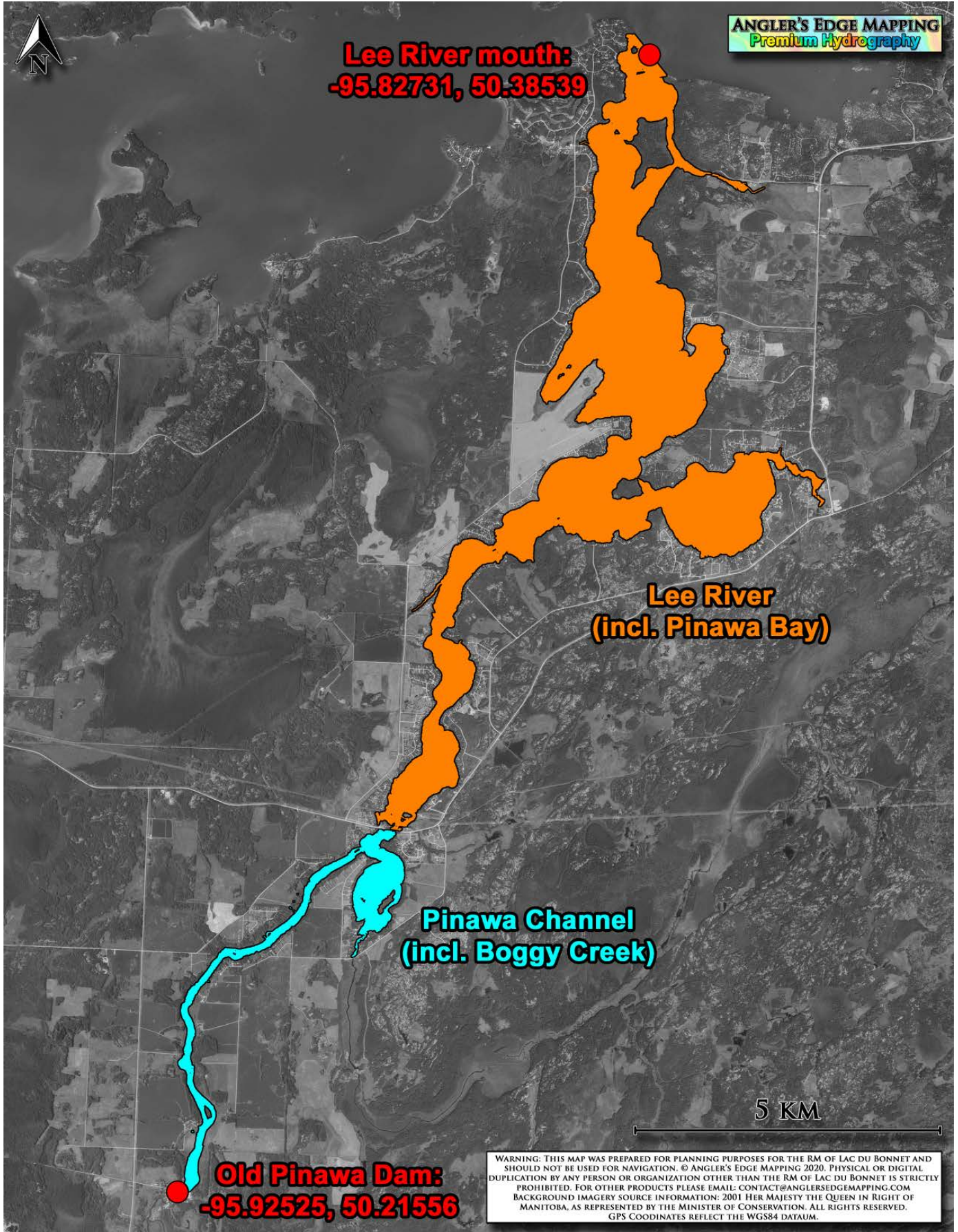
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**SECTION 1:
DESCRIPTION OF THE PINAWA CHANNEL AND LEE
RIVER**

Figure 1: Map of the Pinawa Channel and Lee River



1.1 DESCRIPTION OF THE PINAWA CHANNEL AND LEE RIVER

Before the construction of the Pinawa Generating Station in the early 1900s, the Pinawa Channel/Lee River was an overflow channel of the Winnipeg River, conveying flow primarily during spring runoff and following heavy rainfall events. The channel was widened, deepened, and dredged as part of the Pinawa Generating Station Project, and flow was diverted from the Winnipeg River through a control structure built at the mouth of the channel. After the Pinawa Generating Station was decommissioned in 1951, flow into the channel was blocked at the Winnipeg River by filling in the Pinawa Control Structure (now called the Pinawa Diversion Dam). Today, discharge in the Pinawa Channel consists of seepage from the Pinawa Diversion Dam and local drainage.

Working with Craig McDougal from Angler's Edge Mapping, of Winnipeg, Manitoba, the VORR Committee was able to obtain specific length, width, depth, and volume information, along with other descriptive features for the Pinawa Channel and Lee River, as shown in table 1.

The Pinawa Channel is a shallow, narrow, meandering, watercourse Channel that, for this report, begins at decommissioned Pinawa Generating Station and extends to PTH 313, where it becomes the Lee River. The Pinawa Channel is 7.9 km and has a width range of 0.1 km at its narrowest point and 0.24 km at its widest point. A Hydrography Map, provided by Angler's Edge Mapping, of the Pinawa Channel, shows the depth range of the body of water, with a mean depth of 2.4 m³ and a max depth of 10.6 m³, see Figure 2.

In contrast, the Lee River is a much larger body of water. Beginning at PTH 313, the Lee River extends 14.8 km, where it feeds into Lac du Bonnet Lake. The Lee River has a width range of .3 km at its most narrow point and 1.5 km at its widest point. A Hydrography Map, provided by Angler's Edge Mapping, of the Lee River shows the depth range of the body of water, with a mean depth of 4.3 m³ and a max depth of 15.0 m³, see Figure 3.

Both the Pinawa Channel and Lee River have a high density of boat traffic. In fact, in 1988, a Lee River Study was conducted and focused largely on boat traffic. This led to a development moratorium being placed along these waterways. The restrained development has done little to impact recreational waterway use along either the Pinawa Channel or Lee River, as traffic and usage along the Pinawa Channel and Lee River continue to increase, and we are now facing staggering safety concerns.

There are varying recreational user groups who have a range of viewpoints and perceptions about the current state of safety along these two waterways. However, most would agree that stresses often develop on busy summer weekends, when waterway traffic is at its peak, and when operators are using their vessels in close proximity to the shoreline and other recreational users. Safety on the waterways is a key driver of the overall experience, and a focus on safety will improve public perception of these resources, will progressively keep the waterways safe and enjoyable for all user groups, and improve the culture and standards of what is considered acceptable behaviours while operating watercraft.

Table 1: Outlines the descriptive features of the Pinawa Channel and the Lee River, as provided by Anglers Edge Mapping.

Section	Pinawa Channel (inc. Boggy Creek)	Lee River (incl. Pinawa Bay)	Combined
Length 1 (km) ¹	6.8	13.2	20.0
Length 2 (km) ²	7.9	14.8	22.7
Max width (km)	0.24	1.8	1.8
Typical width range (km)	0.1 - 0.2	0.3 - 1.5	0.1 - 1.5
Shoreline perimeter (km)	24.6	63.7	88.3
Wetted area (km ²) ³	1.8	16.1	17.9
Number of islands ⁴	28	34	62
Perimeter of islands total (km)	2.9	7.0	9.9
Area of islands total (km ²)	0.07	0.52	0.59
Mean depth (m)	2.4	4.3	4.1
Max depth (m)	10.6	15.0	15.0
Volume (m ³)	2,251,000	29,077,000	31,328,000
Area by depth class (km ²)	-	-	-
0 - 1 m	0.57	1.95	2.52
1 - 2 m	0.52	1.51	2.04
2 - 3 m	0.20	1.19	1.38
3 - 4 m	0.14	1.50	1.65
4 - 5 m	0.11	1.48	1.59
5 - 6 m	0.096	4.48	4.58
6 - 7 m	0.077	3.03	3.11
7 - 8 m	0.055	0.64	0.70
8 - 9 m	0.029	0.17	0.20
9 - 10 m	0.0061	0.091	0.10
10 - 11 m	0.000052	0.016	0.016
11 - 12 m	0	0.0069	0.0069
12 - 13 m	0	0.0026	0.0026
13 - 14 m	0	0.0017	0.0017
14 - 15 m	0	0.00046	0.00046

1 - Length 1 refers to "as the crow flies" distance

2 - Length 2 refers to river kilometer (thalweg) distance

3 - Excludes area occupied by islands/rocks

4 - Includes small rocks that break the water surface

Figure 2: Hydrography Map of the Pinawa Channel.

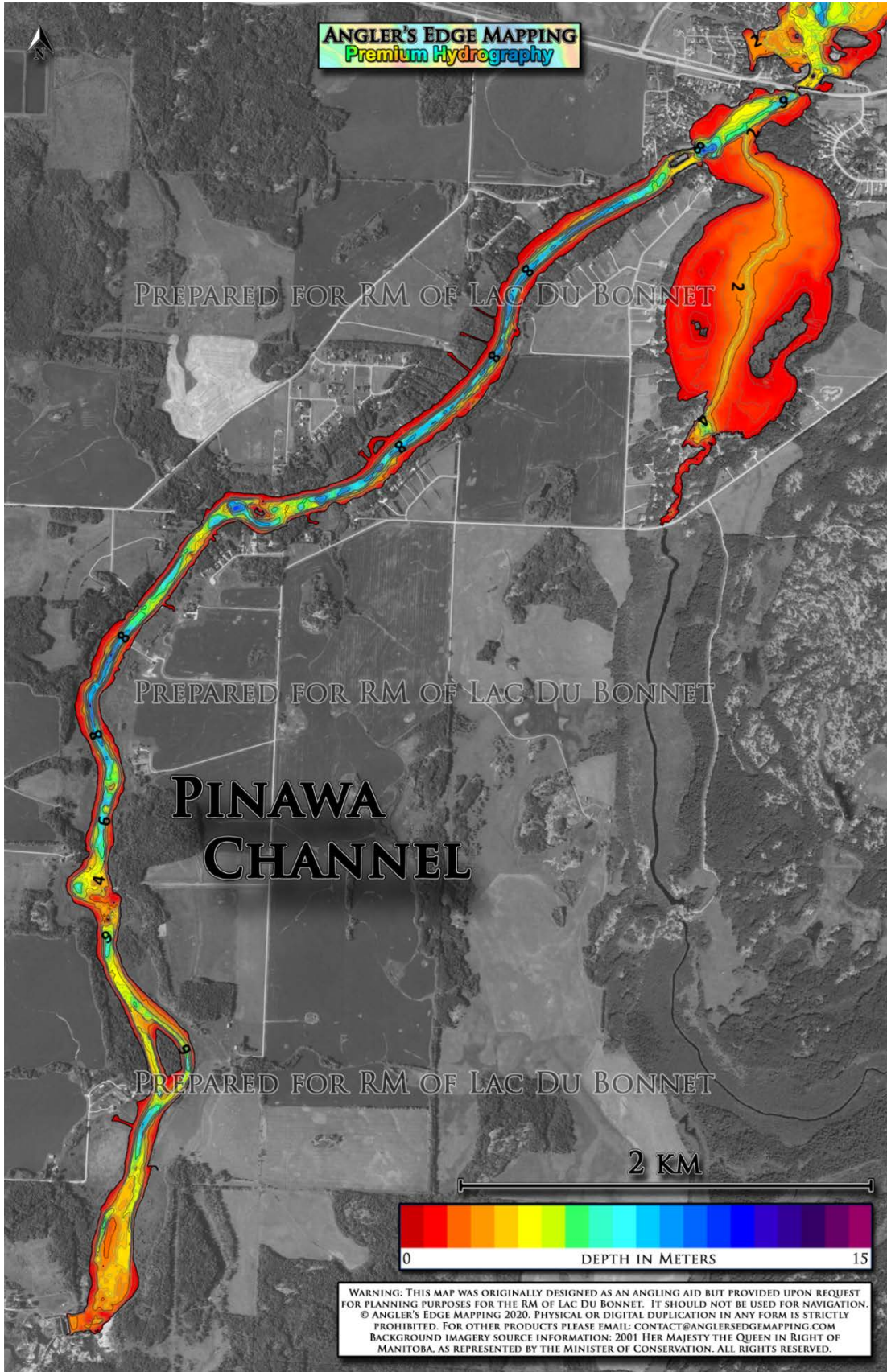
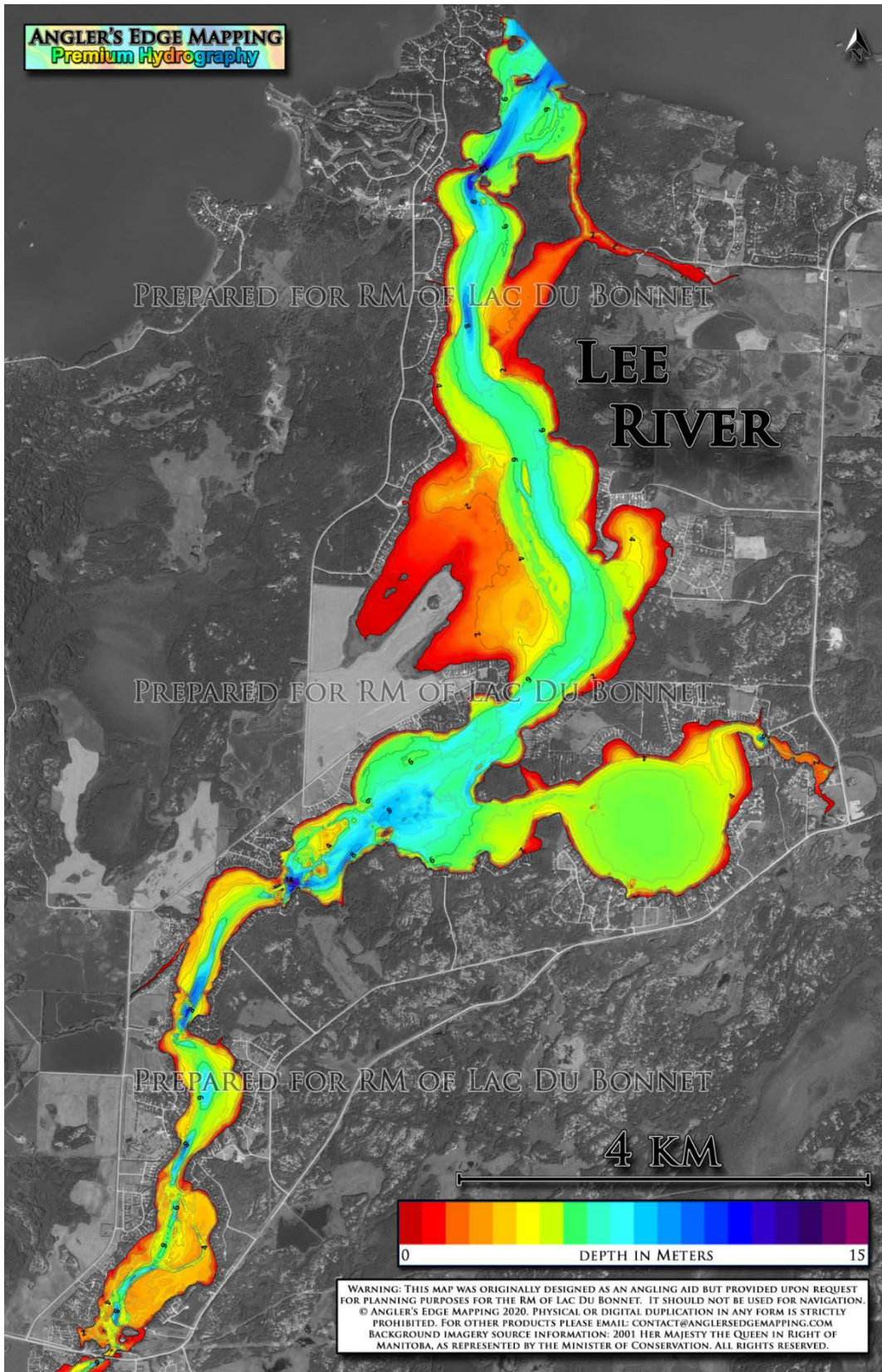


Figure 3: Hydrography Map of the Lee River



1.2 RECREATIONAL ACTIVITIES ENJOYED ON THE PINAWA CHANNEL AND LEE RIVER

Both bodies of water are actively used by residents and visitors alike for several recreational activities. Five hundred seventeen survey responses were received during the Public Consultation process, which provided many useful data points regarding the use of the Pinawa Channel and the Lee River. The survey results are included in Section 4: The Consultation Process.

THE PINAWA CHANNEL

According to the survey, fifty-three percent of respondents are using the Pinawa Channel for recreational opportunities one to two times per week, see Figure 4; while twenty-four percent use the waterway three or more times. Twenty-three percent of respondents replied that they never use the Pinawa Channel. The Pinawa Channel is used more on weekends, with 279 respondents stating this as the most used time, compared with 148 respondents that prefer to use the waterway during the week, see Figure 5.

From the survey results, we can identify the recreational opportunities most frequently participated in and enjoyed. Leisurely cruising tops the list, with 356 respondents, followed by fishing, swimming, jet-skiing/use of personal watercraft, canoeing/kayaking, tubing, water skiing, wakeboarding/kneeboarding, and pedal boating, see Figure 6.

THE LEE RIVER

According to the survey, forty-one percent of respondents are using the Lee River for recreational opportunities one to two times per week, with thirty percent using this waterway three to four times per week see Figure 4; while twenty-two percent using the Lee River five or more times per week. Seven percent of respondents replied that they never use the Lee River. Figure 5.

From the survey results, we can identify the recreational opportunities most frequently participated in and enjoyed. Leisurely cruising tops the list, with 434 respondents, followed by fishing, swimming, tubing, canoeing/kayaking, jet skiing/use of personal watercraft, wakeboarding/kneeboarding, and pedal boating, see Figure 6).

Figure 4: Average weekly use of the bodies of water

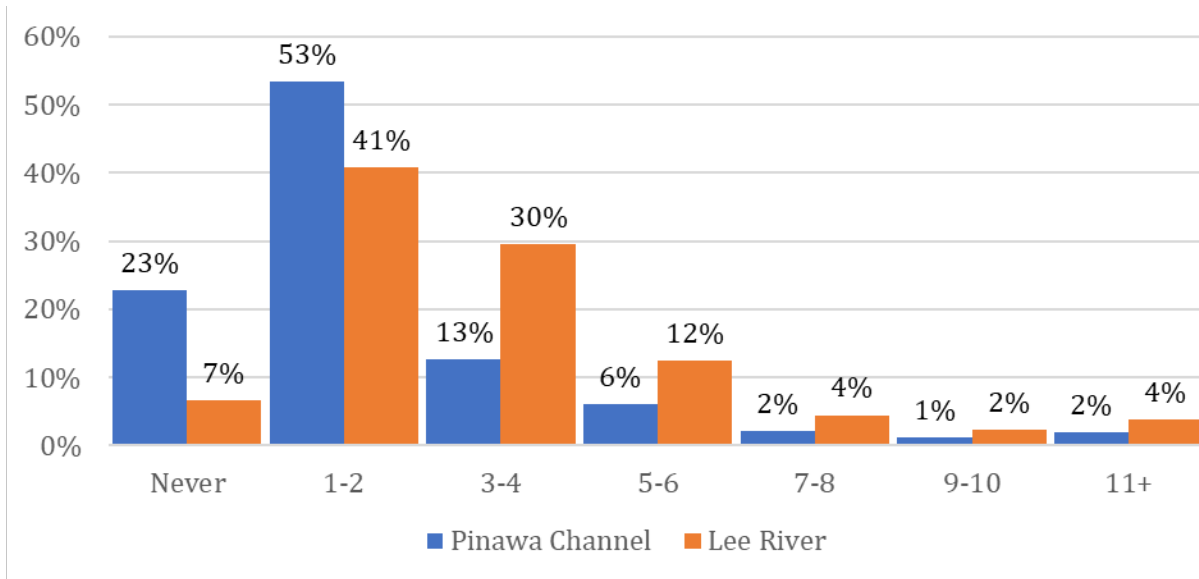


Figure 5: Preferred use of the Waterways, Weekends vs Weekdays

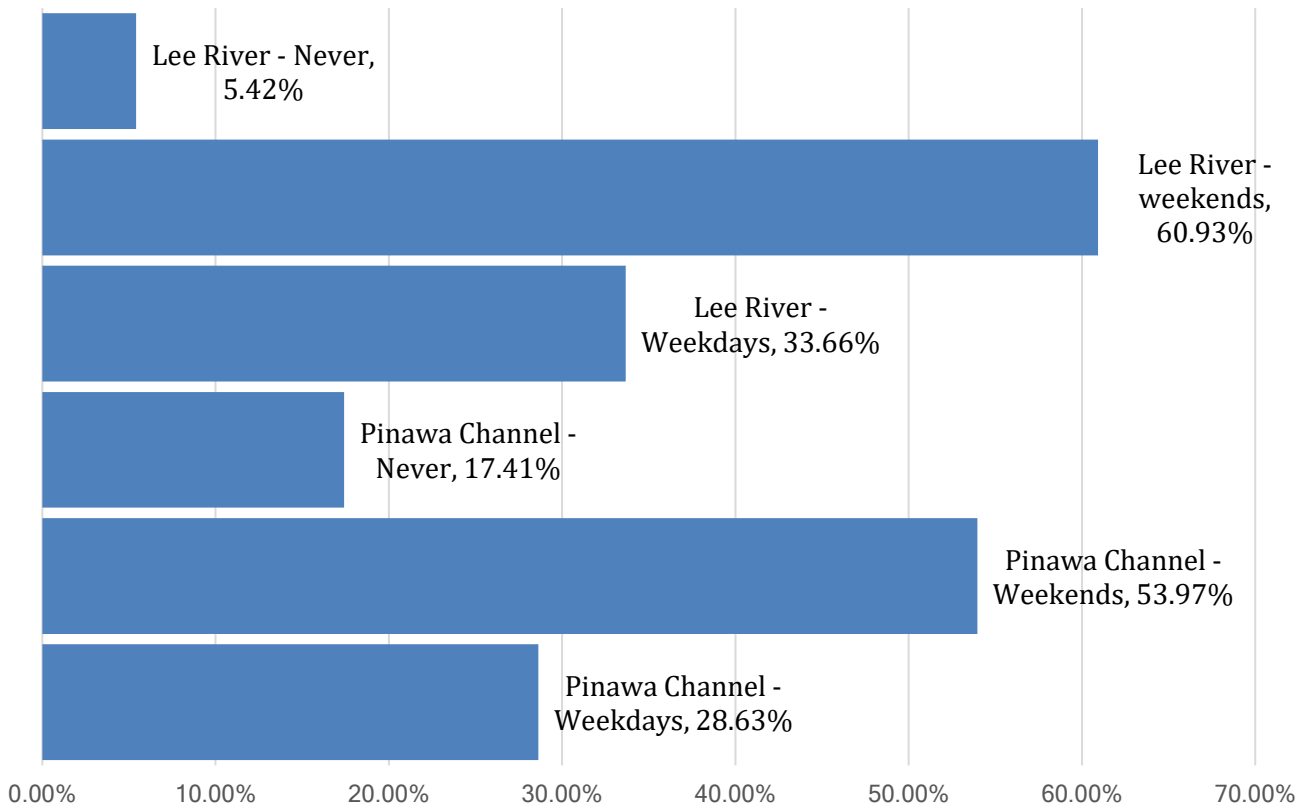
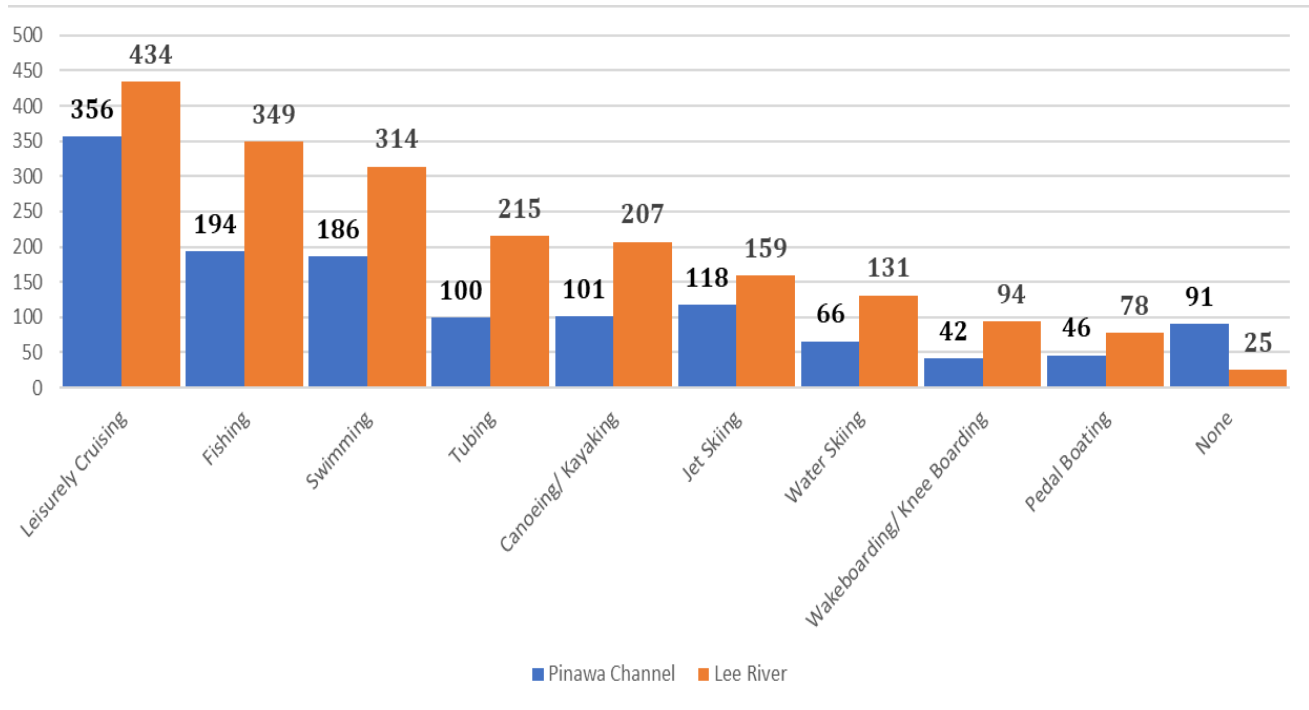


Figure 6: Comparison of activities on the bodies of water



1.3 NUMBER AND TYPES OF BOATS ON THE PINAWA CHANNEL AND LEE RIVER

Again, during the Public Consultation process, the survey helped identify the types of boats owned and used by residents and visitors. The survey provided the following details, Boat - 66.34%, 343; Canoe / Kayak / Paddle Board - 58.61%, 303; Pontoon Boat - 43.52%, 225; Jet Ski - 30.17%, 156; Pedal Boat - 27.08%, 140; Wake Boat - 10.44%, 54; None - 1.93%, 10.

The survey captured approximately twenty percent of property owners along the Pinawa Channel and Lee River, providing a snapshot of the number and types of vessels used on these bodies of water.

Further to the data and information obtained from the survey, six sight counts were conducted during peak times on Saturdays and Sundays at various locations and times along the Pinawa Channel and Lee River, as outlined in Table 2.

Table 2: Sight Counts Conducted by the Committee

	COORDINATES	COMMON NAME	BODY WATER	OF	DATE AND TIME	NUMBER OF VESSELS
1	50° 18' 41" N – 95° 51' 29" W	The Rock Pile	Lee River		25/7/20 14:30 – 15:30	298 / hour
2	50° 19' 08" N – 95° 49' 14" W	Jumping Rock Small	Lee River		3/7/20 14:00 – 15:00	146 / hour
3	50° 22' 41" N – 95° 49' 57" W	Jumping Rock – Big	Lee River		1/7/20 16:00 – 17:00	221 / hour
4	50° 17' 21" N – 95° 52' 06" W	Dandeneau Dock	Lee River		8/8/20 16:00 – 17:00	227 / hour
5	50° 16' 12" N – 95° 52' 46" W	PTH 313 Bridge	Pinawa Channel		4/7/20 14:30 – 15:30	197 / hour
6	50° 21' 55" N – 95° 92' 52" W	Old Pinawa Dam	Pinawa Channel		11/7/20 15:00 – 16:00	104 / hour

1.4 ACCESS POINTS ONTO THE PINAWA CHANNEL AND LEE RIVER

A Google Satellite view of the Lee River and Pinawa Channel allowed for a tabulation of approximately 750 private docks along the Lee River, and 120 private docks along the Pinawa Channel.

In addition to these private, household boat launches, the Rural Municipality of Lac du Bonnet operates five public boat launches to allow access to the Pinawa Channel and Lee River.

The Lee River, and therefore, the Pinawa Channel, are also open to boat traffic from Lake Lac du Bonnet, the Winnipeg River, and Bird River.

1.5 NUMBER AND TYPES OF PEOPLE ON THE WATERWAYS

The following table shows an estimate of users along the Pinawa Channel and Lee River from May to September based on the estimated number of dwellings and occupants of the users in the Rural Municipalities of Lac du Bonnet and Alexandre who have direct access to the Pinawa Channel and Lee River.

Table 3: Estimated Number of Users

DESCRIPTION OF USER	ESTIMATED NUMBER DWELLINGS	OF	ESTIMATED NUMBER OF USERS
Pinawa Channel, Permanent Residents, RM of Lac du Bonnet	73 ^a		153 ^d
Pinawa Channel, Seasonal Residents, RM of Lac du Bonnet	153 ^a		612 ^e
Lee River, Permanent Residents, RM of Lac du Bonnet	719 ^b		1,509 ^d
Lee River, Seasonal Residents, RM of La du Bonnet	783 ^b		3,132 ^e
Lee River, Permanent Residents, RM of Alexander	304 ^c		638 ^d
Lee River, Seasonal Residents, RM of Alexander	483 ^c		1,932 ^e
Total Residential Users	2,515		7,976
Tourists	-		36,216 ^f
Total Users during the Season	<u>2,515</u>		<u>44,192</u>

Dwelling and estimated user calculations were estimated based on the Dwelling/Occupancy statistics from Statistics Canada (2016), as follows:

- a. A physical count of numbered lots was conducted along the Pinawa Channel using the Rural Municipality of Lac du Bonnet's Civic Address Map Book. Of the total dwellings, a ratio of 1:2 permanent vs seasonal dwellings was calculated.
- b. For the Lee River, dwellings were calculated as follows: the Rural Municipality of Lac du Bonnet has 2,681 total dwellings, with 1,285 private dwellings occupied by usual residents; therefore, 1,399 private dwellings remaining (seasonal). Fifty-six percent of Lac du Bonnet's population lives in the Lee River area; therefore, fifty-six percent of occupied dwellings and seasonal dwellings were calculated.
- c. For the Rural Municipality of Alexander, dwellings were calculated as follows: The Rural Municipality of Alexander has 4,144 total dwellings, with 1,602 private dwellings occupied by usual residents; therefore, 2,542 private dwellings remaining (seasonal). Nineteen percent of the Rural Municipality of Alexander's population lives in the Lee River area; therefore, nineteen percent of occupied dwellings and seasonal dwellings were calculated.
- d. The estimated number of users for permanent residents in all areas was calculated using the Statistics Canada Data that shows an average household size of 2.1 people in both Municipalities.
- e. The estimated number of users for seasonal residents in all areas was calculated, with a relative assumption that seasonal residents average four persons per dwelling.
- f. Tourists Calculations were estimated based on each dwelling receiving four visitors, six of the possible seventeen weekends between May Long Weekend and September Long Weekend. Next, the assumption was made that only sixty percent of these visitors would engage in waterway activities. This was based on statistical data that forty-two percent of Manitobans participate in boating. An increase to sixty percent was made because the waterway is the leading draw to this area, and non-boating activities (for example, swimming and shore fishing) are not included.
- g. As a means of determining the accuracy of the estimated dwellings and users, the Committee compared the dwelling and user estimates directly to the 1988 Lee River Study, which accounted for permanent and seasonal users only. In 1988 there were 1,344 dwellings occupied by 6,400 users compared to 2020, with 2,515 dwellings occupied by 7,976 users. With a moratorium on development along the Pinawa Channel and Lee River, there has been limited development of properties over the past thirty-two years.
- h. The study in 1988 did not account for tourists; however, Lac du Bonnet is a popular destination for the 1.94 million visitors to the Eastman Region of the province every year (Travel Manitoba, 2017). While there is no statistical data for each community in the region, fishing and waterways are the second most common activity for visitors to the region. The tourist methodology we used represents 1.86 percent of total visitors to the Eastman.

1.6 OTHER WATER ACTIVITIES ON THE PINAWA CHANNEL AND LEE RIVER

Black Bear Golf Course, Lee River Estates, Granite Hills Golf Course, and Riverdale Tourist Camp all offer marina slips to their residents, guests, and visitors.

The Rural Municipality of Alexander also provides access to the Lee River with three public boat launches, three private launches, and three marinas within developed Cottage Association areas.

SECTION 2: THE CONSULTATION PROCESS

2.1 OVERVIEW OF THE CONSULTATION PROCESS

The Lac du Bonnet VORR Committee required a strong public engagement process due to the distinctive jurisdictional constraints on the Pinawa Channel and Lee River, as federal water bodies, the diversity of the stakeholders, the recreational activities enjoyed, and the often differing opinions on the safety issues presented by differing recreational users.

As such, the Committee set out to engage the public through surveys, public forums and invited additional information to be submitted via email or phone call to the Committee Chairperson, Scott Jones. The Committee conducted research into efforts made in other similar communities; Vessel Operation Restriction Regulations, Boater Safety guidelines, Boater Etiquette, standards of behaviour and safe operations of vessels on multi-use waterways.

In addition, the Committee consulted with Sustainable Development, the RCMP, Transport Canada, and the Rural Municipality of Alexander on a variety of topics throughout the process.

The study was supported by a phased engagement process, which explored waterway safety from a variety of perspectives. Several stakeholder-generated recommendations, concerns, and suggestions were made during this process. Delivered from June 1, 2020, to July 30, 2020, the process drew on several complementary engagement methods, which ultimately led to a comprehensive, context-specific view of waterway safety concerns and opportunities for the Pinawa Channel and the Lee River.

2.1.1 PHASE ONE: ACKNOWLEDGING THE POTENTIAL SAFETY ISSUES ARISING ON THE WATERWAYS

There has been an underlying concern about the number of boats on the Pinawa Channel and the Lee River for the past 32 years, however over the past several years, more and more safety concerns were being reported by the public who use these bodies of water.

To that end, the Rural Municipality of Lac du Bonnet carried a resolution to form the Vessel Operation Restriction Regulations Committee to gather information, receive public input, and report recommendations to the Rural Municipality of Lac du Bonnet (Figure 7).

The Committee was made up of 9 members and included representation from the Lac du Bonnet RCMP, the Lac du Bonnet Community Development Corporation, the Rural Municipality of Lac du Bonnet, the Rural Municipality of Alexander, Local Developers, and Recreational Users of the Pinawa Channel and Lee River.

Figure 7: The Resolution to form the VORR Committee

7/14/2020

All-Net Meetings V2

**R.M. of Lac du Bonnet
Resolution No. 2020 0059
11 February, 2020**

Moved By: Scott Jones

Seconded By: Rob Doyle

WHEREAS the original Lee River Study Committee was formed by representatives from the Provincial Government, Manitoba Hydro, and the Councils of the Rural Municipality of Lac du Bonnet, and Rural Municipality of Alexander.

AND WHEREAS included in the Lee River was a boating use study for the Lee River/Pinawa channel

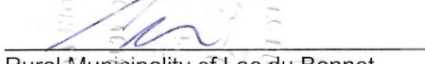
AND WHEREAS all Canadian waterways are governed under Federal jurisdiction and legislation.

AND WHEREAS the Rural Municipality of Lac du Bonnet has the ability to work with the Federal Department of Transport and Oceans and Fisheries to establish Vessel Operation Restrictive Regulations (VORR) to regulate boating activity on our local waterways.

THEREFORE BE IT RESOLVED that the Rural Municipality of Lac du Bonnet Council accepts the Terms of Reference for the Vessel Operation Restriction Regulations (VORR) committee and authorizes the establishment of the VORR committee.

Carried Unanimously

I, Cameron Bell, Chief Administrative Officer of the Rural Municipality of Lac du Bonnet, hereby certify that under the Corporate Seal of the Rural Municipality of Lac du Bonnet, that the foregoing is a true and correct copy of the Rural Municipality of Lac du Bonnet.


Rural Municipality of Lac du Bonnet

2.1.2 PHASE TWO: IDENTIFYING THE ISSUES

In phase two of the engagement process, residents of Lac du Bonnet and key users of the Pinawa Channel and Lee River were invited to complete a survey, attend public forums to provide feedback and submit information by email to the Committee.

This Public Consultation Process was held between June 1, 2020, and July 25, 2020.

1. PUBLIC SURVEYS

The survey, deployed online through SurveyMonkey, in a paper form available for download and at public forums, collected quantitative data from 486 property owners and 31 recreational users of the waterways, providing a total of 517 survey respondents. An analysis of the survey data, including all comments provided by respondents, is available for review in Section 2.5.

2. PUBLIC FORUMS

Three public forums were held in the Rural Municipality of Lac du Bonnet at the:

1. Rural Municipality of Lac du Bonnet Office on June 24, 2020, from 5:30 PM to 7:30 PM;
2. Granite Hills Osprey Boat Launch on July 10, 2020, from 6:00 PM to 8:00 PM; and,
3. Fernwood Picnic Shelter and Boat Launch on July 25, 2020, from 9:00 AM to 11:00 AM.

Advertising for the Public Forums included three, quarter-page (4.85" x 7") ads placed in the Lac du Bonnet Clipper, as follows:

1. June 18, 2020, to advertise the Forum on June 24, 2020, (Figure 8);
2. July 2, 2020, to advertise the Form on July 10, 2020, (Figure 9); and,
3. July 23, 2020, to advertise the Forum on July 25, 2020 (Figure 10).

After the first Public Forum was held, feedback suggested the set time of the second forum would not be suitable for Seasonal Residents.; as such the Committee adjusted the time, advertising this change on Social Media, as well as in the Clipper Advertisement taken out for the second Public Forum.

Further to the Public Forums hosted to gather information, the public was also invited to attend the Public Council Meeting on August 25, 2020, where the Committee presented its finding to the Rural Municipality of Lac du Bonnet. Again, a quart-page ad was taken out in the Clipper to advertise this in the August 20, 2020 edition, (Figure 11).

The Clipper is a local publication that services Lac du Bonnet and Beausejour, Manitoba. It is published every Thursday and is circulated free of charge throughout North Eastman including Anola, Beausejour, Belair, Dugald, Elma, Garson, Hadashville, Hazelridge, Lac du Bonnet, Oakbank, Pinawa, Pine Falls, Point du Bois, Powerview, Rennie, River Hills, Seddons Corner, St. Georges, Seven Sisters, Stead, Traverse Bay, Tyndall, and Whitemouth. It has a print circulation of 13,000 and is published online weekly on Wednesdays (Figure 12).

A total of 159 residents and recreational users attended the public forums to receive information from the Committee and share their individual concerns and stories with the Committee. The sign-in sheets are provided on pages 27 to 32.

Figure 8: Clipper Newspaper Advertisement for Forum One

HAVE YOUR SAY ON
WATERWAY
RECREATION
ON THE LEE RIVER & PINAWA CHANNEL

VORR COMMITTEE
PUBLIC INPUT COLLECTION PROCESS
PARTICIPATE BETWEEN
JUNE 1 AND JULY 25, 2020

There have been growing community concerns about waterway safety along the Pinawa Channel and the Lee River. To address these issues, the Rural Municipality of Lac du Bonnet has established the Vessel Operation Restriction Regulations Committee (VORR), to gather information, receive public input, and report recommendations to the Rural Municipality of Lac du Bonnet.

PARTICIPATE IN A COMMUNITY SURVEY & LEARN MORE:

www.rmoflacdubonnet.com/p/vorr

ATTEND A PUBLIC FORUM:

Wednesday, June 24 - Rural Municipality of Lac du Bonnet 5:30 to 7:30 pm
Friday, July 10 - Granite Hills (Osprey Boat Launch) 2:00 to 4:00 pm
Saturday, July 25 - Fernwood Picnic Shelter 9:00 to 11:00 am

CONTACT THE COMMITTEE:

jones@lacdubonnet.com

PLEASE PARTICIPATE IN THIS PROCESS IF YOU:

OWN PROPERTY ALONG THE LEE RIVER OR PINAWA CHANNEL
REGULARLY USE THESE WATERWAYS FOR RECREATION

Figure 9: Clipper Newspaper Advertisement for Forum Two

HAVE YOUR SAY ON

WATERWAY RECREATION

ON THE LEE RIVER & PINAWA CHANNEL

**VORR COMMITTEE
PUBLIC INPUT COLLECTION PROCESS
PARTICIPATE BETWEEN
JUNE 1 AND JULY 25, 2020**

There have been growing community concerns about waterway safety along the Pinawa Channel and the Lee River. To address these issues, the Rural Municipality of Lac du Bonnet has established the Vessel Operation Restriction Regulations Committee (VORR), to gather information, receive public input, and report recommendations to the Rural Municipality of Lac du Bonnet.

PARTICIPATE IN A COMMUNITY SURVEY & LEARN MORE:

www.rmoflacdubonnet.com/p/vorr

ATTEND A PUBLIC FORUM:

Friday, July 10 - Granite Hills (Osprey Boat Launch) 6:00 to 8:00 pm
Saturday, July 25 - Fernwood Picnic Shelter 9:00 to 11:00 am

CONTACT THE COMMITTEE:

joness@lacdubonnet.com

PLEASE PARTICIPATE IN THIS PROCESS IF YOU:

**OWN PROPERTY ALONG THE LEE RIVER OR PINAWA CHANNEL
REGULARLY USE THESE WATERWAYS FOR RECREATION**

Figure 10: Clipper Newspaper Advertisement for Forum Three

HAVE YOUR SAY ON

WATERWAY RECREATION

ON THE LEE RIVER & PINAWA CHANNEL

**VORR COMMITTEE
PUBLIC INPUT COLLECTION PROCESS
PARTICIPATE BETWEEN
JUNE 1 AND JULY 25, 2020**

There have been growing community concerns about waterway safety along the Pinawa Channel and the Lee River. To address these issues, the Rural Municipality of Lac du Bonnet has established the Vessel Operation Restriction Regulations Committee (VORR), to gather information, receive public input, and report recommendations to the Rural Municipality of Lac du Bonnet.

PARTICIPATE IN A COMMUNITY SURVEY & LEARN MORE:

www.rmoflacdubonnet.com/p/vorr

ATTEND A PUBLIC FORUM:

Saturday, July 25 - Fernwood Picnic Shelter 9:00 to 11:00 am

CONTACT THE COMMITTEE:

joness@lacdubonnet.com

PLEASE PARTICIPATE IN THIS PROCESS IF YOU:

**OWN PROPERTY ALONG THE LEE RIVER OR PINAWA CHANNEL
REGULARLY USE THESE WATERWAYS FOR RECREATION**

Figure 11: Clipper Newspaper Advertisement for the Open Council Meeting

HAVE YOUR SAY ON

WATERWAY RECREATION

ON THE LEE RIVER & PINAWA CHANNEL

VORR COMMITTEE RECOMMENDATIONS TO COUNCIL

There have been growing community concerns about waterway safety along the Pinawa Channel and the Lee River. To address these issues, the Rural Municipality of Lac du Bonnet has established the Vessel Operation Restriction Regulations Committee (VORR), to gather information, receive public input, and report recommendations to the Rural Municipality of Lac du Bonnet.

The VORR Committee will be presenting its finding and making its recommendations to the Rural Municipality of Lac du Bonnet.

ATTEND THE PUBLIC COUNCIL MEETING

Tuesday, August 25, 2:45 PM

Rural Municipality of Lac du Bonnet Council Chambers

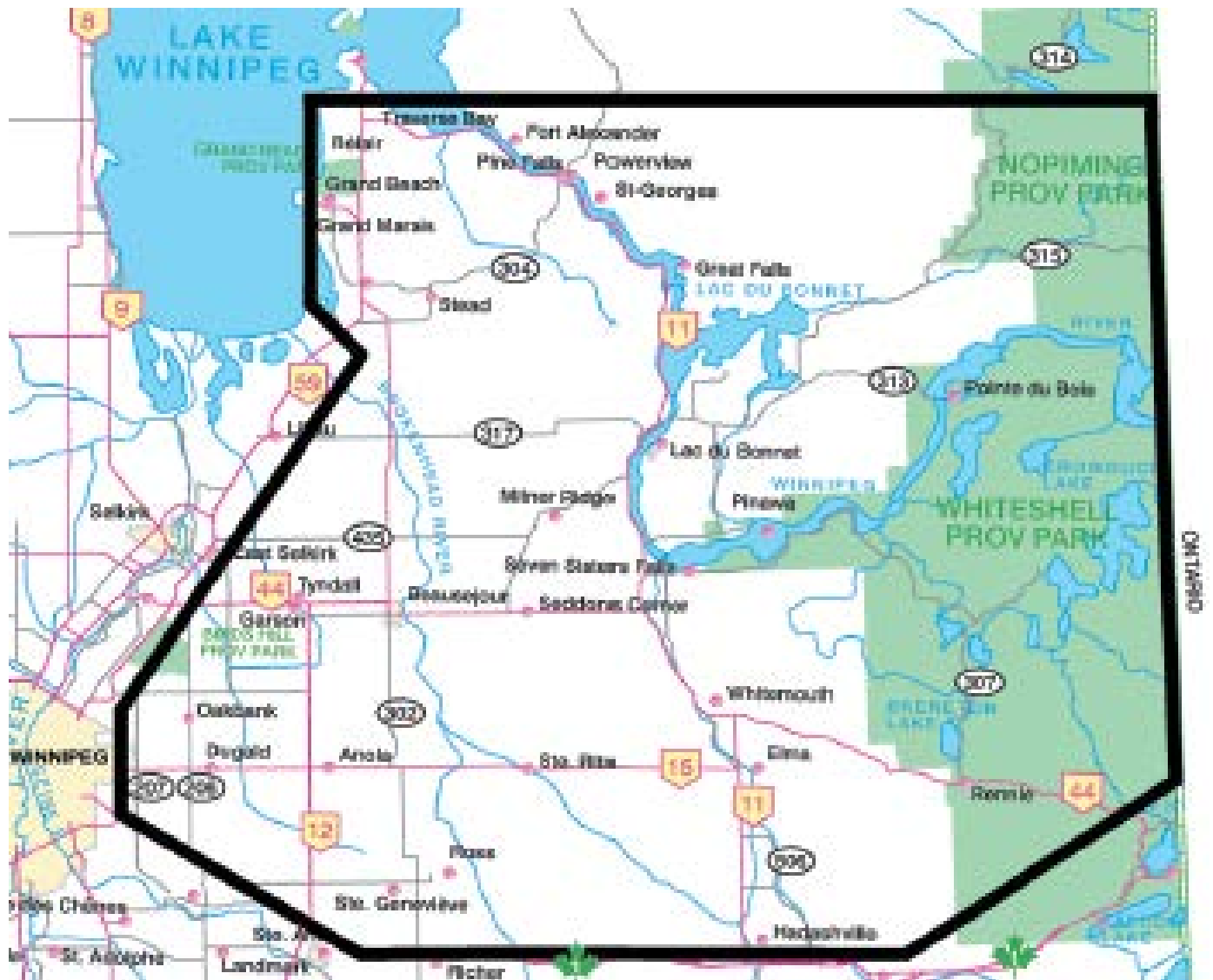
CONTACT THE COMMITTEE:

joness@lacdubonnet.com

FOR MORE DETAILS PLEASE VISIT:

WWW.RMOFLACDUBONNET.COM/P/VORR

Figure 12: Distribution area of the Clipper



Forum #1
June 24, 2020

V.O.R.R.

COVID-19 VISITOR SIGN IN

Disclaimer: While we are doing our utmost to ensure protocols are being met with hygiene and sanitization, to protect rate payers in the event there is a confirmed case of exposure at the Municipal office, we are requesting your information to be contacted in order to seek medical advice immediately.

DATE	VISITOR'S NAME *PLEASE PRINT*	PHONE NUMBER
June 24	SID & CATHY HEMMINGER	
"	Mike & Dylan Normander	
"	Herb Schaan	
"	Robert CHARLES	
"	CATHY TYMICO	
"	AL TYMICO	
"	MARG TYMICO	
"	MICHAEL BYZUK	
"	KEN KOVAK	
"	TERRY BROMLEY	
"	JOHN KRANICUK	
"	Sharon Kranicuk	
"	ACQUERINE GOULD	
"	DARRAL BYZUK	
"	CHRISTOPHER SCHINE	
"	Ivan & Carole Keller	
"	John Schleich	
"	Ian McViver	
"	Brian Wall	
"	Tyson Wall	
"	Tanner Wall	
"	Bill & Judy Stutts	

Forum #3

VORR OPENHOUSE
10 July 2020

NAME

ADDRESS

Philip & Betty Michalchuk

Lyn Driedger

AL + KATHLEEN DORNBUSH

C + M STEVENS

J. GELLY

ROLAND HODGE

GREG + Terry MANDZUK

DONNA + GARTH LANCASTER

BERNIE UNRAU

DOROTHY BODARE

ULRICH BLODAR

ROB ARMSTRONG

JACK McLEAN

David McLean

Carl Lindonien

Gabriela Szymel

TLER MATTHEWS

DIANE MATTHEWS

BRAD MATTHEWS

Janel Kuipers

Daniella Payne

Brian King

Tommy Cusely, Derecki

Jason Hood

Karley Boxall

VORR OPEN HOUSE
10 JULY 2020

GARY SPEER
Justin Widge.

Tanner King
WAYNE KING
PAUL SMITH

Josée Trudeau + Daniel Washnuk

Geoff Blechli.

Shauna Vennet

Ron Vennet

Valdene Lawson

MARC DOTREMONT

Doug Gauthier

Dennis Gauthier

Willow Gauthier

David Ranger

Melissa Brown

Erik Olson

John Hunt

Jarmanen

Christine Ranger

Jay Malick

Bill Moloney

Christine Jabuchuk

JORDAN MAKCHUK

Decker + Jenny Soren.

Session # 3 0
 July 25, 201

VORR OPEN HOUSE

Name	Address	Email
C. CAMIER		
D. MASNIK		
D. Boyle		
N. Berard		
GREG MUDZINSKI		
LESLEY NORMIE		
MATI NORMIE		
The Johnston's		
DAVE + JANEY CHISS		
DEBORAH ANITA MCCOY		
M. Downie + A. Klassen		
P. Klapach		
P. Helms		
A. Bell		
M. Tillett		
G. Tillett		
KEITH & GRACE MCA		
PETER HAMEL		
Broad Cramer		
Larry Armstrong		
Brenda Dubeck		
Sandy Marsellis		
Mike Dubeck		
Darlene Dubeck		

VORR OPEN HOUSE July 25/20

Name	Address	Email
Ron Wolf		
Grant Sebastian		
Sean Sebastian		
Ken Strub		
Tracy Lebedeff		
Dan Lebedeff		
Bob Hoffmsh		
Leigh Hoffmsh		
Megan Lebedeff		
Maude Reichen		
Kaw Rachen		
Bob Morist		
Shelly Molinski		
Grand Van Dasyda		
Joellen Dasyda		
Bill Powell		
Chris Powell		
Craig Bennun		
Ruth Leepky		
Fern Gagnon		
Don Kamins		
Cindy Embarda		
Warren Embarda		
Robert Kim Jones		

VORR OPEN HOUSE July 2020

Name	Address	Email
TJ Steeves		
Christina Steeve		
JANICE BLAIR		
Barry Cusack		
Nancy Brunelle		
SGTHU BRUNELLE		
FAT STEPHENSON		
DARY STEPHENSON		
KEN BLAIR		
LORI KAMINS		
Nanda McLean		
Joe Thievin		
Nadine Thievin		
Korene Hedkinson		
Blair Hedkinson		
Shime Roddy		
Bob Roddy		
Russ Hapkeles OL		
Debra M107		
Jeani Ustala-M102		
Ann-Margaret Bell		
Lana Romano		
Tom Wegier		
Kellypescitelli		

3. NEWSPAPER ARTICLES REGARDING THE VORR COMMITTEE AND PROCESS

Further to the advertising booked in the Clipper, three stories were generated, explaining the process, and progress of the Public Consultation Process. These stories helped keep the community informed, by an outside observer, Arlene Davidson, the author of the three articles. A list of the articles is as follows:

1. LdB committee to review boating, erosion concerns; by Arlene Davidson, Published June 4, 2020, (Figure 13);
2. Good turn out at VORR open houses, by Arlene Davidson, Published July 9, 2020, (Figure 14);
3. VORR boating safety forums reach conclusion, by Arlene Davidson, Published August 20, 2020, (Figure 15)

Figure 13: Lac du Bonnet Clipper Article Regarding VORR

The Clipper

LdB committee to review boating, erosion concerns

By Arlene Davidson

The RM of Lac du Bonnet has formed a committee to look at boating safety, shoreline erosion, fish species at risk and wildlife habitat in the Pinawa Channel and Lee River.

The group will be called the Vessel Operator Regulation Restrictions Committee and be chaired by Coun. Scott Jones, who said the committee's activities fall under Transport Canada's jurisdiction as they have full control over Canadian waterways. He also described some of the group's early tasks.

"We will compile data from the experts and survey the public," explained Jones.

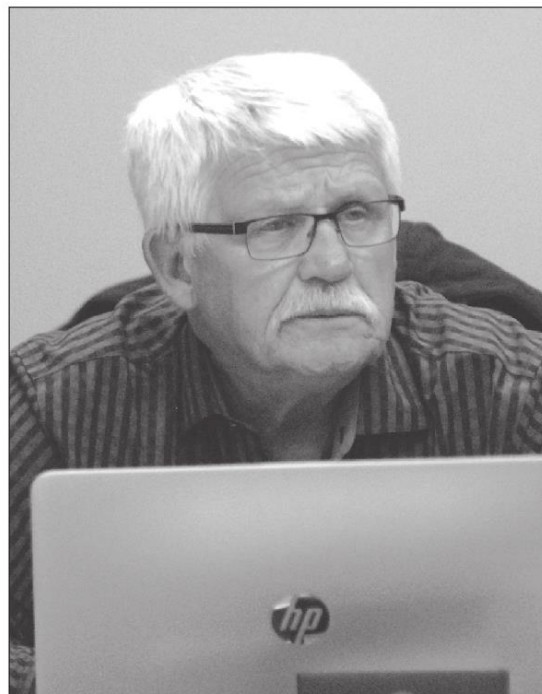
The committee's formation was unanimously authorized by council in February with a resolution referencing the existing Lee River study, which included a boating use study for the Lee River and the Pinawa Channel. It further states the RM of Lac du Bonnet, working in conjunction with the Department of Transport as well as Fisheries and Oceans, may establish vessel operation restriction regulations governing boating safety on our local waterways.

"The committee is dealing with boater safety and the impact of boats on bank erosion, damage to docks and how fish and their habitat is affected," explained Jones.

The committee will include representatives from the community, the RCMP, the Community Development Corporation and the Municipality of Alexander. Jones said the committee will have access to experts with Manitoba Conservation and Manitoba Hydro and they have plans for future open houses.

"Open houses will give the public an opportunity to see what we have for data and maps of the waterway. The open house will encourage people to voice their observations, experiences and offer their ideas on how to provide a safer boating experience," said Jones.

Once the information and feedback is collected, the



File photo

Coun. Scott Jones said the committee will compile data from the experts and survey the public.

committee will make recommendations to the RM of Lac du Bonnet who will decide what, if any restrictions they will ask Transport Canada to assign.

"This will be a fun and interesting project," said Jones.

Good turn out at VORR open houses

By Arlene Davidson

Organizers of the Vessel Operator Regulation Restrictions committee's open houses say the turnout for the events has been positive.

The Vessel Operator Regulation Restrictions (VORR) committee chaired by RM of Lac du Bonnet Coun. Scott Jones is hosting a series of open houses to collect information and concerns from the public regarding boating safety, shoreline erosion, fish species at risk and wildlife habitat in the Pinawa Channel and Lee

River.

The first event took place June 24 at the RM of Lac du Bonnet office with Jones reporting it was a great success.

"We had 30 households sign in so I put the attendance at about 50 to 60 people. Most were from the Pinawa Channel," Jones said.

During the June 24 open house, the public heard presentations from experts on boating safety, life saving and fish. They also saw displays of shoreline erosion, area economics affected by boating, and fish species and their habitat.

The RCMP flag ship boat was

on display at the gathering with Sgt. Bob Chabot, senior instructor for the RCMP Water Transport Training, and Dr. Christopher Love from the Manitoba Life Saving Association as key speakers.

Following the presentations, the floor was open to questions and comments from the audience. Jones reported the most common comments involved wake boats and jet skis.

"Wake boats coming too close to docks can damage boats that are tied up as well as damage the docks," said Scott.

He added that jet skis cause

similar but smaller damage. There were also concerns operators of these vessels are often seen doing circles and jumping waves and not looking out for other boats.

"Alexander had their first meeting on June 28 at Anderson Road boat launch. The issues were identical with the attendees from that area: wake boats and jet skis," said Jones. He said this event went very well with 30 people in attendance.

The Municipality of Alexander holds their next session at the Bird River Fire Hall on July 11.

The VORR committee hosts

two additional open houses scheduled for July 10 at the Osprey Boat Launch from 6 to 8 p.m. and at the park at the Fernwood Boat Launch July 25 from 9 to 11 a.m.

"Overall everyone was concerned about safety for anyone who lives on the water or plays in the water. It has to be safe for all," said Jones.

Once the information and feedback is collected, the committee will make recommendations to the RM of Lac du Bonnet who will decide what, if any restrictions they feel will be appropriate to ask Transport Canada to put in place.

Figure 14: Lac du Bonnet Clipper Article Regarding VORR

VORR boating safety forums reach conclusion

By Arlene Davidson

The Vessel Operation Restriction Regulations (VORR) Committee hosted the last of three scheduled forums on boating safety on the Pinawa Channel and Lee River July 25 at the Fernwood Boat Launch picnic shelter.

VORR chair Scott Jones said the forums were attended by more than 200 people.

"Each one attracted people from different areas of our waterway," said Jones. "It was nice to see so many people who care not just about safety but shoreline erosion, fish and their habitat and economic impact."

Jones said the information collected from these forums, surveys, emails, letters and phone calls will all play a part in Transport Canada's process for vessel operator restrictions.

"Over the next two weeks, the committee will review the data, prioritize the issues based on public input and create a report," Jones explained.

Once the report is complete the VORR committee will present the information to RM of Lac du Bonnet council at a public meeting on Aug. 25. Jones said the report will be submitted to Transport Canada by the end of August.

The VORR committee was pleased with the amount of public input they received.

"We estimated that approximately 150 people would fill out a survey, but at last count, the number was three times that. The emails continue to roll in with stories of personal experiences," reported Jones.

Jones said the committee has a huge task before them to create a safer waterway without over-regulating and trying to please everyone.

"This is about making the waterway safer for all. Everyone has a right as a Canadian to use the waterway and we would just like to make it safer," said Jones.

4. WEBSITE AND SOCIAL MEDIA

Information about the Committee was made available on the Rural Municipality of Lac du Bonnet website, www.rmoflacdubonnet/p/vorr

The website was promoted on all advertising, encouraging residents to visit the site for more information, to take the survey, and to view the results and reports generated by the Committee.

In addition to the website, social media was used to inform area residents about the Committee and the Public Consultation Process. Numerous posts were created and shared on a variety of Facebook, LinkedIn, and Twitter accounts and groups of involved stakeholders, including, but not limited to:

- The Lac du Bonnet Community Development Corporation
- Lac du Bonnet Emergency Management
- MyLdB – Lac du Bonnet’s Tourism Platform
- The Rural Municipality of Lac du Bonnet
- Lac du Bonnet and Lovin’ It – a public group about everything local
- Lac du Bonnet News, Beefs, and Bouquets – a public group about everything local

5. COMMUNICATIONS WITH COTTAGE ASSOCIATIONS

There are a large number of cottage associations located within the Rural Municipality of Lac du Bonnet. The Committee took great care to be in contact with all of them to inform them of the Committee, its purpose and the Public Consultation Process, as many of the Associations’ community members would be directly impacted and affected by any changes undertaken.

Cottage Associations were contacted via email or phone call when information could be found, and in-person by Scott Jones and Roland Dandeneau, if no other option for contact was found. To this end, the Committee was in direct contact with 23 Cottage Associations as follows:

- | | |
|--|---|
| Arnold’s CO-OP | Black Bear CO-OP Ltd. |
| Dobals SD | East Pinawa Channel Cottage Association |
| Fournier Association | Granite Hills |
| Granite Hills RV Resort | Grausdin Point Rate Payers Association |
| Hazelwood Cove Cottagers’ Association Inc. | Heather Game and Fish |
| Lee Side CO-OP | Lee River Crescent Residence Assoc. |
| Lorell Cottage Owners Association | Mascanow Drive Cottage Association |
| Marcus Drive | Pinawa Channel Water CO-OP Inc. |
| River’s Edge Cottage Association | Riverside |
| Sapapu Camp | Wendigo Resort |
| Wendigo Tri Owners Association | White Spruce |
| Wood Duck Bend | |

6. RESIDENT CIRCULATED PETITION

During the third and final Public Forum, the Committee was presented with a petition that had been circulated in the community. The petition began in April of 2019 and ended in March 2020, when COVID-19 regulations came into effect. One hundred thirty-nine signatures were collected during this time.

The Petition Statement reads as follows:

“We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP, and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels withing our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over, sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.”

The collection of Petition Pages are included for review from pages 37 to 48.

PETITION Against Wake Boats on Lee River.

We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
Deborah Reuther	[REDACTED]	<i>Deborah Reuther</i>	<i>G. Johnston</i>	APR 28/19
G. Johnston	[REDACTED]	<i>G. Johnston</i>	<i>[Signature]</i>	APR 28/19
L.R. LION	[REDACTED]	<i>[Signature]</i>	<i>[Signature]</i>	May 1/19
DEB SAUNDERS	[REDACTED]	<i>[Signature]</i>	<i>[Signature]</i>	MAY 1/19
DAN SAUNDERS	[REDACTED]	<i>[Signature]</i>	<i>[Signature]</i>	MAY 1/19
Burt Oswald	[REDACTED]	<i>[Signature]</i>	<i>[Signature]</i>	May 1/19
JOHN SILVANI	[REDACTED]	<i>[Signature]</i>	<i>[Signature]</i>	MAY 1/19
DARREN DREWLO	[REDACTED]	<i>[Signature]</i>	<i>[Signature]</i>	MAY 1/19
DEB BASSHAM	[REDACTED]	<i>[Signature]</i>	<i>[Signature]</i>	May 2/19
[Signature]	[REDACTED]	<i>[Signature]</i>	<i>[Signature]</i>	May 2/19
CHUCK GRANI	[REDACTED]	<i>[Signature]</i>	<i>[Signature]</i>	MAY 3/19
PAT STEPHENSON	[REDACTED]	<i>[Signature]</i>	<i>[Signature]</i>	May 3/19

PETITION

We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
Leah Simmons	[REDACTED ADDRESS]	<i>Leah Simmons</i>	<i>BE</i>	May 3/19
Derek Roy		<i>Derek Roy</i>	<i>BE</i>	May 3/19
KATHLEEN McNAUGHTON		<i>K McNaughton</i>	<i>BE</i>	May 3/19
SANDY FUNK		<i>Sandy Funk</i>	<i>BE</i>	May 3/19
LISA PLISCHKE		<i>Lisa Plischke</i>	<i>BE</i>	May 3/19
Lizeth Marion		<i>Lizeth Marion</i>	<i>BE</i>	May 8/19
TERINIA SOUCHANSKI		<i>Terina Souchanski</i>	<i>BE</i>	May 8/19
GIALE APOSTI		<i>Gale Aposti</i>	<i>MD</i>	May 9/19
RON LOGANBERG		<i>Ron Loganberg</i>	<i>MD</i>	May 9/19
LINDA HAPKO		<i>Linda Hapko</i>	<i>MD</i>	May 9/19
Wendy TEARLUS		<i>Wendy Tearlus</i>	<i>MD</i>	May 9/19
Ronni Silvarri		<i>Ronni Silvarri</i>	<i>MD</i>	May 10/19
Caroline Tetraw	<i>Caroline Tetraw</i>	<i>BE</i>	May 10/19	

PETITION Against Wake Boats on Lee River.

We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
CINDY LUEKEN		<i>[Signature]</i>	<i>[Signature]</i>	May 10
Sherry Egg		<i>[Signature]</i>	<i>[Signature]</i>	MAY 10 th
Sue Pedder		<i>[Signature]</i>	<i>[Signature]</i>	May 15
Elaine McARTHUR		<i>[Signature]</i>	<i>[Signature]</i>	May 15
Raymonde Richards		<i>[Signature]</i>	<i>[Signature]</i>	May 15
Jolande Chagnon		<i>[Signature]</i>	<i>[Signature]</i>	May 15
Jaron Filasow		<i>[Signature]</i>	<i>[Signature]</i>	May 15
ALEX FAST		<i>[Signature]</i>	<i>[Signature]</i>	May 16
Billy Fard		<i>[Signature]</i>	<i>[Signature]</i>	May 16
Rayette Gurski		<i>[Signature]</i>	<i>[Signature]</i>	May 17
Loreen Gurski		<i>[Signature]</i>	<i>[Signature]</i>	May 17
Lois BYRON		<i>[Signature]</i>	<i>[Signature]</i>	May 17
SARAH MACKENZIE		<i>[Signature]</i>	<i>[Signature]</i>	May 23

PETITION against wake Boats on Lee River.

We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP, and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
LOIS FENNER	[REDACTED]	[Signature]	AW	May 30/19
BARBARA CORRANE	[REDACTED]	[Signature]	AW	May 30/19
PHYX TWERDEN	[REDACTED]	[Signature]	BE	May 31/19
Karen Page	[REDACTED]	[Signature]	BE	May 31/19
MAVIS GLADSTONE	[REDACTED]	[Signature]	AE	JUN. 05/19
KEITH GLADSTONE	[REDACTED]	[Signature]	AE	JUNE 05/19
Nancy Copeland	[REDACTED]	[Signature]	AW	June 5/19
Colleen Bond	[REDACTED]	[Signature]	AW	June 6/19
Raylene Rankin	[REDACTED]	[Signature]	AW	June 6/19
Kim Podolsky	[REDACTED]	[Signature]	BE	June 7/19
Dayve Bond	[REDACTED]	[Signature]	AW	June 13/19
J. Bretecher	[REDACTED]	[Signature]	BE	June 19/19
KATHY SUTHERLAND	[REDACTED]	[Signature]	BE	June 19/19

PETITION Against wakeboats on Lee River

We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
Glenda Genoway	[REDACTED]	[Signature]	[Signature]	28/06/19
Cory Ann Gibson		[Signature]	[Signature]	28/06/19
Dawn Emberton		[Signature]	[Signature]	29/10/19
Darlene Bartlett		[Signature]	[Signature]	29/6/19
Angelle Barroix		[Signature]	[Signature]	03/07
Deirdre Pretorius		[Signature]	[Signature]	04/07
Debra Rondeau		[Signature]	[Signature]	09/07
Maqueline Morris		[Signature]	[Signature]	10/07
Ally Gould		[Signature]	[Signature]	10/07
Kim Love		[Signature]	[Signature]	July 11/19
Karen Prost		[Signature]	[Signature]	July 11/19
Cynthia Pottie		[Signature]	[Signature]	July 19/19
A. ANTONIO	[Signature]	[Signature]	July 24/19	



PETITION Against Wakeboats on Lee River.

We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
Cindy Emberton	[Redacted]	<i>Cindy Emberton</i>	NO	July 28/19
AILEY Emberton	[Redacted]	<i>Ailey Emberton</i>	NO	July 28/19
Kathryn Rins	[Redacted]	<i>KRins</i>	NO	July 24/19
<i>[Signature]</i>	[Redacted]	<i>[Signature]</i>	NO	July 24/19
Kim Belisle	[Redacted]	<i>Kim Belisle</i>	NO	July 25/19
Alycia Suba	[Redacted]	<i>Alycia Suba</i>	NO	July 25/19
SANDY FUNK	[Redacted]	<i>Sandy Funk</i>	NO	July 26/19
D Yaskiw	[Redacted]	<i>D Yaskiw</i>	NO	July 26/19
DAVID YASKIOW	[Redacted]	<i>David Yaskiw</i>	NO	July 26/19
TREA Solnes	[Redacted]	<i>Trea Solnes</i>	NO	July 26/19
Pat Solnes	[Redacted]	<i>Pat Solnes</i>	NO	July 26/19
CAROLYN GILES	[Redacted]	<i>Carolyn Giles</i>	NO	July 31/19
Cathy Hemminger	[Redacted]	<i>Cathy Hemminger</i>	NO	Aug 2/19

PETITION















We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
KEN ROUR	[REDACTED]	[Signature]	bc	June 22/19
L. LAEROIX		[Signature]	bc	06/22/19
Buff McClennan		[Signature]	bc	06/22/19
TERINIA BUCHANAN		[Signature]	bc	08/02/19
AMM STOD		[Signature]	bc	Aug 6/19
D BEN		[Signature]	bc	Aug 7/19
LISA PLISCHKE		[Signature]	bc	Aug 9/19
Elaine Vincent		[Signature]	bc	Aug 20/19
Cesira Vincent		[Signature]	bc	Aug 21/19
GRANT HEIN		[Signature]	bc	Aug 21
HEATHER HEIN		[Signature]	bc	Aug 21
Cary Lossier		[Signature]	bc	Sept 4/19
PAT TERRA		[Signature]	bc	SEPT 4/19

(Please Read)

PETITION Against Wake Boats on Lee River.

We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling too close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
Wendy Johnson			M	Sept 6/19
John Aermintz			M	Sept 14/19
CARLE ROBINSON			M	Sept 19/19
Kaitlin Malosinsky			M	Sept 21/19
HOUSE BEAULTS			M	Sept 26/19
STEVE STASIVIK			M	Oct 2/19
Dylan Abonio			M	Oct 16/19
Paul Taylor			M	Oct 21/19
Kristy Young			M	Oct 25/19
Heather Gibson			M	Nov 1/19
Anne Ramanakshu			M	Nov 2/19
Geoff Wilson			M	Nov 7/19
Burkhard Wewer		M	Nov 16/19	

PETITION

We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
Val DeRacco	[REDACTED ADDRESS]	<i>Val DeRacco</i>	<i>AD</i>	13/11/2019
Brianne Pengelly		<i>Brianne Pengelly</i>	<i>AD</i>	16/11/19
Michele Seberin		<i>M Seberin</i>	<i>AD</i>	18/11/19
C Fitzkowsky		<i>C Fitzkowsky</i>	<i>BE</i>	22/1/19
HEITH GLADSTONE		<i>Heith Gladstone</i>	<i>BE</i>	22/11/19
Suzanne Hurlgen		<i>SH</i>	<i>BE</i>	Nov 27/19
TERINA BRUCHAUSKI		<i>Terina Bruchauski</i>	<i>BE</i>	Nov 28/19
PAT TERRA		<i>Pat Terra</i>	<i>BE</i>	DEC 4/19
ELIAN BRUCHAUSKI		<i>E Bruchauski</i>	<i>BE</i>	Dec 6/19
Cindy Tetrault		<i>Cindy Tetrault</i>	<i>BE</i>	Dec 11/19
Payve Bond		<i>Payve Bond</i>	<i>BE</i>	Dec 12/19
Darkene Bartlett		<i>Darkene Bartlett</i>	<i>BE</i>	Dec 16/19
Shelly Malinski		<i>Shelly Malinski</i>	<i>BE</i>	DEC 31/19
TRACY SMART	<i>Tracy Smart</i>	<i>AD</i>	Jan 5/20	
<i>Kathryn Jones</i>	<i>K Jones</i>	<i>AD</i>	Jan 10/20	

one

PETITION

We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
Leo Briafek	[REDACTED]	<i>Leo Briafek</i>	<i>[Signature]</i>	Feb 15/20
Alex Danuyl	[REDACTED]	<i>Alex Danuyl</i>	<i>[Signature]</i>	Feb. 21/20
Dorothy Gresham	[REDACTED]	<i>Dorothy Gresham</i>	<i>[Signature]</i>	March 4/20
Payve Bond	[REDACTED]	<i>Payve Bond</i>	<i>[Signature]</i>	March 11/20
T. Stamler	[REDACTED]	<i>T. Stamler</i>	<i>[Signature]</i>	March 11/20





PETITION

We, the residents of the rural municipality of Lac du Bonnet, hereby petition the local government of the Municipality of Lac du Bonnet, RCMP and Manitoba Conservation under the Vessel Operation Restriction Regulations to address the issues of environmental and social impact that result from recreational wakeboard boats and other large water vessels within our waterways through signage, education, and enforcement. The issues involve excessive speeds, reckless vessel operation and travelling to close to the shoreline where the swells from these vessels cause significant wakes resulting in accelerated shoreline erosion, damage to docks and boats, and create a safety risk to young or elderly and inexperienced swimmers. Incidents have occurred where for example, the wakes have caused smaller watercraft to flip over sending the occupants into the water with at least one resulting in bodily injury or small children being caught in the back drag of a wakeboard wave while playing along a shoreline.

Printed Name	Address	Signature	Witness	Date
NEIL SPEVAKS	[REDACTED]	Neil Spevaks	[Signature]	Sept 12
KELLY TYMKO	[REDACTED]	[Signature]	[Signature]	SEPT 11/19
JAMIE SAGET	[REDACTED]	Jamie Saget	[Signature]	Sept 11/19
MARCEL GAGNON	[REDACTED]	Marcel Gagnon	[Signature]	Sept 1/19
BRENDA LARKIN	[REDACTED]	Brenda Larkin	[Signature]	Sept 1/19
AUDREY MARSHALL	[REDACTED]	Audrey Marshall	[Signature]	Sept 1/19
ANTHONY MARSHALL	[REDACTED]	Anthony Marshall	[Signature]	Sept 1/19
PETER HAMEL	[REDACTED]	[Signature]	[Signature]	Sept 1/19
WALTER BANI	[REDACTED]	W.T. Bani	[Signature]	Sept 1/19
FRANK MAY	[REDACTED]	[Signature]	[Signature]	Sept 1/19
LYNN LOU	[REDACTED]	Lynn Lou	[Signature]	Sept 1/19
HAREN EPP	[REDACTED]	Haren Epp	[Signature]	Sept 1/19
M. J. HERR	[REDACTED]	M.J. Herr	[Signature]	Sept 1/19

PETITION

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Printed Name	Address	Signature	Witness	Date
Mary Zacc	[REDACTED]			2019-09-01
MARK TOTH	[REDACTED]			2019/09/02
BRAD ANGEASIE	[REDACTED]			

2.2 MINUTES FROM VORR COMMITTEE MEETINGS

1. COMMITTEE MINUTES MAY 25, 2020

VORR COMMITTEE REGULAR MEETING

Monday, May 25, 2020, 5:30 P.M.

Rural Municipality of Lac du Bonnet Council Chambers

Attendees:

Scott Jones	Loren Schinkel	Derek Kroeker	Cyndie Mitchell
Rolland Dandeneau	Mac Kinghorn	Darrell Scheirich	Brent Belleck
Corey Meyers	Everette Obirek		

1. Call the Meeting to Order

Scott Jones called the meeting to order at 5:32 P.M.

2. Introductions

The committee members introduced themselves and spoke to their reason for joining the VORR Committee.

3. Purpose of the Committee

Discussed the purpose of the VORR Committee to make recommendations to the Rural Municipality of Lac du Bonnet by mid-August. A document titled, "WHAT IS THE VORR COMMITTEE AND WHAT IS THE PURPOSE?" was circulated to the Committee by Scott Jones via email in early May.

4. What is the Process

Discussed the process of the VORR Committee and the steps to take before submitting recommendations to the Rural Municipality of Lac du Bonnet and before the RM of Lac du Bonnet submitting a Formal Vessel Operation Restriction Regulations Application. Full details of the process can be found on the Preliminary Assessment Form for a Vessel Operation Restriction Regulations Application.

5. Initial Application

The initial application, "Preliminary Assessment Form for a Vessel Operation Restriction Regulations Application," has been completed and submitted to Transport Canada as of April 21, 2020. A copy of the application has been emailed to the Committee.

6. Presentation on Fish Species in the Pinawa Channel & Lee River

Derek Kroeker, Regional Fisheries Manager for Eastern Region – Parks and Regional Services of Manitoba Sustainable Development, made a presentation on the Pinawa Channel and Lee River. The presentation provided information on how fish, habitat and people all need to be considered while developing recommendations.

Derek is not a part of the VORR Committee but is available to answer any fish or habitat-related questions.

7. Open Houses (late June and July?)

Discussed hosting three public forums and developed a loose timeline to meet the mid-August deadline.

8. Information Needed to be Collected

Discussed the following points to divide work among the Committee

8.1 Surveys from the Public

Members in Charge: Scott, Roland, Cyndie.

Discussed distribution methods and additional questions to add to the survey. Begin distribution by June 1, 2020.

8.2 Technical Information on Fish and Habitat

Committee will obtain information from Derek Kroeker

8.3 Shoreline Erosion

Committee will obtain information from Manitoba Hydro and Sustainable Development.

8.4 Damage to Boats and Personal Property

Committee will obtain this information from the survey, public forums and letters to the Committee.

8.5 Physical Data on the Waterway (length, width, depth, and maps)

Member in Charge: Cyndie, Scott. Contact Angler's Edge Mapping for maps and information.

8.6 Floating Islands

Member in Charge: Scott. Provide information on floating islands.

8.7 Boating Safety Data

Committee will gather data on boating safety to inform/become part of the recommendations to the RM of Lac du Bonnet.

8.8 Education

Committee will collect data on education to inform/become part of the recommendations to the RM of Lac du Bonnet.

8.9 Signage

Member in Charge: RM of Lac du Bonnet. Transport Canada has preapproved signage to be used.

8.10 Data on Violations on the Water

Member in Charge: Cory Meyers. Provide violation statistics.

8.11 Impact on the Economic Side

Member in Charge: Brent, Everett, Cyndie. Provide a list to discuss with the Committee at the next meeting.

9. Adjournment

The meeting was adjourned at 8:40 P.M.

NEXT MEETING JUNE 15, 2020 at 5:30 RM of Lac du Bonnet Council Chambers

End Minutes May 25, 2020

MINUTES
VORR COMMITTEE
REGULAR MEETING
Monday, June 15, 2020, 5:30 P.M.
Rural Municipality of Lac du Bonnet Council Chambers

Attendees:

Scott Jones	Cyndie Mitchell	Rolland Dandeneau	Mac Kinghorn
Darrell Scheirich	Brent Belleck	Corey Meyers	Everette Obirek
Dallas Mitchell	Dan Sirens		

1. Call the Meeting to Order

Scott Jones called the meeting to order at 5:32 P.M.

2. Approval of the Agenda

Moved Roland Dandeneau Seconded Cory Meyers to approve the agenda as presented. **CARRIED**

3. Approval of the Minutes from the May 25, 2020 Meeting

Moved by Brent Belleck and Seconded by Darrell Scheirich to adopt the minutes as presented. **CARRIED**

4. Survey Update

Cyndie Mitchell presented an update on the surveys completed to date. 242 online complete as of last week. Scott will get info on the number of properties in the affected areas. Scott and Roland are working to deliver information directly to the cottage associations in the targeted zones

5. Information on Fish and Habitat

Scott updated on research and information provided by Derek

6. Shoreline Erosion

Scott has sent a letter requesting information from Manitoba Hydro

7. Damage to Boats and personal Property

This information will come out during the forums and surveys

8. Physical Data on the Waterway (length, width, depth and maps)

Cyndie to continue working with Angler's Edge to get information.

9. Floating Islands

Scott will get pictures of floating islands.

10. Boating Safety

Scott has found information on Transport Canada – information that is required for safe boating as well as resources for recreational boaters. Boater safety App for phone. Operators card doesn't guarantee that people have taken the test or understand the safety rules/regulations. Survey results will indicate if boater safety is an issue.

11. Education

Hand out the information about boater safety during the Forums.

12. Signage

Scott presented some signage examples

13. Data on Waterway Boater Violations

Cory will gather this information

14. Impact on the Economics of the Area

Everette and Brent will work on this and have it to the committee before the forum on June 25.

15. Ad in the Clipper

Scott has booked three ads with the Clipper to come out before each Forum. Cyndie has developed ads.

16. June 24 Open House 5:30 to 7:30 What do we need?

Stations

- Map Station – people can pin the map with the location of their property
- Safety station
- Fish Habitat – Derek
- Erosion
- Economic Station – positive and negative impacts
- Survey station and additional comments

17. Adjournment

The meeting was adjourned at 6:31 P.M.

NEXT MEETING MONDAY JULY 6TH @ 5:30 RM of LDB

End Minutes June 15, 2020

3. COMMITTEE MEETING JULY 6, 2020

This meeting was cancelled by the committee. Committee members were conducting research and gathering information on the topics assigned, and there was nothing new to discuss at this point. Until the Public Consultation Process was complete, the committee decided to keep everyone up-to-date via email, unless there was reason to host a meeting.

For the remainder of the period, until August 10, 2020, the Committee stayed in touch via email and connected in person at the Public Forums on July 10, 2020, and July 25, 2020.

4. COMMITTEE MEETING AUGUST 10, 2020

VORR COMMITTEE REGULAR MEETING

Monday, August 10, 2020, 6:00 P.M.

Rural Municipality of Lac du Bonnet Council Chambers

Attendees:

Scott Jones	Roland Dandeneau	John Fleming	Loren Schinkel
Dan Sirens	Mac Kinghorn	Corey Meyers	Everett Obirek
Brent Belleck	Darrell Scheirich	Cyndie Mitchell	

1. Call the Meeting to Order

Scott Jones called the meeting to order at 6:04 PM

2. Presentation of Findings

Scott Jones had arranged print out of the survey data along the walls of the council chambers for easy identification and reference during discussions. The Committee had been forwarded the Survey Analysis prior to the meeting and was prepared for discussions. Scott Jones presented a recap of the findings.

3. Presentation of VORR Options to Consider

The Committee had completed research into the VORR Schedules, previously deeming Schedules One through 5 undesirable options to pursue. Scott Jones read Schedules Six, Seven, and Eight as a recap; these Schedules had also been printed out and displayed on the wall of the council chambers for reference.

4. Discussions of Issues Present in the Surveys, Conversations and Letters during Public Consultations Process

The Committee discussed the most prevalent issues captured during the public consultation process. The key issues identified by the committee for solution development were: speeding, wake boats (large waves during wake surfing), shoreline erosion, wake boats with full ballasts along the Pinawa Channel, which is not a natural waterway/manmade and is too narrow to handle the waves created by surfing, unsafe towing, waterway hazards, such as rock beds and shallow waters are not marked with signage.

Question: what are the requirements for signage? Do we need special permissions from Transport Canada or the Canadian Coast Guard? – Scott will find out.

Discussion ensued regarding how to correct problems without pushing them into another area. Decisions would have to be made carefully. It was very clear that VORR would become part of the solution. Residents are demanding changes.

The Committee discussed VORR options, current enforcement options and how an educational campaign would become a large component of changing the culture of boating safety on the waterways.

Roland reported vessel count: 227 vessels in one hour from the dock of Roland’s House – Coordinates needed.

5. VORR Options

Discussions regarding the three Schedules began with “If”, “Then” statements testing ideas that were presented. If a problem didn’t fit within VORR Options it was identified under current enforcement or education.

Problem	VORR	Education	Enforcement
Speeding	X	X	Difficult to measure
Erratic Driving		X	X
Waves from Wake Boats	X		
Shoreline Erosion – driving too close to shore	X	X	
Impaired Operations		X	X
Towing dangers – speed/erratic driving	X		
Towing dangers – traffic/proximity to vessels	X	X	X

The committee also discussed volume of traffic. Access to water cannot be cut off as property values would plummet. Federal Law states that access must be granted and available for equitable activities for all users.

6. VORR Recommendations for the Pinawa Channel

The committee discussed creating a No Tow Zone, including Wake Surfing, under Schedule Seven of VORR. This would mean no tow activities or water surfing would be allowed on the Pinawa Channel. No exceptions would be made. A speed limit of 50 kilometres would also be put in place under Schedule Six of VORR.

These options would provide safety to operators, especially in times of heavy traffic. The Pinawa Channel is very narrow and isn't wide enough to accommodate tow activities with regular vessel travel, which is even more risk when the traffic is heavy.

In addition to this, the Committee would like to see a speed limit of 10 Kilometres per hour put in place for the crossing where the Pinawa Channel and Lee River meet under the PTH 313 Bridge. Erratic driving and hazards make the only entry and exit point of the Pinawa Channel a dangerous situation. These options were agreed to unanimously by the Committee.

Corey Meyers to check into enforcement complications with speed limits.

7. VORR Recommendations for the Lee River

The committee discussed three possible options for the Lee River, but needed more information before it could make a final decision. Scott Jones would get more information about the discussed options:

- No Wake Surfing activity on the Lee River from the PTH bridge at 313 to Lee River Falls
- Empty ballast travel only for wake boats
- No towing 100 meters from shore

Scott Jones will reach out to Alex Samuels from Transport Canada to get some clarification and see if there is an option for Alex to attend the next meeting to help with questions that may arise.

8. Education options

The Committee discussed a variety of options that could help create a safer boating culture on the waterways, as many of the concerns brought up from the public were related to lack of education and lack of respect for other users. The Committee agreed to think of options and report ideas at the next meeting.

9. Adjournment

The meeting was adjourned at 7:34 PM
DATE OF NEXT MEETING: AUGUST 17, 2020

End Minutes August 10, 2020

5. COMMITTEE MEETING AUGUST 17, 2020

**VORR COMMITTEE
REGULAR MEETING
Monday, August 17, 2020, 6:00 P.M.
Rural Municipality of Lac du Bonnet Council Chambers**

Attendees:

Alex Samuels (Transport Canada)	Roland Dandeneau	Scott Jones	Dallas Mitchell
Cyndie Mitchell	John Fleming	Loren Schinkel	Mac Kinghorn
Darrell Scheirich	Corey Meyers	Dan Sirens	

Regrets: Everette Obirek

1. Call the Meeting to Order

Scott Jones called the meeting to order at 6:05

2. Introduction Alex Samuels

Scott Jones introduced Alex Samuels who was joining us from Transport Canada to provide information as the Committee prepared to make its final decisions regarding VORR and other waterway safety recommendations.

3. Discussion of Education Campaign

The Committee discussed using current websites, such as the Rural Municipality of Lac du Bonnet, the Community Development Corporation, and MyLdB to deliver boating safety information to the public. Social Media Channels from these three organizations could also be used, along with Lac du Bonnet’s Emergency Management channels. In addition to this, a separate website could potentially be set up for the sole purpose of delivering safety messaging to the Communities of Lac du Bonnet and Alexander. Social media Campaigns can feature information on “Did You Know” questions and answers, for example, ‘Did you know that it is illegal to have open liquor on a boat?’ or ‘Did you know that there is a speed limit of 10k within 30 meters of shore,’ and so on.

In this discussion, it was also noted that creating literature to hand out at boat launches would be effective to deliver messaging directly to people and that increased and more appropriate signage would be developed for the coming years. The Rural Municipality of Lac du Bonnet has passed a Resolution to include boat launch signage in the planning for the 2021 Budget.

The Lac du Bonnet COPP has sent a letter of support and is interested in working with the Committee to deliver information at boat launches.

Information about VORR and boating safety can also be delivered to residents through with the tax bills and delivered directly to Cottage Associations in the area.

The Committee will continue to work towards creating an education campaign work towards building a new Committee to develop the campaign.

4. Continued Discussion Regarding Pinawa Channel

A discussion regarding the unanimous decision made at the last meeting regarding VORR options for the Pinawa Channel was started. Perhaps an absolute decision on No Tow, with no exceptions, was not the proper solution and would only divert all traffic to the Lee River, increasing issues there.

Corey Meyers addressed the issue that speed limits were difficult to enforce on the waterways, with Alex Samuels supporting this by explaining that tickets issued for speed on the waterways are often thrown out in court as correctly determining the speed using normal means becomes an issue. Alex Samuels also noted that the Pinawa Channel may already be restricted to a speed limit of 50 kilometres per hour as per the Canada Shipping Act and told the Committee he would investigate that further.

The Committee considered putting Schedule Seven in place for No Tow on the Pinawa Channel with exceptions that would allow Tubing, Wakeboarding and Waterskiing during set days of the week and during set times.

The Committee discussed how to deter fast speed and multiple vessels passing under the PTH 313 Bridge. Vessels could be required to blow a horn when coming through; downstream traffic has the priority or upstream traffic; A speed limit could be addressed by the Rural Municipality with signage. A VORR is not needed.

Cyndie Mitchell presented information regarding research into wake surfing operations in regards to distance from shore to reduce erosion effects. The Water Sport Industry Association promotes wake boats should operate at a minimum, 200 (61 meters) feet from shore; Mercier-Blais, Prairie Impact of Waves Created by Wake Boats – Canada recommends 300 meters from shorelines when wake surfing.

5. Continued Discussion Regarding Lee River

Discussions continued regarding VORR options for the Lee River. There was strong consideration for pushing the problem from one body of water to another, or passing the problem from one section of the Lee River to another. The narrow section of the Lee River was the biggest problem, as much of it operates the same as the Pinawa Channel.

The committee considered putting Schedule Seven in place for No Tow along the narrow section of the Lee River from the PTH 313 Bridge to The Rock Pile. Wake surfing, in particular, is an issue along this narrow section.

The dangers at the crossing point ‘The Rock Pile’ were also discussed by the committee, signage will be displayed here to warn vessel operators to caution vessel operators – narrow crossing, slow down.

6. Signage

Signage is allowed to be placed by communities so long as it fits within the parameters set by Transport Canada. The Committee discussed the use of signage as an educational piece at boat launches as well as

caution signage or low-speed signage at high traffic, hazardous crossings identified from the Public Consultation Process.

7. Recommended VORR Options

After continued deliberations, the Committee came to consensus on the following VORR regulations that would, when combined with a strong education campaign, make the waterways safer for all users and protect the shorelines from accelerated erosion, user conflict, and user risks presented from wake surfing.

1. Pinawa Channel – from Old Pinawa Dam, north to PTH 313 bridge will be a No Tow under Schedule Seven with the exception of Tubing, Waterskiing, and Wakeboarding activities from Monday to Friday and will be restricted on Saturday and Sunday between the hours of 8:00 AM and 2:00 PM.

This restriction will remove the hazards from towing activities on the weekends during peak operational times when the larger Lee River offers more space for recreational users to share the waterway safely. Wake surfing will not be permitted along the Pinawa Channel as it is too narrow for safe, equitable operations and is having a dramatic effect on the shorelines. It was also noted that current regulations are in place to limit all towing activities before 1 hour after sunrise and 1 hour before sundown. This will become part of the education campaign.

2. Lee River – from the crossing at PTH 313 Bridge to The Rock Pile, will be a No Tow Zone under Schedule Seven with the exception of Tubing, Waterskiing, and Wakeboarding activities from Monday to Sunday. All motorized vessel operations will not be permitted within 100 meters from shorelines.

This restriction will not permit wake surfing along the narrow section of the Lee River where it is too narrow for safe, equitable operations and is having a dramatic effect on the shorelines. This regulation will also create a safe zone for swimming and non-motorized recreational activities and keep motorized vessels from operating too close to the shorelines.

8. Adjournment

The meeting was adjourned at 8:36 PM

End Minutes August 17, 2020

2.3 LETTERS AND EMAILS REGARDING VORR

The Committee Chairperson, Scott Jones, received thirteen letters supporting the activities being undertaken, outlining safety concerns, and sharing personal experiences. A brief summary of the topics and information contained in the letters is outlined below, and all letters have been included for a full review.

2.3.1 SUMMARY OF LETTERS WRITTEN TO THE COMMITTEE

Below is a list of the information contained within the letters submitted to the Committee:

1. Floating Islands, occurring due to accelerated shoreline erosion,
2. Wake boat too close to shore dislodged a pontoon boat and the lift cradle while bringing a boat into the boathouse. During a follow-up conversation with Roland, the Committee was informed that this had happened again, by a different wake boat user. There was \$2,000 in damage, and it required five people a total of five hours to dislodge the vessel from the lift.
3. Safety concerns are noted regarding high speeds and traffic volumes at Jumping Rock, as well as the impact of waterway traffic on shorelines, habitat and fisheries.
4. Safety concerns are noted regarding high speeds, traffic, and erratic driving. This letter outlines ways the user has overcome the issues to use the waterways safely. Shoreline erosion is also addressed.
5. Wake boat owner who is in favour of Committee efforts, and doesn't see a reason that wake surfing should happen on narrow waters.
6. Safety concerns are outlined regarding jet ski users operating too close to shoreline, a request for increased enforcement, and complaints about loud music from pontoon boats, where alcohol is involved.
7. A focus on shoreline erosion, including many images from over the years.
8. A long-time property owner along the Pinawa Channel discusses issues of traffic, the narrow body of water and lack of user equality. A boathouse along the property also had to be dismantled as shoreline erosion completely submerged it in water.
9. A long-time seasonal user that documents the changes of boat ownership and waterway use over the years. This letter also addresses shoreline erosion and the need for a boat lift, due to large wakes.
10. An old letter to the editor was sent to the Committee outlining and addresses the concerns being examined today. The article was published on January 14, 2005, in the Clipper.
11. Safety concerns are noted along with a lack of education, respect and etiquette.
12. Letter from Citizen on Patrol Program stating support for VORR and distribution of educational materials to the public.
13. Local RCMP Detachment letter of support regarding VORR and ability to enforce regulations.

All letters submitted to the Committee express safety and/or environmental concerns and would appear to be in favour of changes to the waterways based on the tone of the letters and concerns addressed within them.

1. EMAIL FROM TJ HERBACHUK: FLOATING ISLANDS

TJ Herbachuk <[REDACTED]>

Mon, June 22, 3:44 PM

to jones

To whom it may concern,

Hello, I am emailing in regards to the post on Facebook by the Lac du Bonnet Community Development Corporation, which requested photos of floating Islands and shoreline erosion for the VORR. Attached to this email is a floating island that was found at my parents' dock on Lee River just North of the Bridge. The picture was taken on June 7.

Thanks,
TJ Herbachuk



2. LETTER FROM ROLAND DANDENEAU: DISLODGED PONTOON BOAT

From: roland dandeneau [REDACTED]
Date: July 3, 2020 at 5:29:21 PM CDT
To: [REDACTED]
Subject: Wake Boat

Hi Scott,
I had taken a tour with our Family on June 27 , 2020 and dropped them off at our Dock.
I then proceeded to put my boat in our boathouse, and as I it was going up the ramp a wake Boat came close to our shore line and created at least a 2 1/2 ft wave and dislodged the boat and cradle off the railing system. The person navigating the boat honked the horn after creating this havoc. I now have to take part of my cradle apart and have some Welding done to correct the damage. All I can say is that when you have An idiot handling water craft they must be corrected or that kind of situation can get ugly in the future.
It took three of us 5 hrs to dislodge the boat and then get the cradle back on it's tracks.
This is why this VORR committee must take action.



3. EMAIL FROM MARY STEVENS: SPEED, TRAFFIC, EROSION, AND ENVIRONMENT

Mary Stevens [REDACTED]

Sat, August 1, 12:08 PM (9 days ago)

to jones

Hello Scott,

We have a back lot in Cape Coppermine development at the end of highway 433. We have a pontoon boat and we do sometimes go for a ride up the river.

Undoubtedly the boat traffic is negatively affecting bank stability and impacting habitat for fish and waterfowl.

Our biggest concern is safety.

On a hot weekend there may be 20 or 30 boats stopped near "jumping rock" which is just south of the mouth of the Lee River on the west side. Add to this the fact that many boats go roaring through there at full speed.

This is the narrowest section in the whole area that I know of and one of the busiest. I think it is an accident waiting to happen.

We would support speed restrictions... at least in certain areas along these 2 waterways. Hopefully this will help prevent serious injury.

Mary & Charlie Stevens

4. LETTER FROM HERB AND MARLIES SCHANN: SAFETY, TRAFFIC, EROSION

June 07, 2020

Scott Jones
Chair, VORR Committee
RM of Lac du Bonnet
joness@lacdubonnet.com

Dear sir,

My name is Herb Schaan. My wife and I have had a cottage at 42 Dobals Road North for twenty-eight years. For context, this address is on the east side of the Lee River, right at Lee River Falls. My wife and I are both retired but this is not our permanent residence. I was most pleased to receive an email detailing the RM's intention to investigate the problems relating to boating along the Pinawa Channel and Lee River. It has been a concern of mine for some time now.

I have some concerns not relating to personal safety but I will start with my experience relating to watercraft and personal safety along our section of the river. Over the past twenty-eight years we have certainly witnessed some drastic changes relating to boating on the river. Boat traffic, boat size, boat speed, wake size and numbers of Personal watercraft (PWC) have all increased exponentially. In our time here we have witnessed the sinking of a pedal boat struck by a passing power boat, the grounding of a power boat onto the small rock pile at the narrows and multiple near misses between power boats and other power boats, and smaller craft such as kayaks, canoes and smaller fishing boats. Our own survey of boat traffic coming through Lee River Falls during peak season showed a count of some five to six boats coming through every minute.

The impact this increased traffic has had on our experience at Lee River has been dramatic. Fifteen years ago, we could get on the water for skiing or tubing most anytime; rarely with concern for our safety. Now, especially during the months of July and August, waterskiing for us is almost impossible. I refuse to take my grandchildren out skiing for fear that if they fall, I might not be able to turn around quickly enough to protect them from the never-ending stream of boat and PWC traffic. For tubing, we slowly merge into the Lee River traffic, head for bigger, open water away from any constricted areas. Even then, you have to have your head on a swivel and be constantly aware of other traffic which, as noted, is substantial. Often, I have to travel longer distances in order to safely turn around to head back home. Returning to the dock brings on its own set of problems. We certainly travel at slower speeds while tubing for fear that dumping the tubers could place them in jeopardy. Timing your approach back into the dock is critical to ensure you can fit between boat traffic as you try to safely redock the boat and unload the tubers. Some of my grandchildren have boating licenses, but I am the only one who drives while tubing as I have the experience to make it a safer practice.

There are multiple types of watercraft that use the Lee River and each style brings its own unique concerns. The high-speed power boats have a smaller margin for error especially when travelling through constricted spaces shared with high density users. Wake boats create huge waves that make for unsafe conditions for smaller boats such as kayaks, canoes and small fishing boats. We are very concerned for the safety of any children or adults that go out for a paddle from our dock in a kayak or canoe. Our instructions are always to stay close to shore and to make sure they are visible. If a crossing to the other side of the Lee in a small vessel is required, this becomes a risky undertaking due to their low profile, slow speed and the danger of tipping, especially when boat traffic is so high. Personal Watercraft bring a whole other dimension of safety into the mix. From our cottage we witness so many dangerous activities. We see lots of obviously underage children operating these crafts. We see PWC shadowing other boats so as to jump the wakes. We

see PWC operators performing donuts and figure eights at high speeds within metres of docks where swimmers are in the water. Just this weekend we had a PWC come cruising past our dock within two meters of two children who were in the water at the end of the dock hanging on to the step. Even pontoon boats which generally travel at slower speeds and are more predictable as to their movements present some problems. Some of these boats are simply party barges full of intoxicated riders. Again, because of our cottage location, we witness first hand the relationship between these boats and the party atmosphere they can create. As day moves to night, the level of revelry increases along with the noise. It is not uncommon to have three or four of these party barges come through Lee River Falls between midnight and four in the morning, music blaring, conversations laced with profanities, obvious intoxicated riders. A lot of these boats are without proper lighting for night travel.

This brings me to another point that is of concern to me, but is not related to personal safety. This concern relates to how the increased boat traffic and boat wakes has led to shoreline erosion on the Lee River, particularly where the width of the river is constricted. The biggest culprit would seem to be the ever-increasing number of wake boats on the river. If you had overhead visuals of the river on a typical weekend fifteen years ago you would probably see a small amount of silt discoloration along the edges. Today you would see wide bands of silt discoloration due to the increased boat traffic density. We have seen increasing levels of erosion and slumping along our shoreline over the past fifteen years. Our first fifteen years we did nothing in the way of shoreline stabilizing or repair. Over the past ten years we have had to repair/renew our dock concrete shoreline mooring due to a slumping shoreline three times. The original riprap that was installed when many of these cottage developments went through was never intended to stand up to the current levels of boat traffic and certainly not to wake boats. These slumping shorelines are creating unsafe structural issues for dock and boathouse foundations, not to mention decreasing property values. I am not a biologist but I'd be willing to wager that the silted shorelines also jeopardizes fish spawning beds.

I do not know what answers are available to help alleviate or at least mitigate these problems. Perhaps speed restrictions in certain zones, wakeboarding restrictions in certain zones, proximity to dock and shoreline restrictions, night travel bans, stronger enforcement are all things that come to my mind. I wish you well as you embark on your discussions regarding this problem and I will be filling out your survey and attending at least one if not more of your public consultations. If I can be of any other assistance with this issue, I would make myself available as a volunteer.

With Regards,
Herb and Marlies Schaan

5. LETTER FROM BRAD CRAMER: WAKE BOAT OWNER, SUPPORTS NO SURFING

Brad Cramer [REDACTED] >

Mon, July 27, 9:23 AM

to jones

My name is Brad Cramer and I have a cabin on the Pinawa Channel , 27 Village Crescent.

I attended your meeting on Saturday and I want to thank you for the approach you are taking. You are exactly correct when you said fishing boats, jet skis, pontoon boats, kayaks, paddle boards and wake board boats will always be on these waterways we just need to figure how everyone can use this resource together.

Unfortunately all the issues discussed all come back to one very simple thing. The lack of common sense. The challenge becomes how do you police that ? We have all witnessed all vessels being operated with a lack of common sense and respect to others. Ultimately leading to these types of meetings.

Just some points to add that are concerning.

- unsupervised and inexperienced children operating jet skis. I witnessed an 8 year old operating unsafely this past weekend. This needs police attention !
- booze and watercrafts
- tubing , skiing, wakeboarding, surfing etc in the Pinawa Channel and Bird River. No reason for this especially on a weekend. Perhaps a weekend ban on this.
- no wake zone in Coca Cola Falls . This short distance can manage a no wake zone.
- I am a wakeboard/surf boat owner and I think wakeboarding and surfing needs to be totally eliminated in the small areas like the Pinawa Channel and Bird River. There is no reason to be in the channel ! None. Get out on the big water !
- speed limits need to be really thought about, if you understand boats reducing speed doesn't necessarily lead to less wake depending on watercraft and size.

I think as stated at the meeting that education is key. That is for everyone. People need to understand all water crafts before making judgement calls. As well figure out how to deal with the lack of common sense.

I sat on council at one time for 6 years and I know you have a tough job.

I will throw this out to you, if you are ever interested in getting on a wakeboarding boat to understand how they operate give me a call. Like it has been mentioned it is all about education. My wife and I want to be a part of the solution and not the problem. Good luck and again thanks for the balanced approach.

One other thing that is educational is a Saturday afternoon sitting on our dock. From this

anyone will see it is all activity of all watercraft that is concerning depending on who is operating it is not just wakeboard boats ! The scariest one for me is the boat pulling a tube weaving thru other boats and at the same time trying to dump kids of the tube in a channel full of boats ! Then there are the jet skis going 50-60 mph. Again no common sense.

Good luck !

Thanks for your efforts !

Brad Cramer



6. EMAIL FROM S. AND E. FUNK: SAFETY CONCERNS, INEQUITABLE USE

Sandra Funk <[REDACTED]>

Wed, July 1, 12:56
PM

to jones

Scott Jones
Deputy Reeve

Dear Deputy Reeve,

We bought our cottage on the Lee River 28 years ago. Fifteen years ago, we renovated and became permanent residents. The changes we have seen have become very disturbing. Cottagers used to have one boat but now most have numerous watercrafts. There are canoes, peddle boats, small fishing boats, pontoon boats, sail boats, wake boats, and jet skis. The wake boats are causing shore erosion to many properties on the Lee River. The jet skis are a hazard coming very close to shorelines and cutting in front of other boaters. As residents, we are obviously very concerned.

We are situated across from the Rock Pile and view one of the narrowest parts of the Lee River. Boats are lined up on the weekend to go through the Channel and there appears to be no consideration of others. Every boat owner is required to do a test on water safety. Unfortunately, this knowledge isn't being applied. There **needs to be policing of this specific area** on the river. Spend a day at this spot please.

We have a fishing boat and a canoe and we avoid using either in times of hazardous boat traffic.

After dark, pontoon boats are up and down the river with music blaring and alcohol seeming to be the drink of choice. Sound travels on the water so one is able to hear clearly the conversations and loud stereo systems. This is again dangerous and disrespectful.

We are grateful to the Staff Sargent in charge of all the RCMP watercraft (60 boats) and to know they were busy all day Saturday and Sunday of the previous long weekend writing tickets for various different offences.

Sharing our concerns,

Sincerely,
S. and E. Funk

7. EMAIL FROM WENDY DEGNER:

Wendy Degner <[REDACTED]>

Tue, June 23, 11:57 AM

to jones

Scott Jones,

Thank you so very much for your interest in the waterways of Pinawa Channel and Lee River. I have great hopes that the VORR Committee will better the safety and conditions of our water way. We can not attend Wednesday meeting but hopefully these pictures I am sending will help the situation. What I think needs to be done is No Wake boats allowed. No ski boats allowed as it is a narrow River. And either a speed limit enforced on the Pinawa Channel or strategic No wake zones (enforced) placed along the channel to save the shore lines and make boating and swimming safer for all.





Picture 1. Is the wetland marsh along the Pinawa Channel with many spaces where land has eroded. Picture 2 and 3 show of island loose and moving down the Channel. This seems to be happening yearly now that the boat traffic has increased and the boats have gotten bigger and more powerful. Picture 4. Is of and Island just past our property that is disappearing more every year due to boat traffic.



Pictures 5 and 6 are the same small island where the water flows right through the center of it and trees are dying and washing away yearly.





Pictures 7, 8, 9, 10 are of our property shoreline Picture 1 shows the amount of shoreline that has been washed away in approximately 5 years if it is not rocked. Even rocking the shore needs to be repaired every year with new rock. Even the rock gets moved and washed away from the boat traffic. The shoreline trees are dying and falling in. Every year more is washed away from wake boats and ski boats turning in front of our property to avoid the congested boat traffic going around the island. We need a No Wake zone right here for both reasons safety of peoples lives, as well as the massive erosion happening

in this area alone. And it has to involve the property on both sides of the island as the boats will turn around right in front of our property if it is just on the island creating even a worse situation.



RM council halts development along river's Pinawa Channel

■ Channel too congested; new study needed before development can continue

By Donna Delaurier

Development in the Pinawa Channel on the Lee River is a thing of the past, at least for now.

RM of Lac du Bonnet council passed a resolution at its regular meeting last Tuesday to stop any further development in the channel until a new study on how development is impacting the river can be completed. The resolution has been forwarded to the Lac du Bonnet Planning District.

Reeve Don Halbert said development along other parts of the Lee River may still be permitted, but in the channel, which extends from PR 313 south to the Old Pinawa Dam, further development will not be allowed.

"Anything that has the potential of increasing congestion along the river we had to put on hold," Halbert said.

"That's just one part of the river...the Pinawa Channel is the only portion of the Lee River that has reached capacity, according to our development plan."

The municipality's development plan was first adopted in 1986. It has been amended several

times, and in 1989 was amended to reflect a 1988 study of development along the Lee River. The amended development plan allowed for a total of 520 lots for development on the river - 380 new lots and 140 reserve.

Reserve lots are required to be within existing subdivisions and can't require new services like roads or hydro. Their creation also can't negatively impact the river.

According to chief administrative officer Marlene Watson, 50 of the new lots were assigned to the Pinawa Channel. They are all now gone. The reserve lots were never assigned to specific areas, and Watson said council is now asking the Lac du Bonnet Planning District to assign them.

Council was considering an application to subdivide an existing lot on the Pinawa Channel to create a lot for the owner's chil-

dren. The application, along with another on Tuesday's agenda, was denied.

Councillor Russ Preston said that section of the Lee River is very narrow and when the weather is warm, the river gets very busy.

"People will tell you on hot days in July and August it's congested," Preston said.

"If you've ever been up there on a boat, it's dangerous."

The 1988 study, which was paid for by the province, looked at how much development the river could support.

When a second study of the river will take place is unknown. Halbert said though the province funded the 1988 study, it has indicated it won't pay for another one.

The RM also doesn't have funds at the ready for the study.

"It's costly. We haven't budgeted for it, but we're going to look into some things," Halbert said.

Halbert said the decision to stop development was a tough one, but

council must abide by its development plan and consider how much more that part of the river can sustain.

"You can try to manipulate numbers, you can manipulate technology, but at the end of the day it is our development plan. You either take away the limits or maintain its integrity and follow it," Halbert said.

"The development plan was adopted prior to this council, but it's a guiding document and we should adhere to it. If we don't we're opening ourselves up to challenges from a number of different sources."

20-year-old application sparks debate

The application that got the ball rolling on last week's decision to halt development in the Pinawa Channel was first filed about 20 years ago, got lost in the shuffle and resurfaced when Lac du Bonnet began handling its own planning last year.

In the 1980s, planning for the Lac du Bonnet area was handled by a provincial department in Beauséjour. The applicant was told the subdivision wouldn't be

approved until a study on development on the Lee River was completed. The study was finished in 1988, but the planning department lost track of the application, and the property owner never followed up on it.

Fast forward to 2003. Planning services for the Lac du Bonnet area were switched from the provincial department in Beauséjour to Lac du Bonnet with the creation of the Lac du Bonnet Planning District. The nearly 20-year-old application resurfaced, and the planning district contacts the applicant, who says he's still interested in subdividing.

The application appeared before council last week and sparked a debate on overdevelopment of the Pinawa Channel, ultimately ending in a resolution to halt further development and the denial of the subdivision.

Reeve Don Halbert said the situation is unfortunate, especially because if the application had been heard in 1988 after the completion of the Lee River study, it would have been approved.

"I really feel sorry for (the applicant), but the unfortunate part is it's a matter of numbers," Halbert said.

"One more, two more, where do you draw the line?"

Halbert said everyone has to bear some responsibility in the application being overlooked for 20 years - the applicant for not pursuing it, but also the planning department for losing track of it.

"Planning, in terms of Beauséjour, let it slip through the cracks."

Pictures 11 and 12, This is the water way bridge on 313 between Lee River and what becomes the Pinawa Channel. Perfect place to place signage for boat traffic on the Channel such as No Wake Boats, No Ski boats, and either speed limits and wake zones enforced. Since I am a document keeper, This is the 2004 article of how dangerous the boat traffic is on the Pinawa Channel and it has only gotten worse. I hope these pictures help you with the problems on the water ways. I cannot speak for Lee River as they have a much larger water way than the channel has although directly connected. But I can and will speak up for the Pinawa Channel not only for the safety of the people who live and play here but also to stop the destruction of the land and ecosystem. I thank you again for taking an interest and I truly hope that something good comes of this VORR Committee. Scott Jones do good here this Pinawa Channel and Lee River need help.

Hope this is all helpful and Thank you, Wendy & Willi Degner.

8. LETTER FROM AMJM BY@GMAIL.COM: SHORELINE EROSION, SPEED, TRAFFIC

Subject: Pinawa channel

Golden Bay [REDACTED]

Tue, July 21, 4:00
PM

to jones

Hi Scott:

I have owned or been co-owner with my Dad of a cottage along the Pinawa Channel since 1974. We thoroughly enjoyed our time along the channel. At this time I would like to bring up some of the changes and concerns that I have noticed during my time along the channel.

1. The increase of boat traffic. The boat traffic does not concern me as much as the size of boats going down the channel. Many of these boats go at extremely high speeds and as a result create big wakes.
2. The big wakes caused by boats cause a lot of bank erosion and as a result compromise docks and existing boat houses. P.S We used to have a boat house but had to dismantle it as it was totally in the water as a result of erosion.
3. When people try to shore up the shoreline with rocks in order to curb further erosion DFO comes in and charges the person for compensatory damage to fish habit. I am not sure which is more detrimental to fish habitat, the shore erosion or rocks curbing further erosion?
4. The channel is very narrow in places and the speed of some of the boat traffic is bound to result in a major collision.
5. We used to be able to go swimming in the channel with our young family. This is no longer possible with all the boat traffic.
6. Last week I observed a very upsetting event on the channel. A wake boat going down the channel creating waves for people to wake surf with no thought of the bank erosion they were causing.
7. My suggestion is that if the boat size was restricted it would be a major benefit to cottage owners, fish and waterfowl.

9. LETTER FROM CRAIG AND LORRAINE BINGERMAN: TRAFFIC, EROSION, SAFETY

From: [REDACTED]
Sent: Tuesday, June 23, 2020 8:48 PM
To: jones [REDACTED]
Cc: [REDACTED]
Subject: Lee River Boat Traffic Concerns

June 23, 2020

Scott Jones
Deputy Reeve
[REDACTED]

RE: Lee River Boat Traffic Concerns for
Vessel Operation Restriction Regulations Committee

Dear Deputy Reeve,

Our cabin at 17 Dobals Road South has been owned by the family for over 55 years. It is situated on a narrow section of the Lee River, which is very popular for watercraft as it offers calmer waters than more open areas of the channel. We have found that, especially during the summer between July 1 and the September long weekend, we seldom use our boat on weekends due to the high volume of water traffic. We don't find it relaxing or a pleasure. As well, with the large waves from wake boats and jet skis darting around showing a general disregard for other boaters, we don't feel that casual boating is as safe as it should be.

Boats have changed significantly over the years; cottagers used to have one boat having an average 55-90hp, seating 4-6 occupants and travelling around 50 kilometers per hour. Now there are many wake boats in excess of 5000 pounds, powered by V8 engines and able to travel over 80 kilometers per hour. It is our opinion that some of these boats and pontoon boats are operated at or over their rated occupant capacity.

Similar to how the number of weekend motor vehicles on the road have greatly increased in recent years, it is common to see multiple watercraft at docks; often a wake boat, pontoon boat, and one or more jet skis parked at a residence, with all the units being frequently used. This increased boat traffic causes significantly more shoreline erosion. Years ago, Hydro protected many areas of the shoreline with rip rap, but to our knowledge, this initiative has been discontinued since the late 1970's. Many cottager's watercraft are now stored on lifts or raised on shore (ours included). For many years, we tied the boat up at our dock, but it was torn from the dock due to excessive waves from wake boats and other traffic close to shore, so we now store the boat on land using a trolley and winch.

We are very concerned about boat safety in the area; we wonder how many watercraft are equipped with the require life jackets and safety equipment and are operated under the influence of alcohol or cannibis. We have read in the Clipper how RCMP have done a “blitz” and charged boat operators with a number of alcohol and other safety offences. Enforcement should be a regular, unpredictable routine rather than an occasional occurrence. The RM of Lac du Bonnet currently has a contract for bylaw enforcement. Rather than just having a peace officer working on the land, perhaps this could be expanded to the waterways to supplement resources provided by the RCMP.

We are concerned with people showing a total disrespect to others by playing excessively loud music from watercraft, anytime during the day or night, sometimes until 2 or 3 am on weekends. Often, the music is so loud that it can be heard from great distances, and we feel that there should be more enforcement to limit this noise pollution. At times, multiple pontoon boats will anchor and lash themselves together and have loud parties.

As we are now retired, we enjoy spending more time at our cottage. We hope that you will be able to find some reasonable solutions to improve water safety and address the current overcrowded, noisy waterways in the Lac du Bonnet region for the benefit of all cottage owners.

Yours truly,

Craig & Lorraine Bingeman



10. EMAIL FROM WENDY DEGNER: 2005 LETTER TO THE EDITOR

Wendy Degner [REDACTED]

Tue, June
23, 2:20
PM

to jones

Dear Scott Jones,

I am not sure if this will help VORR or not but my brother in law Albert Degner who owns property on the Pinawa Channel in 2005 responded to an article on the safety of Pinawa Channel written in the Lac du Bonnet Leader on January 14 2005 paper. This was Al's letter reply to the article which they did not print. Carl Guggenheimer in the Lac du Bonnet office at that time took interest in the letter that Albert wrote and requested a copy of it. That may or may not still be in some file of the RM office. Here is a copy of that letter. Al gave the ok on sending you this letter to you as nothing was done about it 2005. I felt it was some good information.

I read with interest your article regarding the RM'S thoughts of creating and maintaining speed zones along the Lee River between the Bridge and the old Pinawa Dam.

The comments from the RCMP and Fisheries and Oceans were both unfortunate and at the same time predictable.

While the article stated that the RM's reasoning that a reduction or slowing down of boat traffic might allow additional development along this stretch of the river the issue is much broader.

Many of the residents along the Lee River would contend that a great number and probably a majority of boat traffic along this stretch of the river comes from areas beyond the bridge.

Just to be clear, boat traffic does not mean the number of boats on the river at any given time, rather the number of times that boats or a boat travel back and forth along the river during any time frame.

The Lee River is of course manmade, a result of the Winnipeg River Power project. The river is relatively narrow and sheltered on both sides by the high mud banks of the valley in which it flows.

The river is almost always calm with a gentle current.

This makes this stretch of the Lee River very attractive to water skiers, wakeboarders and tube riders.

It is not uncommon to see the same boats traveling back and forth 20 or 30 times a day towing their skiers.

So if you count trips 3 or 4 water ski boats might make 60 to 80 trips per day compared to 6 or 8 for the same number of boats carrying fishermen or site seers.

The other main attraction along this stretch of river is of course is the Old Pinawa Dam recreational area which attracts large numbers of boats virtually all of which come from areas beyond the bridge.

While there is a lot of traffic along the river, particularly on the long weekends, nobody should begrudge these boaters the right to use the river. Recreation is the name of the game along the waterway.

The heavy boat traffic does cause some problems.

Because the river valley is mostly mud the boat wakes do cause a lot of erosion. It is not uncommon after a day of heavy boat traffic to see a band of mud suspended in the water extending 40 to 50 feet from the shoreline.

This suspended fine mud and silt then settles out in the evening settling on the naturally occurring weed growth and covering the river bottom degrading the fish habitat and ruining the area for bathers.

A number of residents along the river have attempted to mitigate this affect by building revetments and sand beaches along their frontages. Sand is much less likely to suspend in water when compared to mud or silt and of course settles out much quicker than mud. Where mud will suspend and flow with the current sand will generally settle out in a much smaller area.

Unfortunately Fisheries and Oceans has put a stop to this practice, so the mud will continue to flow into the river and continue to degrade fishing and other recreational opportunities.

From a navigation point of view there are essentially four areas of concern along the river. These areas, where boats are forced into narrow channels close to shore, occur at the two islands, the reef area near the old church and at the bend where the tragic snowmobile accident occurred a few years ago.

The reef area forces boats into one of two channels which are at most 50 feet wide while

the area where the accident occurred is a blind corner.

The two islands occur at bends in the river. At the island closest to the dam boats traveling towards the dam are forced close to a swimming area, while the island nearer the bridge forms a blind s-curve.

Very few if any boats slow down in these areas.

Those that do are often water ski boats slowing down due to oncoming traffic which results in the skiers being dumped into the water right in the middle of these narrow channels. Of course the oncoming boats then try to avoid both the water skiers and their boat forcing them even closer to the shore, usually at full speed which of course brings them close to docks and swimmers.

If this situation is allowed to continue we can all expect another tragedy.

Of course, since the boats are coming from other developed areas stopping all development in the Lee River would have little if any affect.

You would have to stop ALL DEVELOPMENT between the bridge and the lake:

or you could do what the RM has suggested, slow down traffic and enforce the slow down.

Does the area have to be declared a Provincial Park? Not necessarily.

Do the RCMP have to be involved? Not necessarily.

Do we have to pass any more laws? Not necessarily.
Boating Restriction Regulations fall under the **Canada Shipping Act**.

The regulations say that:

no person shall in the inland waters of Manitoba operate a power driven vessel at a speed of more than 10km/h in waters within 30m of shore along with a number of other restrictions.

The regulations also deal with navigation restrictions.

Where a designated authority or a designated provincial authority seeks, in respect of certain waters, the imposition of a restriction on navigation that is the same nature as a restriction imposed by these regulations, the authority may submit to the MINISTER A REQUEST FOR SUCH RESTRICTION together with a report that specifies the location of the waters, the nature of the proposed restriction, information regarding any public consultations held in respect of such a restriction, and particulars regarding the implementation of the proposed restriction.

With regards to enforcement:

The Minister may appoint any employee of the federal government or of a provincial, county or MUNICIPAL government as an enforcement officer for the purpose of these Regulations.

The City of Winnipeg Police regularly patrol the Red and Assiniboine Rivers within the City limits. Why can't the Rm?

Albert G Degner

End of document ■

11. EMAIL FROM TERRY WHITE: SAFETY, EDUCATION, ENFORCEMENT

Terry Whiteside <[REDACTED]>

Mon, Jul 27, 1:40
PM

to jones

I live on the Lee River, and have for 20 yrs. The boat traffic has increasingly gotten worse during that time with more and more IDIOTS operating watercraft. 99% of my leisure boating involves fishing (trolling) from a 22' pontoon. On numerous occasions I have had to change course drastically to avoid collision with some other watercraft that doesn't follow the "RULES OF THE ROAD". It would appear that many have not taken the REQUIRED BOATING COURSE, just gone out and purchased the fastest one they could afford.

In the 20 yrs I have been fishing on the LEE RIVER, I have only been checked once by the Conservation Branch, and feel that some authority (Conservation or RCMP) should spend more time checking the safety equipment, and operational skills of those idiotic boat operators.

Sent from [Mail](#) for Windows 10 [REDACTED]

12. LETTER FROM CITIZEN ON PATROL PROGRAM: SUPPORT FOR EDUCATION



August 10, 2020

To Whom it May Concern,

The Lac du Bonnet area Citizen's On Patrol program would like to assist the Community in their desire for a Safer Waterway on the Pinawa Channel and Lee River. Many of our members have been asked if we can assist the RCMP with Patrolling the Waterway. Unfortunately our group is a non-confrontational group who is merely Eyes and Ears for the RCMP. Our members are residents who Patrol, Observe and Document anything suspicious for the RCMP.

I can say that our group would be more than happy to assist in the distribution of Educational Information to the public at the Municipal Boat Launches.

If our services can be utilized please contact the writer and we will organize some assistance.

Thank You

Scott Jones

Lac du Bonnet COPP Coordinator



13. LETTER FROM ROYAL CANADIAN MOUNTED POLICE: SUPPORT FOR EDUCATION



Royal Canadian
Mounted Police

Gendarmerie royale
du Canada

Security Classification
/Designation
Classification/désignation
sécuritaire

Unclassified

NCO i/c
Lac du Bonnet Area Detachment
Box 280
Lac du Bonnet, Manitoba
ROE 1A0

Our File - Notre référence
Admin 238
VORR – LDB/Alexander

Deputy Reeve Scott Jones – RM of Lac du Bonnet
Deputy Reeve Mac Kinghorn – RM of Alexander

Date

Via Email

August 13, 2020

Deputy Reeve Jones and Deputy Reeve Kinghorn,

RE: Vessel Operation Restrictive Regulations (VORR) Committee – Request for Law Enforcement Support for Application

As per your request and as part of this committee for both the Rural Municipality of Lac du Bonnet and the Rural Municipality of Alexander, this letter will serve as notice that the Lac du Bonnet Detachment of the RCMP and with the support of D Division are aware of your application to Transport Canada and have the capabilities to support and enforce any regulations approved by Transport Canada via the Vessel Operation Restrictive Regulations.

These committees are looking at making the waterways of the Pinawa Channel, Lee River and Bird River safer for the boating public.

The Lac du Bonnet RCMP, through its community consultations, have made it a priority on their Annual Performance Plan (2020/2021) to ensure safe operation of seasonal equipment in the local area which was based on recommendations from the two Municipal Councils and other Municipalities within the Detachment area. The waterways and enforcement of the various regulations fall into this category.

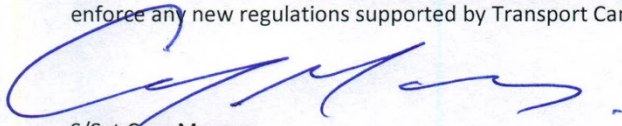
To date, over the past two years, the RCMP from the Lac du Bonnet Detachment, along with support from the RCMP Marine Section have conducted enforcement on the concerned waterways over 15 times. Numerous deficiency notices have been issued over these patrols under the Small Vessels Act which has an estimated value of over \$100,000 in possible fines. Several charges have been laid under the Small Vessels Regulations for various infractions and the Provincial Liquor Control Act charges exceed 20.

Page 1 of 2

Canada

From sitting on this committee, I have also learned that a site survey recently conducted on the Lee River showed 210 vessels passing through the Lee River in an hour during a high volume weekend. As well, a review of the attached survey completed by the Rural Municipality of Lac du Bonnet had a high rate of return with the majority in support of changes on the local waterways in an effort to improve safety for the boating public.

As police of jurisdiction for the Rural Municipalities of Lac du Bonnet and Alexander, the Lac du Bonnet Detachment supports your application to Transport Canada and confirms that it has the capabilities to enforce any new regulations supported by Transport Canada.



S/Sgt Cory Meyers
Detachment Commander
Lac du Bonnet Detachment Area

2.4 TELEPHONE CALLS REGARDING VORR

Two telephone communications were received by the Committee Chairperson, Scott Jones. The questions and concerns in these conversations were documented by the Chair, and are included for review.

1. PHONE CALL WITH JAMES WATSON JUNE 25, 2020

Phone call with James Watson

June 25th, 2020

James called as he could not make the Open House yesterday at the RM Office.

He has a place on Pinawa Channel and is concerned over not so much the boats or Jet Ski traffic; however, he is very concerned over the traffic that is towing a skier, tuber, wakeboarder or surfer.

He has witnessed a Wake Boat with a wakeboarder or skier on several occasions they have had near misses with canoes and other boats. The operators of these wake boats are too close to shore (less than 30 ft), and the reaction time on corners is not sufficient.

Swimming is no longer allowed at his property as he feels it is too unsafe with these boats towing someone as they do not see people in the water.

He has also had to install a lift for his boat as he has had damage to his boat and his dock due to the large waves.

He has lost several feet of shoreline, which has become much quicker in the last 4 to 5 years. In years past, he saw very little difference from one year to the next. He has noticed up to 1 ½ ft to 2 ft go in one season, which was last year.

He suggested that Wake Boats and Pontoon Boats not be allowed in the Pinawa Channel as he feels this will reduce the near misses and shoreline erosion.

He asked how this process works. I explained the full process that Transport Canada requires and was very pleased with the Public Input was such a high priority.

He had heard the RM wanted the Pinawa Channel a NO WAKE ZONE. I explained that the survey, emails, letters, phone calls and our Forums would tell us what the public wants. It is not up to the RM to decide. The Public will have their say as the request for a restriction must be supported by the PUBLIC INPUT.

He estimated it would take him approximately 2 hours to get from his dock to the mouth of the Pinawa Channel and Lee River. That he would not like. I agreed with him.

He wished us well with the Forums, and he will do a Survey.

Conversation Notes provided by Scott Jones

2. PHONE CALL WITH ROLLY FORTIN

Phone call with Rolly Fortin [REDACTED]

Friday July 24, 2020 @ 3:00 p.m.

Rolly is on the Pinawa Channel and has been there for over 40 years.

Concern over being over-regulated and causing other issues as a result. One of those issues is moving the issues away from one location and creating an issue for others in a different location. An example was that is Wake Boats were restricted to the widest two locations on the Lee River; it would affect some fishing areas. I tried to explain that if Wake Boats stayed in the middle of the river, the disturbance to the fish population and habitat. Rolly disagreed.

He does not like all the boat traffic as children and adults can no longer safely swim in the Pinawa Channel. Safety is his largest concern.

Rolly did not come out and say it; however, he kept bringing up moving the issue (wake boats) creates issues for others, and I got the impression he just wanted them banned. Remove the problem then no issue for others.

He also blamed the RM for allowing so much development on the river. Rolly was not aware that there has been NO New Development on the Pinawa Channel or Lee River since the early 1980s. I explained that any lots that had been approved prior to the Development Moratorium were the only lots allowed to build. Again, he was unaware of this fact.

Rolly did acknowledge safety was a concern due to the change in the type of boat on the water. Boats are larger, faster, and some new typed that were not around years ago like the Jet Ski, Pontoon and Wake Boat.

Rolly had a better understanding of the VORR Committee and the Process of collecting data when we finished our conversation. He appreciates the fact that this is being looked at and also commented that the Committee had some difficult decisions to make and was glad to hear the decisions would be based on Public Input and not made without discussions like ours.

Conversation Notes provided by Scott Jones 4.7 Survey Analysis Regarding VORR

2.5 SURVEY ANALYSIS

From June 1, 2020, to July 30, 2020, the VORR Committee conducted public surveys. These surveys were available online, through SurveyMonkey, for download at www.rmoflacdubonnet.com/p/vorr and via paper copy at the three public forums hosted in the community.

Analysis of the survey data has provided substantial detail and insight into the recommendations for developing regulations to enhance the safety of the Pinawa Channel and the Lee River, located within the Rural Municipality of Lac du Bonnet.

The comments, in particular, from questions four and twenty, provide significant insight into the safety, behaviour and environmental concerns. Comments, such as these, were also shared with the Committee during the Public Consultation Process.

Figure 16: Survey presented during Public Consultation Process



The Vessel Operation Restriction Regulations Committee (VORR) is looking for input from the public regarding waterway safety along the Lee River and Pinawa Channel. Your participation in this survey will help the VORR Committee move forward with recommendations on how to improve waterway safety for everyone.

- 1. Do you own a residence along the Pinawa Channel? No Yes, Waterfront Yes, Back Lot
- 2. Do you own a residence along the Lee River? No Yes, Waterfront Yes, Back Lot
- 3. Do you own a dock? Yes No
- 4. Have you experienced property damage due to the unsafe usage of watercraft? Yes No

If yes, please provide some details about the damage.

- 5. Do you own any of the following watercraft? Please select all that apply.
 Boat Wake Boat Pontoon Boat Pedal Boat
 Canoe/Kayak/Paddle Board Jet Ski None
- 6. Do you use your watercraft on the Pinawa Channel? Yes No
- 7. Do you use your watercraft on the Lee River? Yes No
- 8. Do you use public boat launches? Yes No
- 9. When do you most often use your watercraft on the Pinawa Channel? Weekdays Weekends Never
- 10. On average, how many times per week do you participate in recreational activities on the Pinawa Channel?
 Never 1 - 2 3 - 4 5 - 6 7 - 8 9 - 10 11+

11. What recreational activities do you enjoy while on the Pinawa Channel? Please select all that apply.
- | | | |
|---|---|---|
| <input type="checkbox"/> Canoeing/Kayaking | <input type="checkbox"/> Fishing | <input type="checkbox"/> Jet Skiing |
| <input type="checkbox"/> Leisurely Cruising | <input type="checkbox"/> Pedal Boating | <input type="checkbox"/> Swimming |
| <input type="checkbox"/> Tubing | <input type="checkbox"/> Wakeboarding/Knee Boarding | <input type="checkbox"/> Water Skiing <input type="checkbox"/> None |
12. When do you most often use your watercraft on the Lee River? Weekdays Weekends Never
13. On average, how many times per week do you participate in recreational activities on the Lee River?
- | | | | | | | |
|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|---------------------------------|------------------------------|
| <input type="checkbox"/> Never | <input type="checkbox"/> 1 – 2 | <input type="checkbox"/> 3 – 4 | <input type="checkbox"/> 5 – 6 | <input type="checkbox"/> 7 – 8 | <input type="checkbox"/> 9 – 10 | <input type="checkbox"/> 11+ |
|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|---------------------------------|------------------------------|
14. What recreational activities do you enjoy while on the Lee River? Please select all that apply.
- | | | |
|---|---|---|
| <input type="checkbox"/> Canoeing/Kayaking | <input type="checkbox"/> Fishing | <input type="checkbox"/> Jet Skiing |
| <input type="checkbox"/> Leisurely Cruising | <input type="checkbox"/> Pedal Boating | <input type="checkbox"/> Swimming |
| <input type="checkbox"/> Tubing | <input type="checkbox"/> Wakeboarding/Knee Boarding | <input type="checkbox"/> Water Skiing <input type="checkbox"/> None |
15. Do you feel that most people follow the basic safety rules of boating? Yes No
16. Are you concerned about the speed of watercraft being used on the waterways? Yes No
17. Do large waves from passing watercraft concern you? Yes No
18. Do you feel safe when you are using the Pinawa Channel or Lee River? Yes No
19. Would you prefer any of the following changes in Vessel Operation Restriction Regulations? Please check all that apply.
- | | | |
|--|--|--|
| <input type="checkbox"/> Speed Limits | <input type="checkbox"/> No Wake Zones | <input type="checkbox"/> Jet Ski Zones |
| <input type="checkbox"/> Wake Boarding Zone | <input type="checkbox"/> Fishing Zones | <input type="checkbox"/> Tubing Zones |
| <input type="checkbox"/> Uncertain, but something needs to be done | <input type="checkbox"/> None | |
20. Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

If you would like to share additional information, please email Scott Jones, VORR Committee Chairperson at jones@lacdubonnet.com

You may attach additional pages to this survey and return them by mail to RM of Lac du Bonnet Att: Scott Jones (VORR Committee) Box 100 Lac du Bonnet MB R0E 1A0 or by dropping them off at the RM Office.

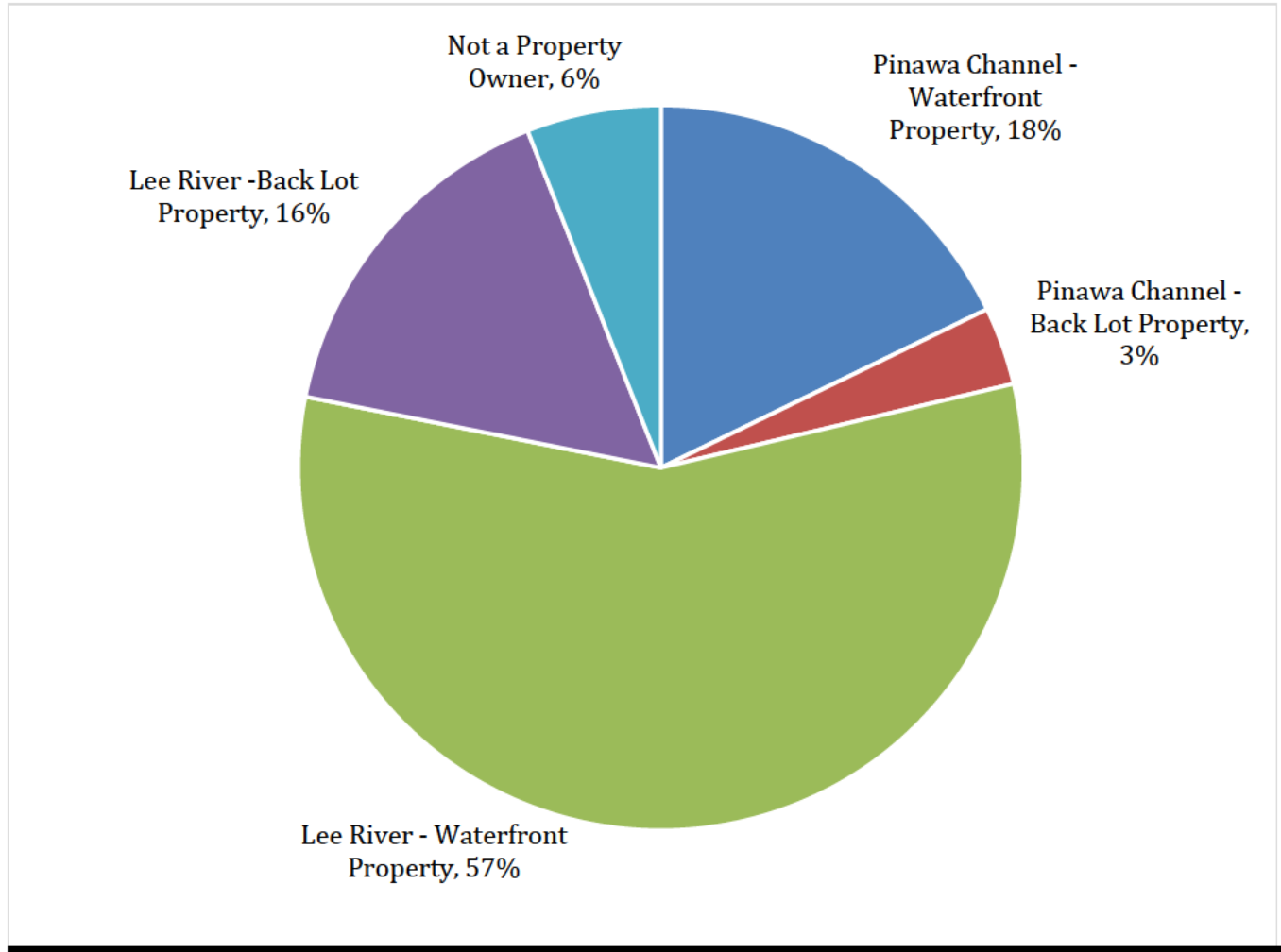
On behalf of the committee, we thank you for your time in helping us to make the waterways a safer, more enjoyable space for everyone. If you would like to receive updates from the VORR Committee, please provide us with the following details:

Name:
Address:
Email Address:

2.4.1 PROPERTY OWNERSHIP OF SURVEY RESPONDENTS

Fifty-seven percent of respondents own Waterfront Property on the Lee River. Furthermore, eighty-eight percent of respondents replied that they own a dock.

Figure 17: Property Ownership of Respondents



Question 1 – Do you own a residence along the Pinawa Channel?

No - 78.72%, 407; Yes - a waterfront property - 17.79%, 92 Yes - a back lot property 3.48%, 18 Total Answers 517

Question 2 – Do you own a residence along the Lee River?

No - 27.27%, 141; Yes - a waterfront property - 56.87%, 294 Yes - a back lot property - 15.86%, 82 Total Answers 517

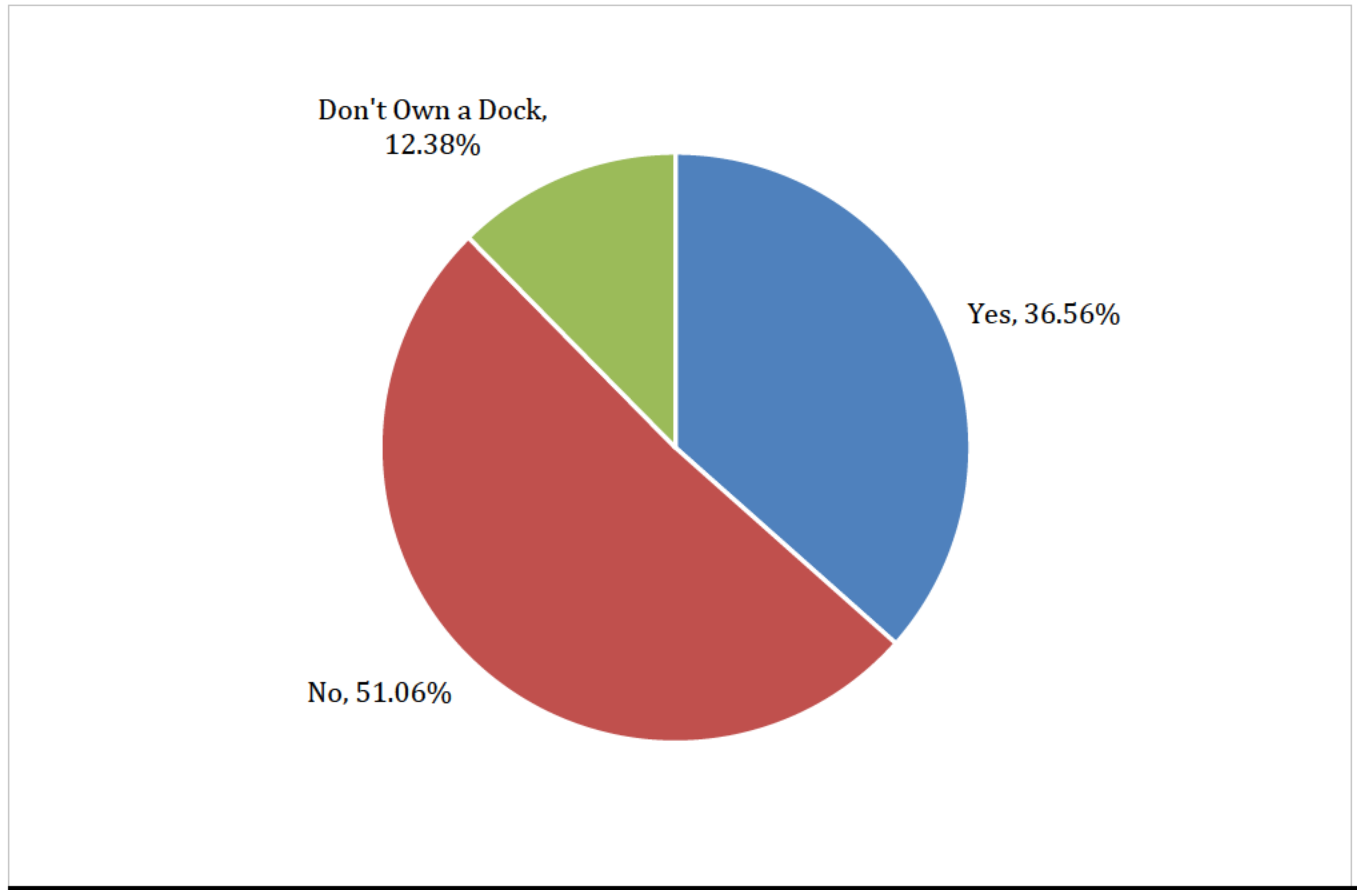
Question 3 – Do you own a dock?

Yes - 88%, 453 No - 12%, 64 Total Answers 517

2.4.2 DOCK OWNERSHIP AND PROPERTY DAMAGE

The majority of respondents who own a dock have not experienced property damage due to the unsafe use of watercraft. Of the 453 respondents who owned a dock, 189 stated that they have experienced property damage.

Figure 18: Property damage due to unsafe boating



Question 3 – Do you own a dock?

Yes - 88%, 453 No - 12%, 64 Total Answers 517

Question 4 - Have you experienced property damage due to the unsafe usage of watercraft?

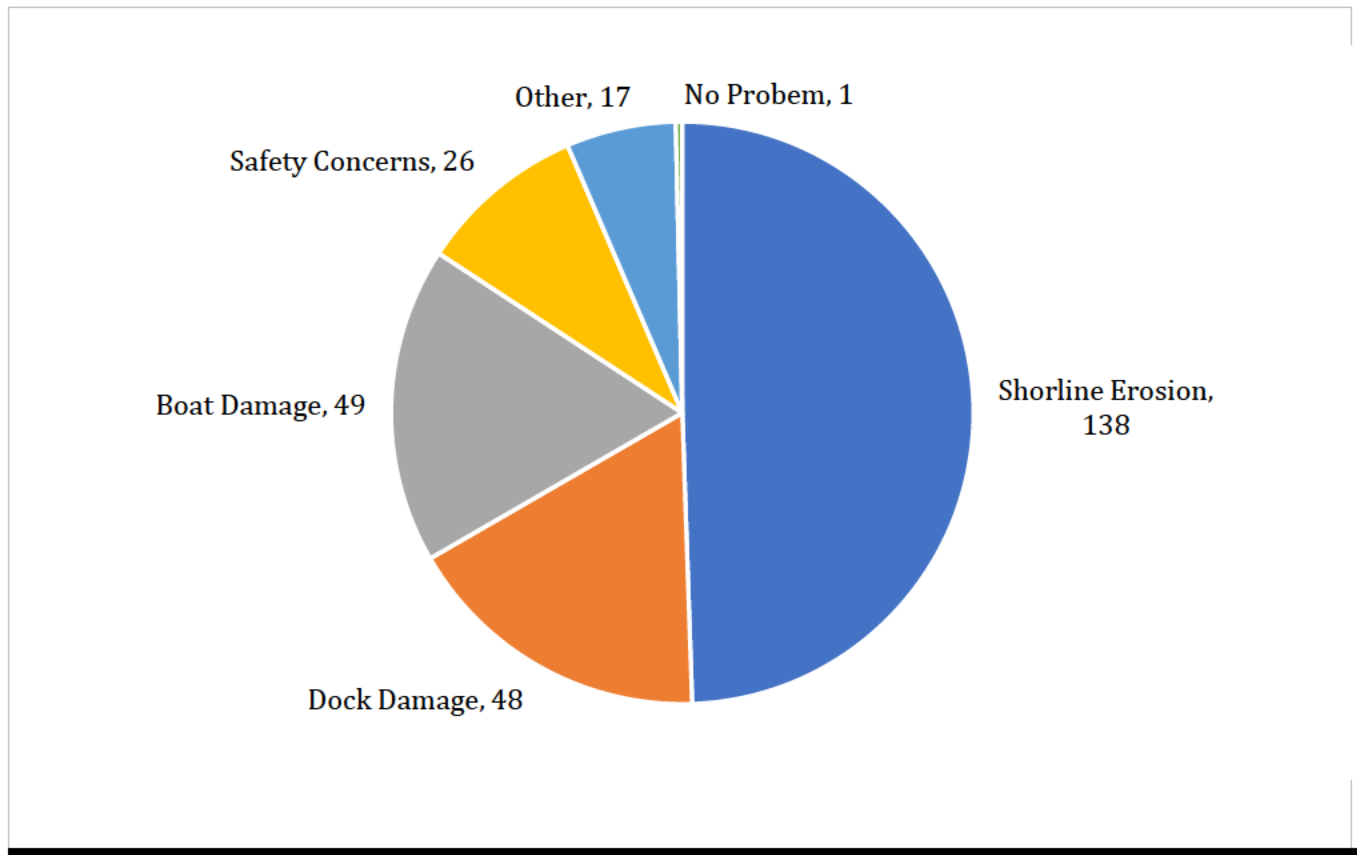
Yes - 36.56%, 189; No - 51.06%, 264; Don't Own a Dock - 12.38%, 64 Total Answers 517

2.4.3 DETAILS OF PROPERTY DAMAGE

Respondents who recorded a 'yes' response to question number four were asked to provide additional details. 189 of the 517 total Respondents provided an answer to this follow-up question. The answers were separated into categories, which resulted in 279 categorized responses.

The Survey shows a large response to Shoreline Erosion, which has many mitigating factors, such as wind, removal of trees from the shoreline, high water levels and more. Increased boat traffic, creating unnatural water flow and waves, also contribute to the erosion issue identified.

Figure 19: Details of property damage



Question 4A – Respondents were asked for details regarding property damage, as related to question number 4. A full list of responses is available below.

2.4.4 COMMENTS REGARDING PROPERTY DAMAGE

Table 4: List of comments made in Question 4A: if yes, please describe some details about the damage

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
1	Jul 30 2020 08:50 am	The marker of our lake water well gets ripped off at least 2 times per year. High water are destroying the rest of the shoreline.	1				1	
2	Jul 30 2020 08:43 am	Ice Damage					1	
3	Jul 29 2020 10:07 am	My sister and brother in law have waterfront property along the Pinawa Channel. One day I was there and a wake boat went by and the wave went over my brother in law's dock.				1		
4	Jul 29 2020 09:34 am	Try to avoid Pinawa Channel. Too Busy				1		
5	Jul 28 2020 10:29 pm	Erosion damage. Shoreline cause by wake board boats	1					
6	Jul 28 2020 10:23 PM	Shore erosion	1					
7	Jul 28 2020 10:05 pm	Shoreline erosion due to watersports in Channel ie. wake boarding, tubing	1					
8	Jul 28 2020 09:53 PM	Shoreline being undercut by waves.	1					
9	Jul 28 2020 09:50 pm	We have lost at least 3 feet of shoreline. and boat rash	1		1			
10	Jul 28 2020 09:47 pm	No damage, but swamped 5 times on pontoon and had pontoon boat tossed up on dock				1		
11	Jul 28 2020 09:41 pm	Dock and boat.		1	1			
12	Jul 28 2020 09:23 pm	Large waves from wake boats and other boats too close to shore causes boat to crash against dock - had damage to dock and boat		1	1			
13	Jul 28 2020 11:28 am	We have had our water line severed and dragged several times.					1	
14	Jul 28 2020 08:28 am	Shore line erosion. Waves and wakes.	1					
15	Jul 28 2020 08:18 am	Shoreline erosion, boat damage scratched; banged up on dock and shore.	1		1			

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
16	Jul 28 2020 08:05 am	Erosion of our shoreline due to large wakes. Damage to our dock (flotation) and boat	1	1				
17	Jul 28 2020 08:00 am	We have been losing shore line over the years	1					
18	Jul 28 2020 07:58 AM	broken hinge on dock		1				
19	Jul 28 2020 07:27 am	shore erosion, dock cleat broken, dock hinge broken	1	1				
20	Jul 28 2020 07:23 am	Damage to dock		1				
21	Jul 28 2020 07:18 am	Wake board boats making huge waves.				1		
22	Jul 28 2020 07:15 am	Erosion	1					
23	Jul 27 2020 10:58 pm	Experienced large chunks of earth breaking off my waterfront property! My entire waterfront is receding	1					
24	Jul 27 2020 10:15 am	Eroding shoreline, continuous falling rocks, boat and dock damage and the incurred cost of purchasing a boat lift to prevent further damage.	1	1	1		1	
25	Jul 26 2020 09:08 pm	Heavy erosion and dock damage	1	1				
26	Jul 26 2020 09:36 am	According to Manitoba Hydro the use of wake board boats caused our land to erode by causing major fissures and dropping of sections of land to the point where we could no longer cut the grass. Hydro had to come in and dig down, remove soil, put rock down and new soil in hopes of preventing more erosion. This was done to our neighbors' property also.	1					
27	Jul 25 2020 02:11 pm	Boat constantly hitting dock due to large wakes, and excessive boat traffic. Approximately 15 feet of shoreline erosion.	1		1			
28	Jul 25 2020 01:47 pm	Severe shoreline erosion, constant rocking of boat due to large waves from wake boats and excessive boat traffic circling.	1		1			
29	Jul 25 2020 11:28 am	Shore erosion due to waves	1					

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
30	Jul 25 2020 11:14 am	Erosion of shoreline	1					
31	Jul 25 2020 11:00 am	Shoreline erosion from wake boats	1					
32	Jul 25 2020 08:40 am	Erosion near boat house	1					
33	Jul 24 2020 02:29 pm	Shoreline erosion	1					
34	Jul 23 2020 09:51 am	Erosion of waterfront and damage to dock footings, we think from wake boats	1	1				
35	Jul 23 2020 09:07 am	Crashing waves from wake boats took out my dock. damage to boat crashing against dock from excessive boat waves. Constant boats running by from sunrise to sunset especially this year.		1	1	1		
36	Jul 22 2020 10:53 pm	The damage is to the shoreline with the increase in size and frequency of waves.	1					
37	Jul 22 2020 08:18 pm	Shore damage including damage to dock and current pontoon boat from excessive waves from wake-boats.	1	1	1			
38	Jul 22 2020 06:35 pm	The shore line	1					
39	Jul 21 2020 01:34 pm	Not necessarily unsafe usage- however, the large wave boats create huge wakes that are eating up our shoreline. Mud is thrown about 1-2 feet beyond the shoreline unto the grass.	1					
40	Jul 20 2020 09:51 PM	shoreline erosion	1					
41	Jul 20 2020 04:53 pm	A jet ski ran into my boat as they were not paying attention				1		
42	Jul 20 2020 11:43 am	Boats driving too close to shore/docks causing erosion	1	1				
43	Jul 17 2020 04:15 pm	Erosion	1					
44	Jul 16 2020 08:57 pm	erosion, decrease in water clarity	1			1		
45	Jul 16 2020 03:44 pm	Shoreline erosion due to large wakes caused by boat action too close to shore	1					

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
46	Jul 13 2020 10:33 am	We have a dock pad that is collapsing due to a sink hole being created by the overflow of water from the wave action. In additions we have a number of soft spots where the water is now eroding where this too will collapse. All of Hydro's rip rap is now sinking as the wave action is flowing over the rocks and on to the shore. There is considerable damage being created. This is now complicated by having to receive DFO's permission to fix things. The RM sets the rules for traffic not DFO they only give final approval.	1	1				
47	Jul 13 2020 10:14 am	too many boats all at the same time causing accidents. Canoe run over, dog run over, blow ups run over. No place for anyone to go on a curve.				1		
48	Jul 12 2020 11:38 am	The pontoon boats are constantly to close, there wave action causes damage to dock and shore.	1	1				
49	Jul 12 2020 08:11 am	Shoreline erosion	1					
50	Jul 11 2020 12:08 pm	Never a problem						1
51	Jul 11 2020 10:04 am	damage to pontoon boat while docked caused by wake from wakeboard boat			1			
52	Jul 10 2020 03:48 pm	The only boats we have problems with are the wake boats. They have caused over \$2000 damage to our dock and are continuing to cause more damage to items on the dock as well as soil erosion. I "STRONGLY" request that they are not to be allowed within 500m of shore	1	1				
53	Jul 10 2020 11:06 am	Our boat is constantly getting damaged on the sides when on our dock			1			
54	Jul 09 2020 12:56 pm	I have 250 ft of waterfront that is sinking into the Lee River every year.	1					

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
55	Jul 09 2020 12:04 pm	Our pontoon boat door was damaged due to a large wake. We have also been swamped two or three times in the channel.			1	1		
56	Jul 07 2020 03:55 pm	erosion of property	1					
57	Jul 07 2020 11:45 am	Broken jet ski port due to F..kn wake boats!!! They all come into this waterway constantly. Also damage to pontoon boat when bumper went underneath due to extreme wave. Shore erosion unstoppable with these things in here!! Kids Can't even go swimming	1		1	1		
58	Jul 06 2020 07:51 pm	Serious erosion issues. One are lost 15 feet over the past 30 years. Half an acre adjacent to the south side of my property literally pancaked down 3-4 feet as the under part had washed out. This area was covered with trees and brush. Hydro has been notified many times and do nothing to the area. Fisheries and Oceans say it's not their problem. Boat traffic is up 300% since I bought the place in 1989. Speed boats go by doing 40 plus miles an hour. Wakes are huge. There are so many pontoon boats now and they cause a huge wake and many of them go by fast. There simply is no room for more boat traffic. The Lee River is a shallow river and people don't get that. There are boulders just under the surface. Every year I hear a boat motor crash on the rocks, destroying the bottom end. People need to become informed and then need to respect the area by travelling at decent speeds.	1			1		
59	Jul 06 2020 07:05 PM	dock dislodged, my boat banged up,		1	1			
60	Jul 06 2020 02:34 am	Erosion	1					

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
61	Jul 05 2020 10:21 pm	Shore line erosion and boats banged up against the dock/dock boards knocked off.	1	1	1			
62	Jul 04 2020 10:32 pm	Shore erosion	1					
63	Jul 02 2020 10:01 pm	Shoreline erosion. Boat and dock damage.	1					
64	Jul 02 2020 04:01 pm	Shoreline erosion	1	1	1			
65	Jul 01 2020 01:09 PM	erosion	1					
66	Jun 30 2020 07:49 pm	Continued shoreline erosion caused especially by large wake boats towing skiers or wakeboarders.	1					
67	Jun 30 2020 07:41 pm	Shoreline erosion	1					
68	Jun 28 2020 09:42 pm	Our shoreline and docked watercraft get pounded by the heavy boat traffic, especially wake boats.	1		1			
69	Jun 28 2020 10:09 am	shoreline collapse, dock and boat, animals run over, excessive boat traffic, cannot go out on weekends.	1	1	1	1		
70	Jun 27 2020 07:09 pm	Shore erosion from large wakes and boats coming to close to shore at high speeds	1					
71	Jun 26 2020 09:47 pm	Erosion primarily from the wake boats	1					
72	Jun 26 2020 09:25 pm	Shoreline erosion	1					
73	Jun 26 2020 12:46 am	We have had to have parts of our dock repaired due to the thrashing caused by the large waves the wakeboard put out. I wouldn't call what they are doing unsafe, but we have experienced extensive damage which has required removal of dock portions and taking them to be welded. In all, we have spent over \$1500 in repairs due to these waves.		1				
74	Jun 25 2020 09:33 pm	My pontoon boat has been bashed into the dock on several instances, and worse the shoreline is eroding at a scary rate and the pace seems to increase yearly	1		1			
75	Jun 25 2020 03:57 pm	Wave erosion of shoreline.	1					

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
76	Jun 25 2020 03:56 pm	Erosion of our shoreline - riprap is falling away into river. Dock rash on boats.	1		1			
77	Jun 25 2020 03:50 pm	Dock rash on the boats. Shoreline collapsing.	1		1			
78	Jun 25 2020 03:39 pm	Shoreline erosion.	1					
79	Jun 25 2020 03:30 pm	Shore erosion. Dock and boat damage.	1	1	1			
80	Jun 25 2020 03:13 pm	No but several property owners along channel have.					1	
81	Jun 25 2020 03:07 pm	Had to raise dock because of waves slamming into it.					1	
82	Jun 24 2020 04:49 pm	A couple of removable panels were displaced due to large waves from Wake Boats. Shoreline rock bank is always being repaired due to high wave action from watercraft.	1	1				
83	Jun 23 2020 10:59 pm	Excessive waves from wake boats too close to shore caused riverbank erosion and tore boat from dock, boat then damaged from rocks on shoreline	1		1			
84	Jun 23 2020 04:41 pm	our shore is collapsing. our dock cleats have loosened. our docks have required re welding.	1	1				
85	Jun 23 2020 10:48 AM	land erosion	1					
86	Jun 22 2020 06:08 pm	Due to large wakes from boat, dock cleats were pulled out of dock. Shore erosion	1	1				

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
87	Jun 22 2020 09:42 am	I live at 49 Dobals South, my shore and front property is on the narrow waterway of Lee River. I have placed and built up my property with rail ways ties, rocks, earth and cement pads. Due to the wake board and speed boats that keep performing in front of my property and dock all my hard work is slowly sinking into the river. I have replaced my front shore line 2x. I have nine grand children who love playing in the river in front of our dock but am now worried that they will be killed by the boats that come so close.	1			1		
88	Jun 21 2020 11:27 am	we [use] floating dock and due to the unsafe wake board boats coming up and down the channel out boat can no longer be left in the water at our dock, the huge wakes from these boats are washing away our shoreline	1			1		
89	Jun 21 2020 11:06 am	River bank erosion	1					
90	Jun 19 2020 03:18 pm	Several segments of the dock must be repaired (welded) due to the large waves from surf boats.		1				
91	Jun 19 2020 08:15 am	We just purchased so this is our first summer so not applicable yet.					1	
92	Jun 17 2020 11:27 pm	Erosion to waterfront and damage to dock	1					
93	Jun 17 2020 08:17 pm	Although not necessarily unsafe usage of watercraft, we have lost approximately 4 feet of our shoreline in the last number of years primarily since the introduction of wake boats to the area. The wake boats seem to get bigger each year.	1					
94	Jun 17 2020 04:41 pm	Dock stability and shoreline erosion.	1					
95	Jun 17 2020 11:46 am	Shifting of dock and shore line is caving in due to wake boats causing large waves.	1	1				

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
96	Jun 16 2020 05:38 pm	big wakes from the big boats cause the dock to sway and submerge from time to time. The big wakes also cause extensive bank erosion.	1	1				
97	Jun 16 2020 07:35 am	significant shoreline erosion from boat traffic	1					
98	Jun 15 2020 09:26 am	The shoreline is giving away from all the wake boat traffic	1					
99	Jun 15 2020 07:17 am	shoreline erosion, floating island that has broken free due to large wakes had floated into my dock area and against my boats	1	1	1		1	
100	Jun 14 2020 02:57 pm	Slight erosion	1					
101	Jun 14 2020 08:23 am	Not due to "unsafe" use of water craft but we have had significant shoreline erosion due to large wakes from wakeboarding boats and had had to pay to have shoreline re-rocked	1					
102	Jun 13 2020 09:55 am	Excessive shoreline erosion	1					
103	Jun 12 2020 10:44 pm	Excessive erosion because of huge wakes from wake boats too close to shore.	1					
104	Jun 12 2020 03:39 pm	Shoreline erosion and dangerous water condition due to the deep wake created by wake boats and the number of boats on the lake mid day on weekends.	1			1		
105	Jun 11 2020 07:29 pm	Shore erosion	1					
106	Jun 11 2020 12:55 PM	shoreline erosion	1					
107	Jun 10 2020 08:02 pm	Pontoon damage against dock and broken whips		1	1			
108	Jun 10 2020 02:46 pm	broken whip. damage to pontoon.		1	1			
109	Jun 10 2020 01:14 pm	shore erosion and watercraft damage due to size of wakes	1		1			
110	Jun 10 2020 11:47 am	Bumpers ripped off the pontoon boat as it bounces up to 2 feet after wake boats pass close to shore. I have had to reweld my dock. Shore line erosion.	1	1				

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
111	Jun 10 2020 10:36 am	Owned waterfront for 25 years. last property near Coca Cola Falls had shoreline erode 3 to 4 inches each year.	1					
112	Jun 10 2020 10:33 am	Damage to concrete moorings to dock and boat ramp.		1				
113	Jun 10 2020 08:40 am	People wake surfing too close to the shoreline.				1		
114	Jun 09 2020 05:41 pm	Shoreline erosion	1					
115	Jun 09 2020 02:54 pm	The large wakes have damaged our dock and shoreline	1					
116	Jun 09 2020 11:15 am	Dock required repair last year as well as shoreline erosion	1	1				
117	Jun 09 2020 10:24 am	Shore erosion from excessive wakes.	1					
118	Jun 09 2020 10:11 am	the shoreline is eroded away along properties due to boats and watercraft speeding by close to the shore	1					
119	Jun 09 2020 10:08 am	Boats being rocked by large boat wake as well as damage to shoreline by boat chop	1		1			
120	Jun 08 2020 07:10 pm	Brackets broken off and damaged to the point of having to by 600 bucks worth of legs and brakes to lift the floating dock out of the water to avoid more damage and being pitched into the river. Boat side damage due to boat being pitched against the dock. And a sprained wrist from holding the boat off the dock.		1	1			
121	Jun 08 2020 07:01 pm	Land erosion, continue to add more rocks and shrubs to try and help. Also having to run down at times to try and hold boat to prevent it from bouncing around and risk damage to it and or dock	1					
122	Jun 08 2020 01:17 pm	we have to replace our shoreline and it is creating havoc with our dock.	1	1				
123	Jun 08 2020 12:36 pm	Shoreline damage, boat damage excess wake waves	1		1			

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
124	Jun 08 2020 11:51 am	Water erosion from wave action from the large wakeboard boats	1					
125	Jun 08 2020 11:33 am	to many waves from boaters made it impossible to let me put my boat in till later				1		
126	Jun 08 2020 11:16 AM	shore erosion	1					
127	Jun 08 2020 11:08 am	Had to rebuild the dock due to excessive water wakes from wake ski boats, also have lost about 4ft of shoreline due to the extreme wave action from the boats. My boat whips have been broken and damage to my boat also has been caused	1		1			
128	Jun 07 2020 09:25 pm	Bank deterioration	1					
129	Jun 07 2020 06:59 pm	Eroding shoreline	1					
130	Jun 07 2020 05:18 pm	Excess speed led to a towed tube hitting the dock				1		
131	Jun 07 2020 02:50 pm	Not personal property damage. However, there has been noticeable deterioration of the river bank and natural flora on the property due to increased wakes.	1					
132	Jun 07 2020 02:21 pm	Shore erosion, dock damage and boat damage	1					
133	Jun 07 2020 01:59 pm	Wake boats creating large waves caused pontoon boat to rub against sand on shoreline and created a hole in the pontoon			1			
134	Jun 07 2020 01:26 pm	Shoreline erosion. Damage to boats tied to dock.	1		1			
135	Jun 07 2020 11:51 am	Damage to dock decking and shoreline due to wake boats	1	1				
136	Jun 07 2020 10:48 am	We have had to repair or reconstruct our concrete foundation for our dock three times over the last ten years. Our boat ramp also has needed major repair due to a slumping shoreline	1	1				

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
137	Jun 07 2020 09:09 am	Fast shore erosion and boat rubbing the dock from wake surfing boats with water ballasts to increase wake size. I think it's very important to understand that regular boats doing wakeboarding are fine. It's only the boats that take on water into chambers on the boat to significantly increase wake size. They need to stay out of Pinawa channel and Bird River in the RM of Alexander.	1		1			
138	Jun 07 2020 07:43 am	Shoreline erosion due to boat wakes	1					
139	Jun 06 2020 11:08 pm	We have significant erosion at the tip of our island in front of our property. We had to beef up our riprap this winter in order to stop the waves from completely washing it away. It's been happening over the course of the last 3 years. That's has been the worst	1					
140	Jun 06 2020 10:36 am	I've had sections of my dock lifted off the structure and flipped onto my boat due to large wakes, as well as excessive torque and twist as the wakes rock the boat against the dock... not to mention shore line erosion	1	1	1			
141	Jun 06 2020 09:38 am	The wake board boats are causing the damage because of the big waves they create					1	
142	Jun 06 2020 05:14 am	No longer leave boat tied to dock with all the boat traffic on the weekend					1	
143	Jun 06 2020 12:12 am	Erosion of the shoreline and damage to our boat from wakeboard boats big waves	1		1			
144	Jun 05 2020 01:39 pm	Loosening waterfront. Dock anchor bolts pulled out due to wakes of passing boats, mostly wake boats. Damaged lower part of panel on pontoon boat.		1	1			
145	Jun 05 2020 10:49 am	Boat swamped while docked				1		

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
146	Jun 05 2020 10:25 am	Soil erosion to shore line	1					
147	Jun 05 2020 08:40 am	Banged up aluminum water craft after big wakes caused the crafts to hit the rocky shoreline.			1			
148	Jun 04 2020 09:54 pm	Wakeboarding boats coming to close to shore & the HUGE waves caused damage to our boat that was tied to our dock. Dents, scrapes, gouges.			1			
149	Jun 04 2020 09:47 pm	Had 3 dock panels forced off into river. Reinforced shoreline with riprap	1	1				
150	Jun 04 2020 07:46 pm	Community beach erosion	1					
151	Jun 04 2020 05:58 pm	No property damage but boaters coming too close/huge wakes when we are swimming off the dock.				1		
152	Jun 04 2020 04:12 pm	Our private division dock has been broken several times		1				
153	Jun 04 2020 02:46 pm	Marine railroad has come off the track			1			
154	Jun 04 2020 02:46 pm	1. Our pedalboat was hit and capsized by a motorized boat. Hit and run. Luckily, no one was injured. 2. Our shoreline continues to erode with large waves from wakeboard boats.	1		1	1		
155	Jun 04 2020 02:35 pm	Boat banging against dock due to huge waves						
156	Jun 04 2020 02:23 pm	Shoreline out front has been decreasing over the years and also can't leave the boat in the water anymore due to an increased number of wake boats	1				1	
157	Jun 04 2020 02:10 pm	Shore erosion	1					
158	Jun 04 2020 01:38 pm	Boat swamped while tied up at the dock, from the wake of Wake boat surfing			1	1		

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
159	Jun 04 2020 01:36 pm	Jet ski full speed through the tunnel leading to the Pinawa Channel. I was at an idle with the current going north. Just as I entered the tunnel the jet ski came from the north at about 70km. Very nearly head on. Please refer to RCMP report 20191018400 filed by me in person on July 8				1		
160	Jun 04 2020 01:29 pm	Bank erosion due to waves from wakeboard boats	1					
161	Jun 04 2020 01:25 pm	Shoreline pushed up high and damaged dock.	1	1				
162	Jun 04 2020 01:22 pm	Eroding shoreline	1					
163	Jun 04 2020 07:39 am	Killed our beautiful tree that is basically irreplaceable due to the assholes that go up and down in the wakeboard boats and erode the waterways ways launched our floating dock up and down its ridiculous ban wake board boats on the channel that is the problem and the city ppl that come out and use them...	1				1	
164	Jun 04 2020 07:19 am	Shore erosion	1					
165	Jun 03 2020 09:07 pm	Hinges on dock were broken from waves caused by wake boats passing back and forth.		1				
166	Jun 03 2020 11:56 am	Large waves from wake board boats have eroded my shore and damaged my boat tied to my dock	1		1			
167	Jun 02 2020 10:01 pm	Erosion of bank	1					
168	Jun 02 2020 08:13 pm	About 6 feet of erosion along shoreline. Wave boats creating huge waves making pontoon bang against dock. Natural floral has disappeared	1		1		1	
169	Jun 02 2020 08:03 pm	Shoreline Erosion and damage to wildlife	1				1	

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
170	Jun 02 2020 06:22 pm	Boats going too fast in no wake zones. they go slow but still push a lot of water clueless what no wake is				1	1	
171	Jun 02 2020 06:05 pm	soil erosion Bank problems Boat damage being pounded against dock	1		1			
172	Jun 02 2020 05:48 pm	Many boats have hit rocks in front of property. Theft of parts of dock. Erosion of waterfront. Dock damage due to wakes. Unsafe driving makes it impossible to swim or use non motorized vessels.	1	1		1	1	
173	Jun 02 2020 05:36 pm	Shore erosion	1					
174	Jun 02 2020 05:31 pm	Erosion from big wakes.	1					
175	Jun 02 2020 05:29 pm	Wake boat too close to my dock. Caused my boat to crash up against my dock.			1			
176	Jun 02 2020 05:17 pm	We have had fishing rods ripped out of our hands by jet skis and property washes of our docks by huge waves caused by large boats not slowing down					1	
177	Jun 02 2020 05:03 pm	Boat damage to hull and side. Edge property losing rock and resulting in soil erosion. Dock lifting creating damage to boat and dock boards.	1	1	1			
178	Jun 02 2020 03:20 pm	Shoreline deterioration	1					
179	Jun 02 2020 02:16 pm	Shoreline eroding	1					
180	Jun 02 2020 02:07 pm	Stress on floating aluminum structure of from excessive wake size from large boats / broken welds		1				
181	Jun 02 2020 02:03 pm	Rapid erosion from excessive wake	1					
182	Jun 02 2020 01:57 pm	Noticeable increased erosion from large wakes	1					
183	Jun 02 2020 01:56 pm	Erosion of bank	1					
184	Jun 02 2020 01:24 pm	Dock top bounced off from excesses waves.		1				
185	Jun 02 2020 01:22 pm	Large waves causing unsafe conditions at my dock.				1		
186	Jun 02 2020 01:20 pm	Shore erosion	1					

Respondent	Date/Time	Comment Made by Respondents	Shoreline Erosion	Dock Damage	Boat Damage	Safety Concern	Other	No Problem
187	Jun 02 2020 01:09 pm	Soil erosion on our shore	1					
188	Jun 02 2020 12:51 pm	Large wake from wake board boat's eroding the shoreline. Our boat being tied to our docks being bounced all over and damaged the docks and boat.	1	1	1			
189	Jun 02 2020 12:34 pm	wakeboard boats cause ropes to break sending my boat loose into the shore. I now use steel cable			1			

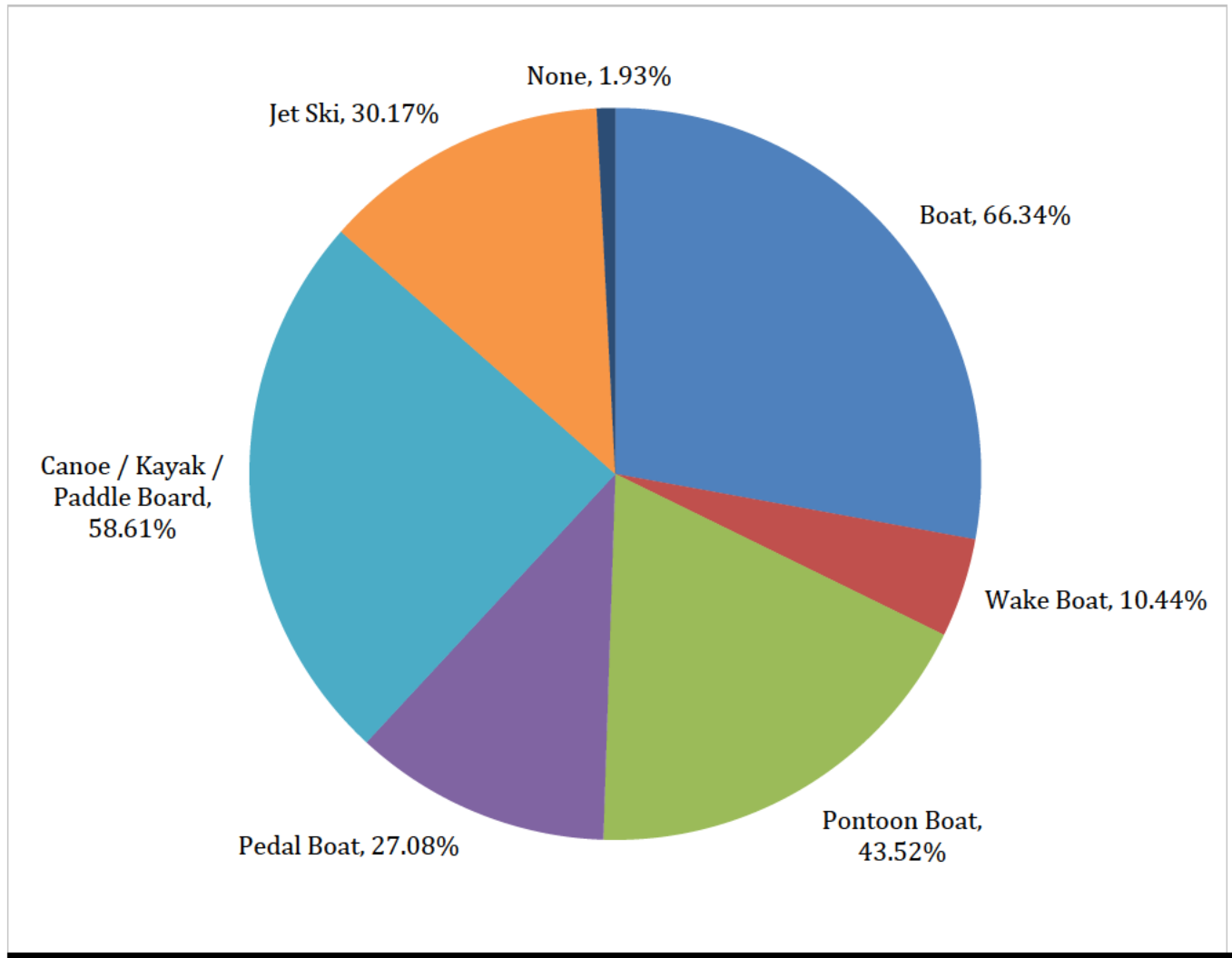
Tabulation of Categorized Responses as represented in Chart 3

138	48	49	26	17	1
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2.4.5 TYPE OF WATERCRAFT OWNED

The survey shows that sixty-six percent of all respondents own a boat, followed closely by fifty-nine percent of respondents owning a Canoe, Kayak, or Paddle Board. Ten percent of respondents own a Wake Boat.

Figure 20: Type of watercraft owned



Question 5 – Do you own any of the following watercraft? (Select all the apply)

Boat - 66.34%, 343; Wake Boat - 10.44%, 54; Pontoon Boat - 43.52%, 225; Pedal Boat - 27.08%, 140; Canoe / Kayak / Paddle Board - 58.61%, 303; Jet Ski - 30.17%, 156; None - 1.93%, 10; Total Answers 517

2.4.6 PREFERRED WATERWAY USE COMPARED TO OWNERSHIP

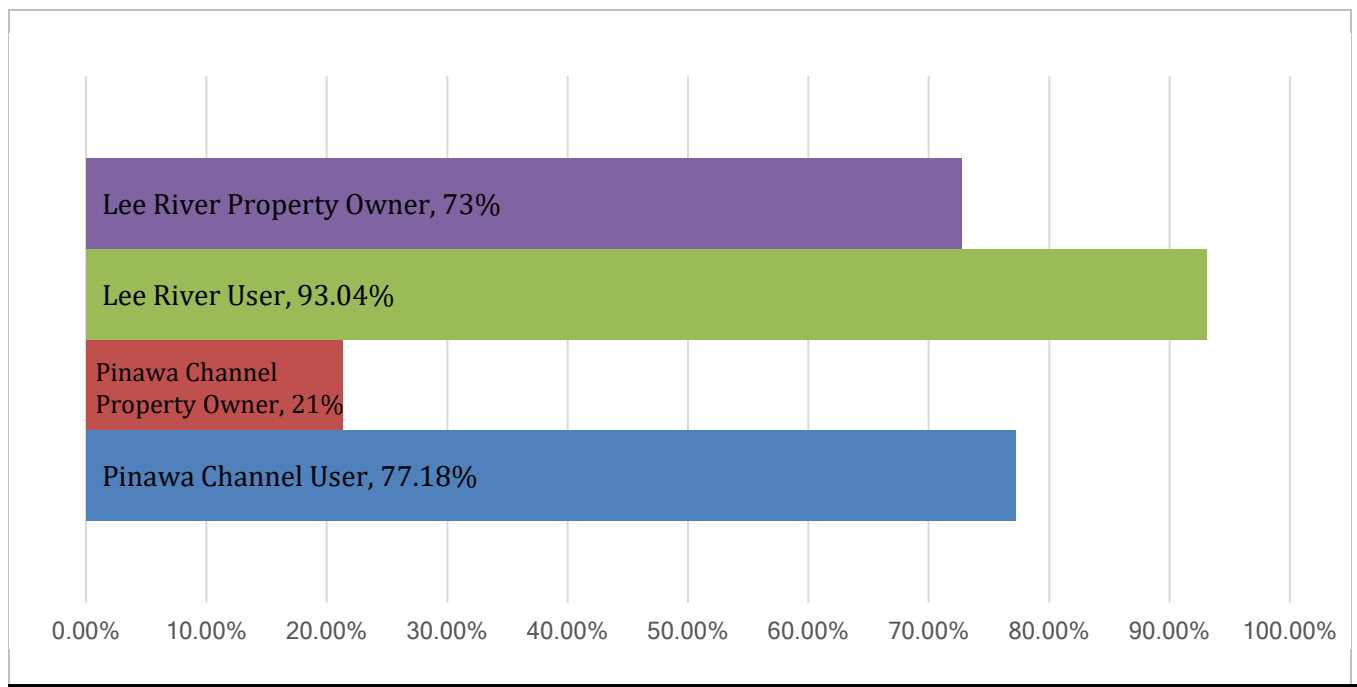
The survey indicates that the Lee River is used more often than the Pinawa Channel, with ninety-three percent of respondents replying that they use the Lee River and seventy-seven percent saying they use the Pinawa Channel. This response corresponds with seventy-three percent of respondents recording that they owned Waterfront or Back Lot Property along the Lee River.

From this data, we can infer that seventy-eight percent of Lee River users are residents, while twenty-two percent of regular Lee River users are not residents of the Lee River Community.

Further examination shows a drastic flip on the Pinawa Channel, with only twenty-eight percent of Pinawa Channel users owning property while seventy-two percent of users are not property owners. This shows two and a half times more visitors than property owners.

Not reflected in the figure below, but the survey also revealed that fifty-three percent of respondents use public boat launches to access the waterways.

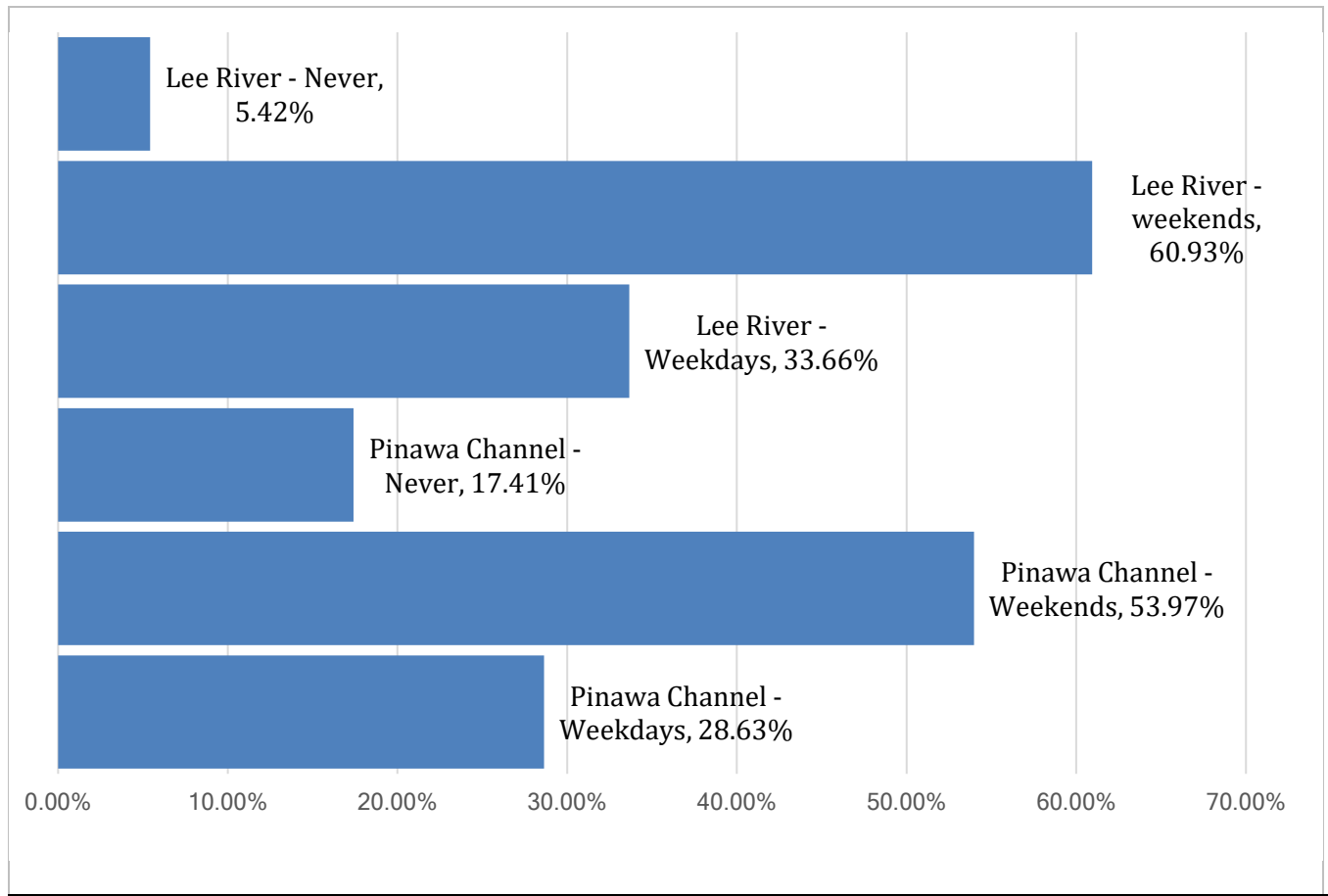
Figure 21: Preferred waterway use compared to ownership



- Question 6 - Do you use your watercraft on the Pinawa Channel?
Yes - 77.18%, 399; No - 22.82%, 118 Total Answers 517
- Question 7 - Do you use your watercraft on the Lee River?
Yes - 93.04%, 481; No - 6.96, 36 Total Answers 517
- Question 8 - Do you use public boat launches?
Yes - 53.38%, 276; No - 46.62%, 241 Total Answers 517

2.4.7 PREFERRED USAGE TIME, WEEKENDS VS WEEKDAYS

Analysis of the survey shows that most users are actively using the waterways on the weekends with sixty-one percent and fifty-four percent recording use along the Lee River and Pinawa Channel on Weekends. The increase in weekend use is largely due to the influx of seasonal cottage owners, who use their residence on the weekends.



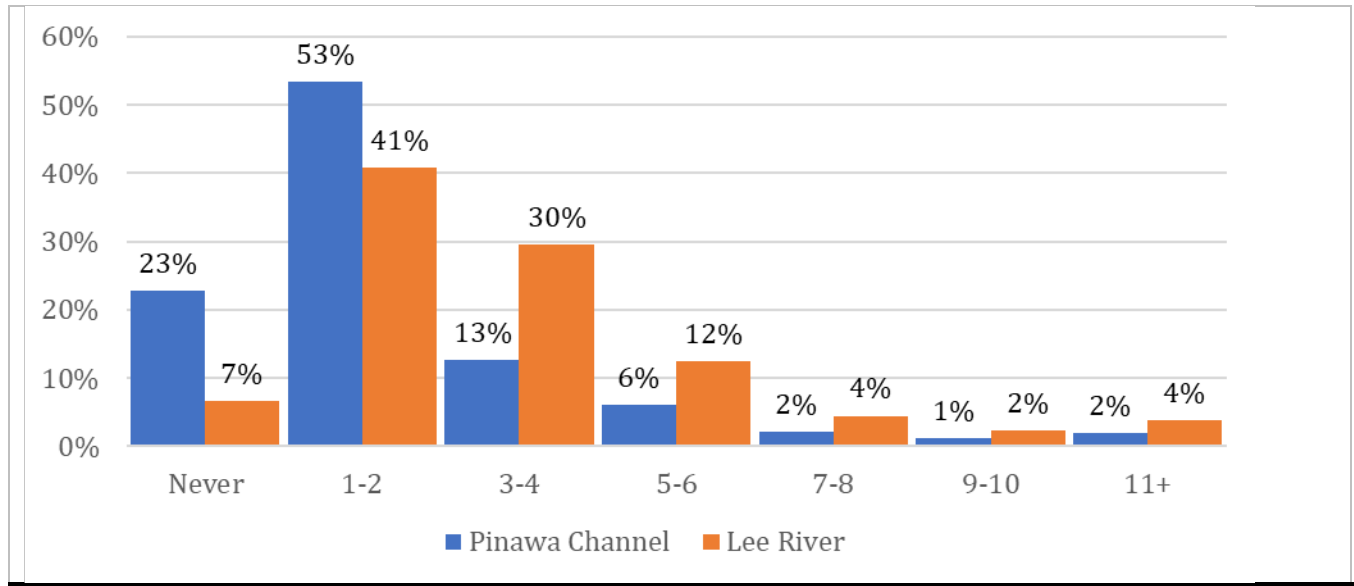
Question 9 – When do you most often use your watercraft on the Pinawa Channel?
Weekdays – 28.63%, 148; Weekends – 53.97%, 279; Never – 17.41%, 90; Total Answers 517
Question 12 – When do you most often use your watercraft on the Lee River?
Weekdays – 33.66%, 174; Weekends – 60.93%, 315; Never – 5.42%, 28; Total Answers 517

Figure 22: Preferred Usage, Weekends vs Weekdays

2.4.8 AVERAGE WEEKLY USE

When asked on average, how many times do you use the waterways for recreational activities, the majority of respondents indicated 1 – 2 times per week.

Figure 23: Average weekly use



Question 10 – On Average, how many times per week do you participate in recreational activities on the Pinawa Channel?
 Never - 22.82%, 118; 1-2 - 53.38%,276; 3-4 - 12.57%, 65; 5-6 - 6.00%, 31; 7-8 - 2.13%, 11; 9-10 - 1.16%, 6;
 11+ - 1.93%,10; Total Answers 517

Question 13 – On Average, how many times per week do you participate in recreational activities on the Lee River?
 Never - 6.58%, 34; 1-2 - 40.81%, 211; 3-4 - 29.59%, 153; 5-6 - 12.38%, 64; 7-8 - 4.45%, 23; 9-10 - 2.32%, 12;
 11+ - 3.87%, 20; Total Answers 517

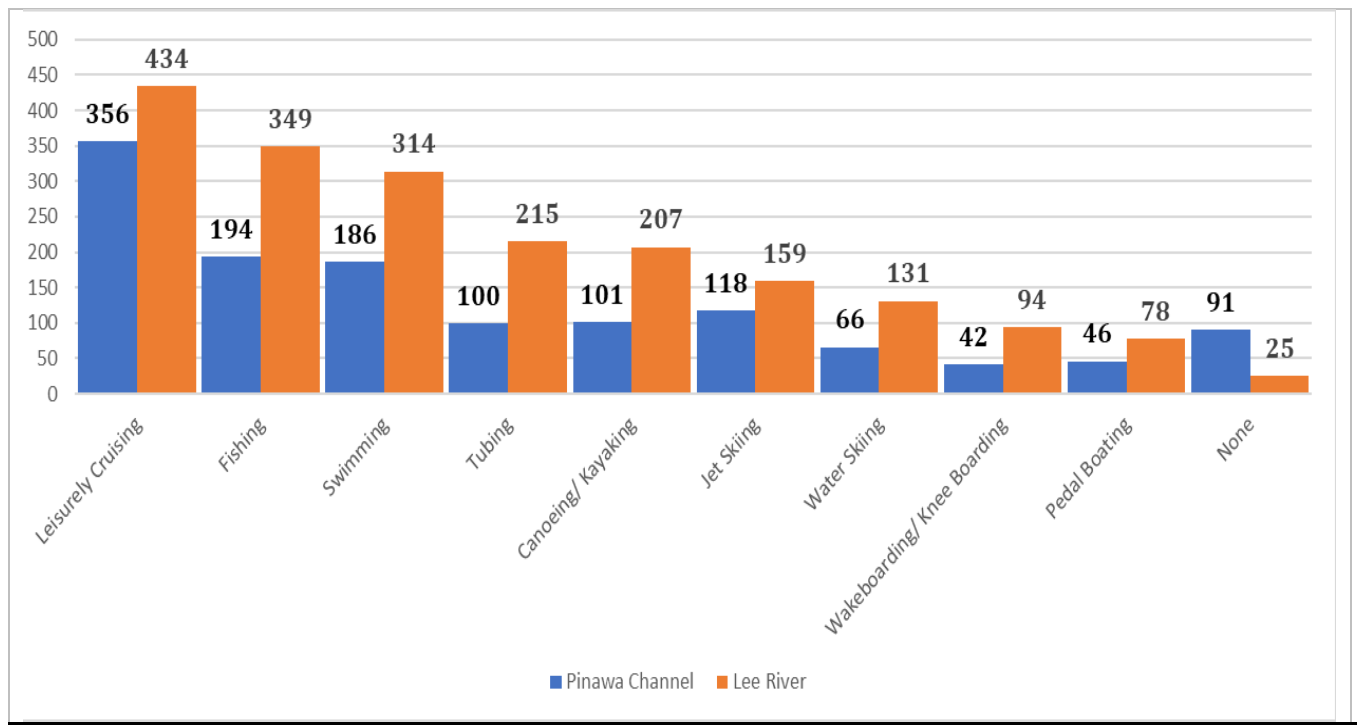
2.4.9 RECREATIONAL ACTIVITIES COMPARISON

As outlined in Chart 5, the Lee River is the preferred waterway of respondents. The percentage of respondents participating in recreational activities along the Lee River far outweighs the percentage of respondents conducting the same activities on the Pinawa Channel.

In most cases, the recreational activities conducted on the Lee River are near, or two times the amount of that activity being conducted on the Pinawa Channel. This is true of Water Skiing, Wakeboarding / Knee Boarding, Tubing, Pedal Boating, and Canoeing / Kayaking.

The bodies of water are more equally used for Leisurely Cruising and Jet Skiing.

Figure 24: Recreation activities comparison



Question 11 – What recreational activities do you enjoy while on the Pinawa Channel?

Canoeing/ Kayaking - 19.54%, 10; Fishing - 37.52%, 194; Jet Skiing - 22.82%, 118; Leisurely Cruising - 68.86%, 356
 Pedal Boating - 8.90%, 46; Swimming - 35.98% - 186; Tubing - 19.34%, 100;
 Wakeboarding/ Knee Boarding - 8.12%, 42; Water Skiing - 12.77%, 66; None - 17.60%,91; Total Answers 517

Questions 14 – What recreational activities do you enjoy while on the Lee River?

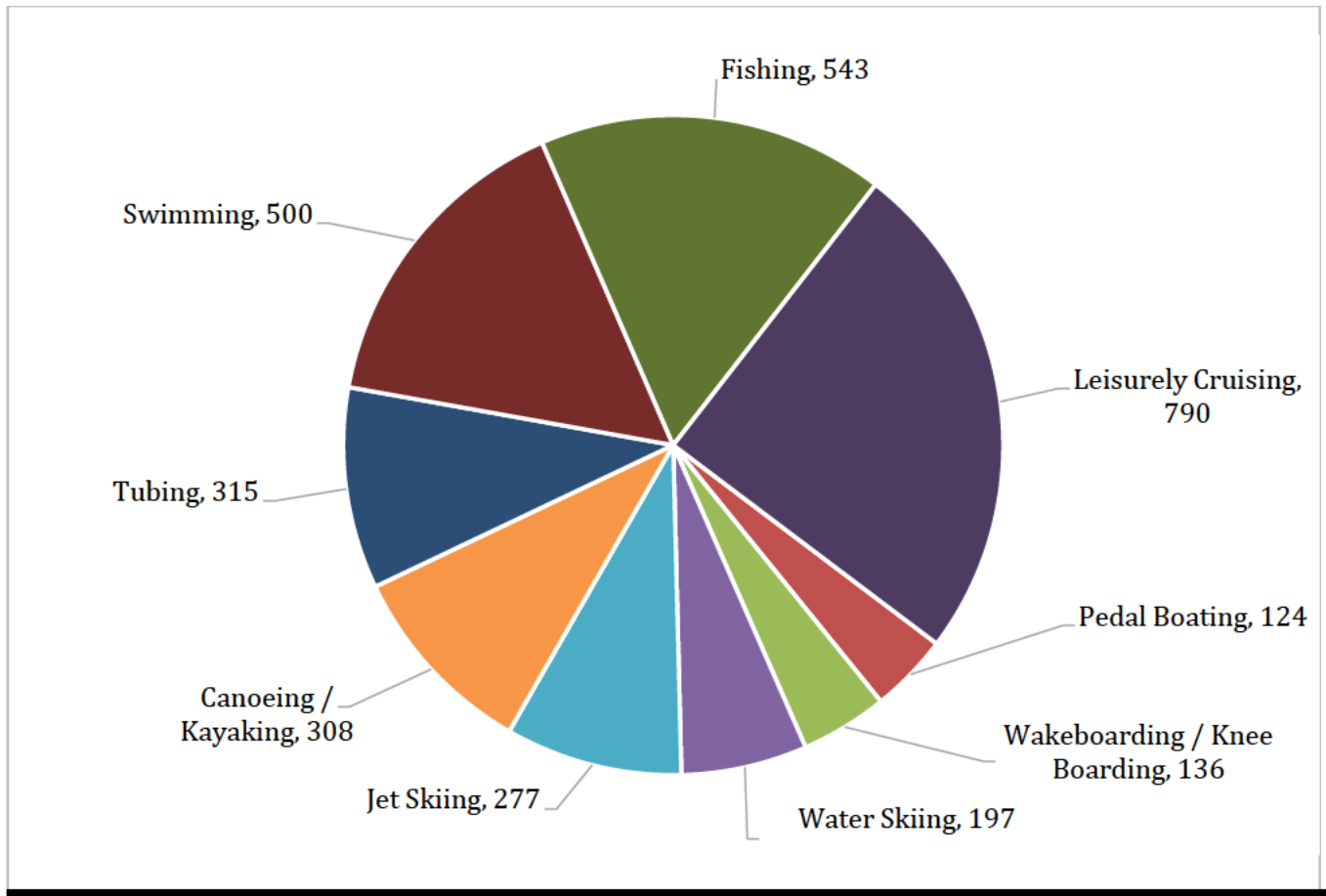
Canoeing/ Kayaking - 40.04%, 207; Fishing - 67.50%, 349; Jet Skiing - 30.75%, 159; Leisurely Cruising - 83.95%,434
 Pedal Boating - 15.09%, 78; Swimming - 60.74%, 314; Tubing - 41.59%, 215;
 Wake Boarding/ Knee Boarding - 18.18%, 94; Water Skiing - 25.34%, 131; None - 4.84%, 25; Total Answers 517

2.4.10 RECREATIONAL ACTIVITIES RANKED BY POPULARITY

A further extrapolation of the data collected in questions 11 and 14 shows that the most popular activity enjoyed by recreational users on the Lee River and Pinawa Channel is Leisurely Cruising, generating 790 responses of use, followed closely by fishing with 543 responses of use and swimming with 500 responses of use.

Pedal Boating with 124 responses, Wakeboarding / Knee Boarding, with 136 responses and Water Skiing, with 197 responses, are the least participated in recreational activities on the Lee River and Pinawa Channel.

Figure 25: Recreational activities ranked by popularity



Question 11 – What recreational activities do you enjoy while on the Pinawa Channel?

Canoeing/ Kayaking - 19.54%, 10; Fishing - 37.52%, 194; Jet Skiing - 22.82%, 118; Leisurely Cruising - 68.86%, 356
 Pedal Boating - 8.90%, 46; Swimming - 35.98% - 186; Tubing - 19.34%, 100;
 Wakeboarding/ Knee Boarding - 8.12%, 42; Water Skiing - 12.77%, 66; None - 17.60%,91; Total Answers 517

Questions 14 – What recreational activities do you enjoy while on the Lee River?

Canoeing/ Kayaking - 40.04%, 207; Fishing - 67.50%, 349; Jet Skiing - 30.75%, 159; Leisurely Cruising - 83.95%,434
 Pedal Boating - 15.09%, 78; Swimming - 60.74%, 314; Tubing - 41.59%, 215;
 Wake Boarding/ Knee Boarding - 18.18%, 94; Water Skiing - 25.34%, 131; None - 4.84%, 25; Total Answers 517

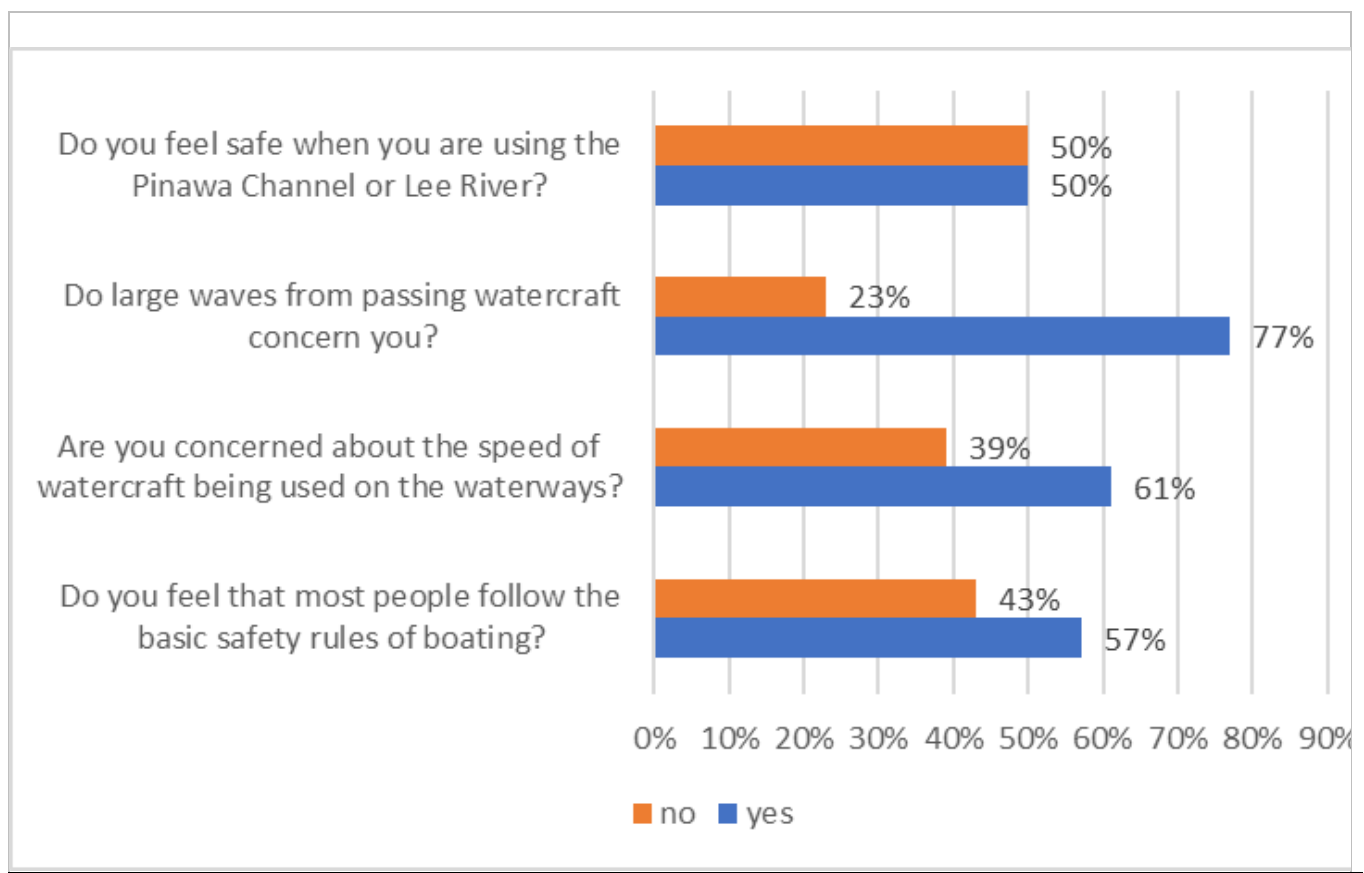
2.4.11 GENERAL SAFETY CONCERNS

The information presented in the next set of data indicates that there is a lot of room for improvement regarding safety and usage of the Pinawa Channel and Lee River.

Fifty percent of users do not feel safe when using these bodies of water, while forty- three percent of respondents replied that they feel most people do not follow the basic safety rules of boating.

Large wakes from passing watercraft and the speed of watercraft being used on the waterways were also indicated to be a concern to seventy-seven and sixty-one percent of respondents, respectively.

Figure 26: General safety concerns



Question 15 – Do you feel that most people follow the basic safety rules of boating?

Yes – 56.87%, 294; No – 43.13%, 223; Total Answers 517

Question 16 – Are you concerned about the speed of watercraft being used on the waterways?

Yes – 60.74%, 314; No – 39.26%, 203; Total Answers 517

Question 17 – Do large waves from passing watercraft concern you?

Yes – 77.37%, 400; No – 22.63%, 117; Total Answers 517

Question 18 – Do you feel safe when you are using the Pinawa Channel or Lee River?

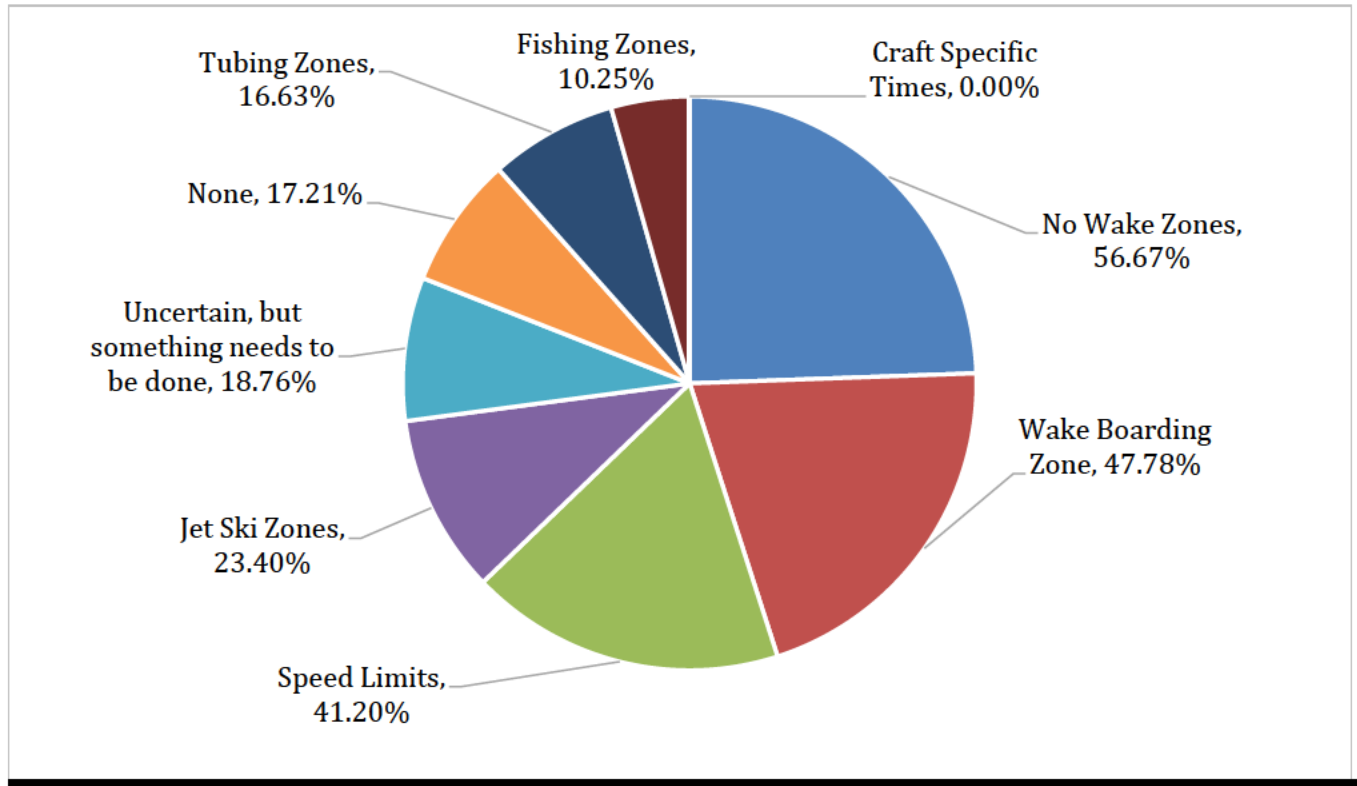
Yes – 49.52%, 256; No – 50.48%, 261; Total Answers 517

2.4.12 PREFERRED VORR OPTIONS

The data collected shows that eighty-three percent of respondents are in favour of Vessel Operation Restriction Regulations for the Pinawa Channel and Lee River.

No Wake Zones and/or Wake Boarding Zones represented the most desired change, with fifty-seven and forty-eight percent of respondents choosing those restrictions. Craft specific times were not desired by any of the respondents.

Figure 27: Preferred VORR options



Question 19 – Would you prefer any of the following changes in Vessel Operation Restriction Regulations?
No Wake Zones - 56.67%, 293; Wake Boarding Zone - 47.78%, 247; Speed Limits - 41.20%, 213
Jet Ski Zones - 23.40%, 121; Uncertain, but something needs to be done - 18.76%, 97; None - 17.21%, 89
Tubing Zones - 16.63%, 86; Fishing Zones, 10.25%, 53; Craft Specific Times - 0.00%, 0 Total Answers 517

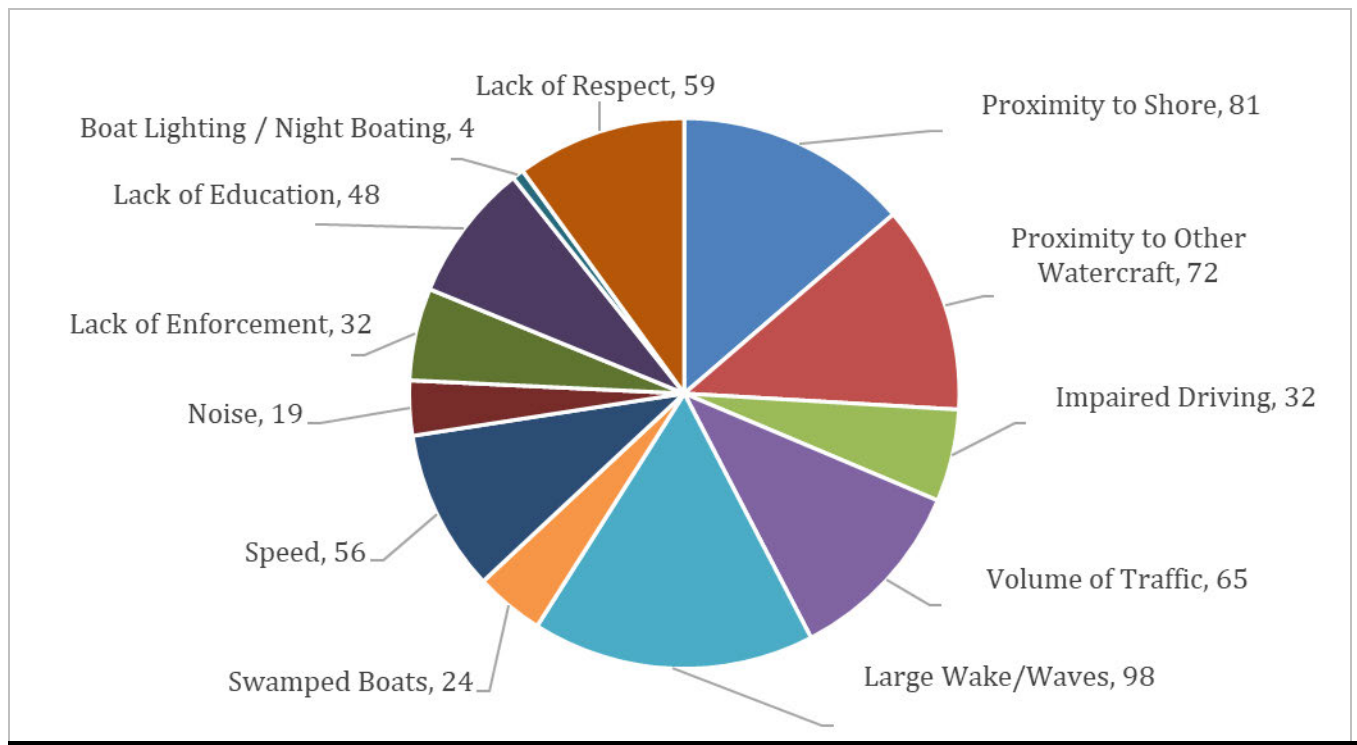
2.4.13 SPECIFIC SAFETY CONCERNS

Of the 348 responses provided in Question 20 of the Survey, 190 respondents, fifty-five percent of all comments, clearly noted and outlined a variety of safety concerns occurring on the Pinawa Channel and Lee River.

The Safety concerns most noted in the comments provided were Large Wake/Waves, with 98 comments; Proximity to Shore, with 81 comments; and Proximity to Other Watercraft, with 72 comments. Reading through the comments, wake boats and jet skis are most identified as the watercraft regarding these safety issues. Swamped boats, often pontoon boats, was brought up by 24 respondents.

The volume of traffic, noted by 65 respondents, Lack of Education or Lack of Respect, noted by 48 and 59 respondents, and Impaired Driving also play a big role in the safety concerns noted by the respondents. Reading through the comments, pontoon boats (also referred to as 'Party Boats') are associated with noise complaints and operating watercraft while impaired.

Figure 28: Specific safety concerns



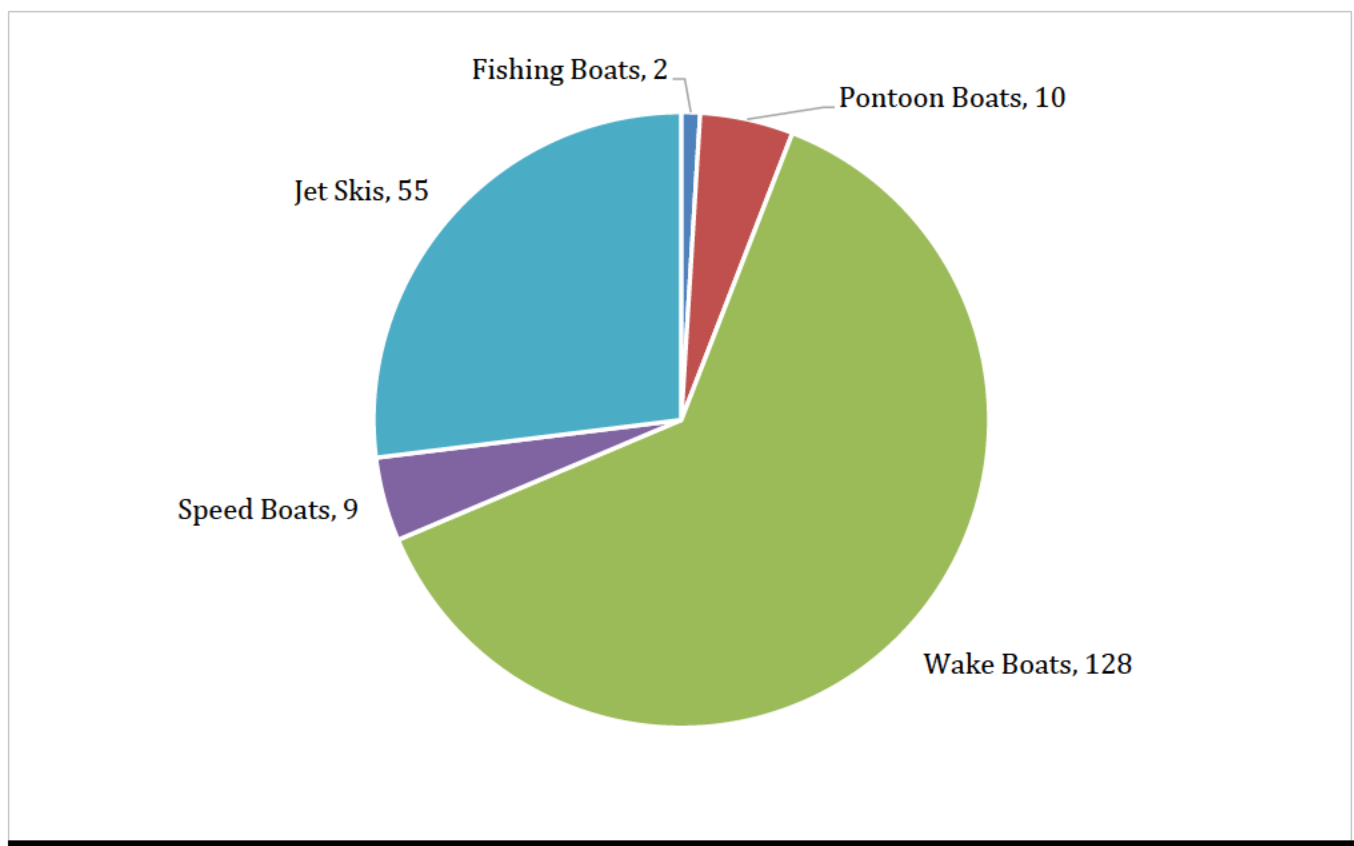
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 Tubing Zones - 16.63%, 86; Fishing Zones, 10.25%, 53; Craft Specific Times - 0.00%, 0 Total Answers 517

2.4.14 KEY WATERCRAFT IDENTIFIED WITH SAFETY CONCERNS

The comments made in question 20 also identified key watercraft involved in many of the safety concerns identified by the respondents. Wake boats were the most identified offending watercraft with 128 comments listed, especially regarding swamped boats, large wakes, and proximity to shore.

Many comments indicated that these operators are not mindful of proximity to shore distances, which respondents have indicated are producing safety concerns while participating in shoreline recreational activities, such as swimming and using non-motorized watercraft, and is adding to natural shoreline erosion issues.

Figure 29: Watercraft identified with safety concerns

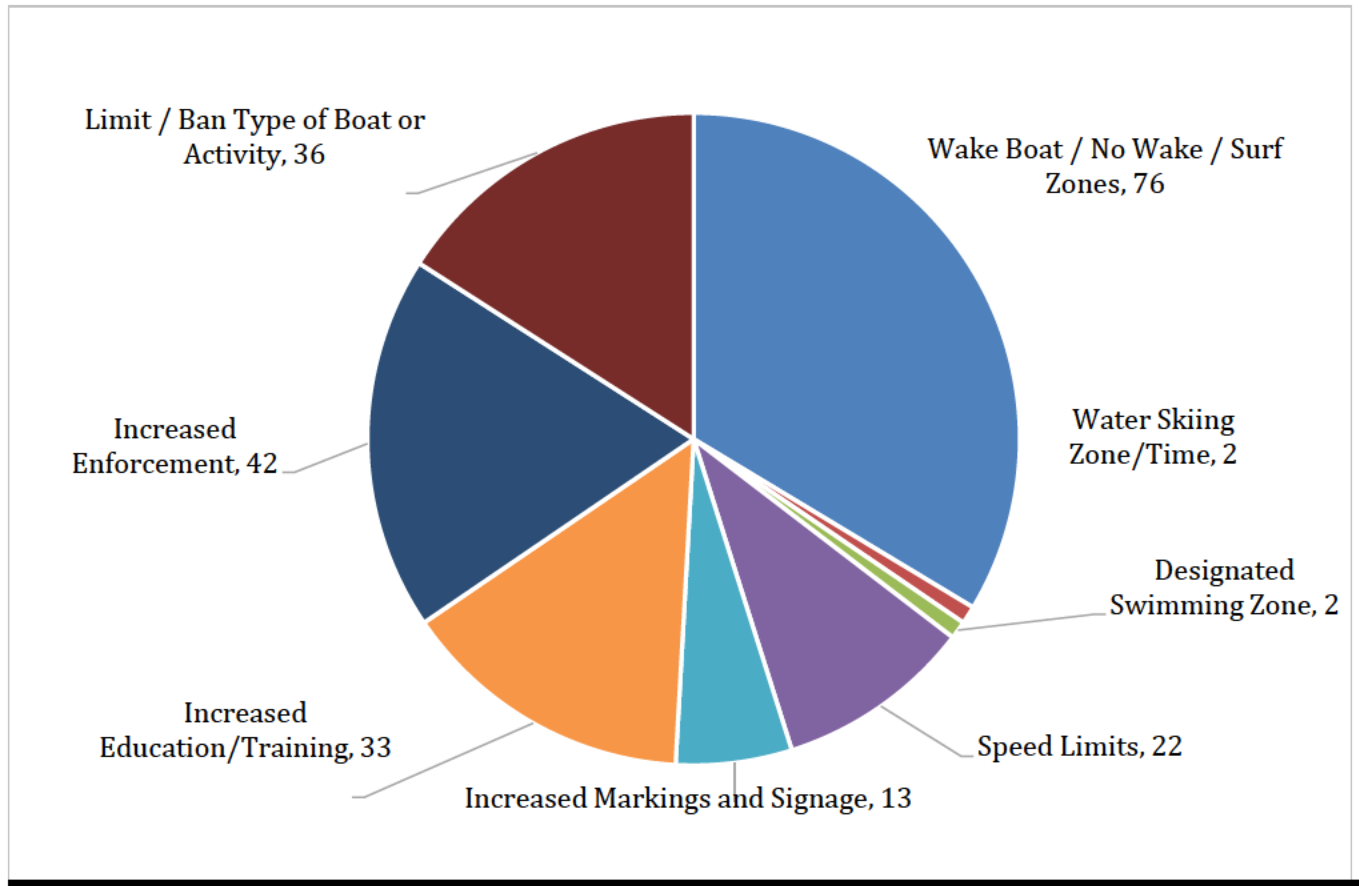


Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations. All Responses to this question are available in Table 2. The Categorized tabulation of all responses, used to make this chart, are available in Table 3.

2.4.15 ADDITIONAL CHANGES FOR SAFETY

Further to question number 19, many respondents offered suggestions for Vessel Operation Restriction Regulations that were not included in the multiple-choice options provided in Question 19. In addition to further encouraging Wake Boat/No Wake Zones, the respondents noted that Increased Education and Training and Increased Enforcement should be considered by the Committee.

Figure 30: Additional changes for safety



Question 20 - Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations. All Responses to this question are available in Table 2. The Categorized tabulation of all responses, used to make this chart, are available in Table 3.

2.4.16 COMMENTS GENERATED BY RESPONDENTS

Table 5: All comments captured from question 20 of the survey

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
1	Jul 30, 2020, 08:50 am	use Pinawa Channel once per year, The traffic on the weekend is too much, and what about speedboats with loud music and people at midnight in high speed? Nobody checks about impaired boating. Fishing boats and Jet skis are too close to our shoreline and always our lake water well.
2	Jul 30, 2020, 08:43 am	Better informed boaters and cottage owners. There are lots of rules and regulations already unenforced. Use the waterways in July and August.
3	Jul 29, 2020, 07:14 pm	Weekend traffic is significantly different from weekday traffic, and that needs to be taken into consideration. Also, during COVID this year, we noted more weekday traffic presumably ad people were not working, and kids were not in school, so establishing regulations based on an atypical year is not appropriate either.
4	Jul 29, 2020, 10:12 am	Training of wake boat owners.
5	Jul 29, 2020, 10:10 am	Wake boats to slow right down when passing all other watercraft to prevent waves and damage to shoreline
6	Jul 29, 2020, 10:07 am	I would like to see especially wakeboarding restricted to the larger open water past the end of the Lee River.
7	Jul 29, 2020, 10:02 am	No restriction regulations. The great majority of boaters are respectful and not a problem. Don't ruin it for all of us because of a very few bad apples.

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
8	Jul 29, 2020, 09:56 am	Lights on boats after dark at dusk
9	Jul 29, 2020, 09:52 am	Area from Pinawa Dam to Lake Lac du Bonnet should be no wake.
10	Jul 29, 2020, 09:48 am	Education is key
11	Jul 29, 2020, 09:46 am	Should consider "wake surfing zones' not all or nothing on the Lee River.Bigger letter signs on current "no wake zones" on the Lee River.
12	Jul 29, 2020, 09:40 am	Jet skis too close to boats, wake jumping, etc. Boater training, boats travelling too close in wakes while tube/skier/wakeboarder in tow
13	Jul 29, 2020, 09:37 am	Don't rush this!! Most cottage owners don't even know about these meetings/surveys! Need better communication!! Could be mailed out to landowners for their opinions.
14	Jul 29, 2020, 09:34 am	Speed of Jet Skis. Jumping wakes behind boats with tuber/skier. Boats following too close behind a skier/tuber
15	Jul 29, 2020, 09:26 am	Early Morning water skiing to avoid - traffic

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
16	Jul 29, 2020, 09:24 am	Just bought a 135 hp MercCruiscer Bayliner. We use Lee River responsibly. Please Don't put limit on max HP on Lee River. Thanks.
17	Jul 28, 2020, 10:29 pm	Control wakeboard boats to large bodies of water
18	Jul 28, 2020, 10:23 pm	Wake boats have swamped out pontoon boat three times. Wake boats create large waves next to our dock while grandchildren are swimming. Unsafe boating - two boating accidents within 20 feet of our dock last summer. Boats speeding back and forth past our dock. Jet skis racing pass 9 at a time.
19	Jul 28, 2020, 10:16 pm	soil erosion/shoreline erosion comes first from cottage owner disrupting the bank - tree removal and weed/brush removal; then the waves will wreck a weaken shoreline. Be Careful what you wish for if Transport Canada will say no wakeboarding than only canoeing will be allowed.
20	Jul 28, 2020, 10:11 pm	More education on safe boating rules
21	Jul 28, 2020, 10:05 pm	tough issues to resolve. Issue is lack of common sense. How do you police that??
22	Jul 28, 2020, 09:47 pm	soil erosion, property damage
23	Jul 28, 2020, 09:36 pm	Wake boats causing most problems. Even when going slow, their wake is huge, and we have to almost stop to get across their wake.

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
24	Jul 28, 2020, 09:23 pm	Stop the damage to property and wildlife due to large waves from boats. Speed zones, limiting types of boats in certain areas - help!!!
25	Jul 28, 2020, 09:13 pm	The Channel and much of the Lee River are simply not wide enough to accommodate the large wakes. We've been swamped by waves more than a few times. The waves go over our entire 20' pontoon. Crazy!!!
26	Jul 28, 2020, 09:04 pm	Wakeboarding needs to be on much wider parts off to river and maybe out to the big lake only.
27	Jul 28, 2020, 11:28 am	We have stopped enjoying our waterfront and utilizing the Pinawa Channel due to the current speed and traffic volumes. It is too dangerous for us to utilize the waterfront. Enforcement has been increased recently; however, this continues to be a major issue. Drinking and boaters licence issues are already infractions that are out of control. We support the need for tourism and would like to see a balanced approach; however, we must act to ensure safety before we have major accidents.
28	Jul 28, 2020, 08:28 am	Own the last 28 years. the boating situation has changed dramatically and not for the better. Way too many PWC and Wake Boats that have no respect for anyone else.
29	Jul 28, 2020, 08:18 am	We use to enjoy a boat ride and now too many boats and waves to deal with. Not enjoyable anymore.
30	Jul 28, 2020, 08:05 am	Wake Board boats should not be allowed on Pinawa Channel. Speed limit (15 to 20 mph) should be implemented on Pinawa Channel to deter racing - dangerous
31	Jul 28, 2020, 07:27 am	Need more marking buoys around rocks and low water areas.

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
32	Jul 28, 2020, 07:23 am	Damage to dock. erosion to shoreline. waves in excess of 3 feet. no respect to property on waterfront.
33	Jul 28, 2020, 07:18 am	Wake boats making huge waves for no reason
34	Jul 28, 2020, 07:12 am	My property is in a bay, so I don't encounter a lot of wake boats, but I know other areas do.
35	Jul 28, 2020, 07:09 am	Enforcement of operators under the influence of alcohol and or drugs (all hours of the night). Quiet time after 11 pm. No music pounding of air horns blowing. No planes landing or taking off before 9 am. All public reserves should be cleaned and made accessible with a map provided.
36	Jul 28, 2020, 07:03 am	Loud music from Pontoon boats after 11 pm, also loud horns and air horns after 11 pm. So far, the worst offender is the pontoon boat that looks like a semi, which is across from the Fernwood government boat launch. They have the music so loud we hear it while sitting by our fire in our back lot, and their horn is a semi horn. Too loud. Public reserves should be cleaned, accessible, and marked with a map provided to cottage owners in the area.

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
37	Jul 27, 2020, 10:58 pm	<p>We have lived on the Pinawa channel for 11 years, and the amount of boating traffic is getting worse and worse. We no longer take our boat out on the weekends as it is too congested, but worse, the amount of "party traffic" is ridiculous! We have witnessed wake boats coming too close to our dock, the waves of these boats have broken our boat from its ropes! We have had to purchase a boat lift just to protect our boat! The speeds of the boats travelling up and down the Pinawa Chanel is ridiculous! I have often wondered how these boats manage to not kill someone! It is only a matter of time! The amount of drinking and drunks commandeering these boats is amazing! I have written a 2 page letter and delivered it to the RCMP, detailing the times and days "the party" goes on at the Pinawa Dam, however know of only 2 times the RCMP have been there and given lasting tickets of any substance! There should be more stiffer fines for drinking, much like a vehicle. These idiots know and text each other where and when the cops are out on the water, so unless stiff fines, with proper procedures, like driving a vehicle, nothing will get better! We continually ask people to slow down, and receive the "finger" as a reply. Most are young punks who have no regard for the law or anyone else for that matter. We have seen wake boats and speed boats, target geese and other wildlife as a joke, to run them over! Jet skis are just as bad as they find it extremely fun to do " doughnuts, with no regard to safety. We see boats that do NOT live on the channel come to the channel for 2 reasons, its calmer, they can speed, and there is no police enforcement to speak of! Alcohol on the channel, and especially the party place at the Old Pinawa Dam, are a regular Saturday and Sunday happening! With absolutely NO regard for Police enforcement, go on or YEARS!! When will you stop this??? How long does this go on before there will be a death?? This goes on way into the night at 1-3- am boats go up and down the channel with music blaring so loud you can hear it in the back bedroom! the Party is on! and for sure the booze is running!! DUI??? Please I beg you fix the problem it is getting worse every year, and our waterfront property is eroding!</p>
38	Jul 27, 2020, 10:15 am	<p>Our property is located in a narrow part of Lee River which is very popular for wakeboarders as it is usually more calm than the larger waterway. In addition to the damage and associated costs that we have incurred due to these boats, we have also had to put out buoys in an attempt to create a safe swim zone area. Boaters do not seem to have a good understanding of basic boating safety rules especially in narrow areas. They come in way to close to shore causing concern for our safety while swimming.</p>
39	Jul 26, 2020, 09:08 pm	<p>With the increased wakeboard activity over recent years, we have lost valuable waterfront Property and sustained dock and boat damage, land erosion, water quality degradation and fish habitat destruction. The impact is devastating, And even more so when water levels are high!</p>
40	Jul 26, 2020, 09:36 am	<p>I believe that speed boats and wakeboard boats should only be allowed on large bodies of water. Lee River is too narrow to accommodate these types of watercraft safely.</p>

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
41	Jul 25, 2020, 04:33 pm	Weekend boating on the Lee River and Pinawa Channel is no longer safe. The issues are mostly related to overcapacity (too many vessels) operating at dangerous speeds, creating huge wakes and many of these vessels are drinking while boating. The wakes from wake boats not only make boating unsafe, but their huge wakes are also eroding the shorelines and damaging docks. I would also note that over the last many years, seeing enforcement on the Lee River is a novelty. Enforcement would act as a deterrent to many of these unsafe behaviours.
42	Jul 25, 2020, 02:33 pm	Too much development on the Lee River and Pinawa Channel. No more trailer parks needed.
43	Jul 25, 2020, 02:11 pm	Wakes are a big concern, for docked boat and shoreline erosion. Swimming or wading becomes dangerous. A blow horn sign when approaching the underpass of hwy 313 from channel to Lee River or visa versa.
44	Jul 25, 2020, 01:47 pm	Thank you for providing a voice. Speed and wakes are a big concern, also volume of traffic. Various boating safety concerns. (tubers and skiers with no spotters)
45	Jul 25, 2020, 11:28 am	The boating traffic has increased in the past 20+ years, which is a good thing. It's the types of boats that concern me and the speeds these crafts are travelling. My zone has very high traffic, the speed boats fly by my dock constantly with no regard for personal property.
46	Jul 25, 2020, 11:00 am	Loud wake boats late at night (9:30 pm) waking up little kids with the excessive noise. Boats travelling at excessive speed close to private docks.
47	Jul 25, 2020, 08:40 am	Wake boats are a huge concern for the erosion of the shoreline. It is slowly destroying the river edge as even when they are in middle of river the waves come in hard to shoreline. I feel they would be better suited to use in the larger water body rather than the river system. On weekends/long weekends the river system is very busy and I feel that when you have wake boats, jet skis, speed boats with tubers in tow and then the rest using the river for more leisurely boating/kayaking it's a crowded combination with accidents waiting to happen. This area is gorgeous and everyone wants to enjoy but I feel some new waterway rules would be beneficial so we can do our best to avoid accidents and also to keep the shoreline from being slowly destroyed via wakes.

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Respondents	Response Date	Responses
48	Jul 24, 2020, 11:12 pm	Thankful to have such beautiful waterways in our province to enjoy and use for sport. To continue to have buoy to mark rocks (even a few more), educate users on etiquette/ respect for others on the waterway. I find boat traffic less than years ago. I have been enjoying the waterways on Lee River and Pinawa channels for over 10 years.
49	Jul 24, 2020, 02:29 pm	Q18- do we feel safe ...this depends on the activity - Boating (Y) Swimming / Paddle Brd (N) Q19 - Should there be limits (Y) in some select areas, it demands a no wake zone (coca cola falls for instance). Other areas demand speed limits. There is no need to travel 50MPH down the Pinawa Channel / Bird River when there's other boat traffic close by. In general, many boaters just don't have respect or common courtesy for others...and how do you put restrictions around common sense? All boats make waves; however, a boat that promotes the generation of wave energy should be restricted to a few limited areas. It's a big lake, and I don't need to watch you ski 15' away from my dock.
50	Jul 24, 2020, 12:42 pm	Waterfront erosion due to large waves.
51	Jul 24, 2020, 10:42 am	We don't like the boats that fill their ballast so that they can produce the largest waves, which in turn causes bank erosion. We don't like the noise that personal watercraft make when it is operated at a high rate of speed in one place and also when they follow behind boats for the purposes of jumping the waves that the boat has made.
52	Jul 24, 2020, 10:16 am	More education and or testing for first-time boat operators. Also, more signage of general boating etiquette, How far to stay away from shoe lines when doing their activities. The boating license test is to easy to acquire, and this results in bad boat operation.
53	Jul 23, 2020, 09:51 am	I don't like the effect of wake boats on the water's edge and would prefer people use more open water.

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Respondents	Response Date	Responses
54	Jul 23, 2020, 09:07 am	<p>You will never be able to control this unless you outright ban them. There are too many boats on the water, and the questions did not allow us to clarify our answers. They are not a straight yes or no. Speed in some areas (narrow channel) should be reduced, and there should be setbacks from shore for boats. But this will not change the fact that there are hundreds of boats on the water every day, and no matter how little the wake, repeated waves erode. Not to mention the pollution, gas leakage, garbage and partying that occurs in the few natural zones we have left.</p>
55	Jul 22, 2020, 10:53 pm	<p>As far as feeling safe on the Lee River, we make a point skiing in front of the Crown land, so we are out of the main traffic areas. Skiing in our home would be very unsafe.</p> <p>Another concern we have is the speed and proximity to shore that boats are travelling. In many cases, there is no regard for people's property.</p> <p>Over the past few years, the quantity and size of boats on the Lee River has certainly increased. With the influx of wakeboarding boats, wave action has become an issue for us. The boats travel so close to shore, creating huge waves that pound our dock, our boat and, of course, the shoreline. Our shoreline has eroded, and additional rip rap has had to be added.</p> <p>When we observe new people moving into the area, they no longer come with one boat. In most cases, they come with multiple watercrafts.</p> <p>With all the boat traffic on the Lee River now, it is a worry to think that a new development or additional trailer parks could be added. That would only increase additional boat traffic and further compromise safety and enjoyment of the area.</p>
56	Jul 22, 2020, 08:18 pm	<p>Specified wake boat zones, and where they are used in bigger water not in mentioned river and channel, spot check or RCMP presence on the water enforcing alcohol on boats, there are more boats this year and people as well.</p>
57	Jul 22, 2020, 06:35 pm	<p>My property is being eroded from all the heavy traffic</p>
58	Jul 22, 2020, 05:43 pm	<p>If you plan to make a recommendation for change, included in the study should be impact on property values with any of your recommendations. I would expect you to hire a firm to conduct the impact. In addition, before making recommendations, you should present the costs of the change, including communications, setting up and maintaining buoys As well as RCMP costs. Taxpayers will be impacted, and it is your responsibility to provide the details</p>

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Respondents	Response Date	Responses
59	Jul 21, 2020, 01:34 pm	Due to the narrow nature of the Pinawa Channel, large wake boats should not be allowed. The channel should be designated a "no wake" zone.
60	Jul 21, 2020, 12:00 pm	Wake boats to use on lake not down the rivers
61	Jul 21, 2020, 11:03 am	My primary concern for my personal safety and the safety of our environment lies around the common practice of partying on pontoon boats in the Winnipeg River system. There is way too much unenforced consumption of liquor on pontoon boats as well as littering, particularly of cigarette butts, off of these boats into the waterway. From my observation and discussions with my neighbours, the unsafe boating occurring is people over consuming booze on their party boats and operating them dangerously. There is a huge lack of enforcement by local authorities of existing and globally accepted maritime law. I humbly suggest that if RCMP and local authorities aligned around public education (re-education for those who studied for their boaters' card three decades ago and promptly forgot their learnings) around safe and respectful use of the waterways coupled with highly visible and consistent intervention of RCMP to enforce existing legislation. Furthermore, I find the structure and design of this survey to be leading and biased.
62	Jul 21, 2020, 10:11 am	I feel this entire committee is a joke. It was not comprised of a variety of people. It was comprised of a group of people with one agenda. To ban things, they do not approve of. This is a ridiculous joke created to implement rules on the waterway by a group of people who did as little as possible to properly inform the public of their plans. They planned open houses on weekdays in the middle of the day or early in the evening so that cottages who have jobs would not possibly be able to attend. They claim they have no agenda, but we're unable to provide any information on potential restrictions and all they were concerned about was getting it all pushed through this year instead of waiting a year and informing the proper people with the essential information, to make a reasonable opinion and fill this survey out with all the facts.
63	Jul 21, 2020, 07:55 am	Ban jet ski's, they have become a nuisance

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Respondents	Response Date	Responses
64	Jul 20, 2020, 09:51 pm	not enough law enforcement, many sea doo operators pulling tubes or skiers without appropriate seats on sea doo and no spotter.
65	Jul 20, 2020, 04:53 pm	Wake Boats should not be allowed anywhere on the Pinawa Channel with ballast on board. Specific area wake Boats can operate on Lee River. Jet Ski's need to have rules for erratic behaviour on LEE River
66	Jul 20, 2020, 11:49 am	Boater education seems to be missing, many boaters are driving too close to other boats, especially when towing a rider / tuber / skier. Boats generally do not know how to cross wakes, big or small, and could use education about how to do it safely
67	Jul 20, 2020, 11:43 am	Far too much boat traffic. Boating etiquette needs to be enforced. Will not go back to Lee River until things are cleared up. It's dangerous, overcrowded, and has a ton of boats full of drinking violations.
68	Jul 20, 2020, 10:36 am	When we go on the pontoon, and a wake boat passes, they have no consideration for us. They create such huge waves that our children get scared and nervous. They should be on the great waters and not on the channel.
69	Jul 19, 2020, 11:26 am	I would like to know what's wrong with the rules that are already in effectI enjoy talking my family and friends witch includes my 3 active boys who enjoy wake surfing I'm tired of people yelling at me and complaining about the waves I makeI follow the rules which is, stay in the middle of the river. I only do 10mph, which is totally safe. If their docks can't handle the waves, they should fix themWake surfing is the biggest growing water sport of all time, so I think the public should educate themselves on how to deal with the wavesAlso if the waterway is to busy, maybe the RM shouldn't of allowed so many cottages to be builtSo I guy like me who visits the public water shouldn't get punished for too many boatsI believe I own as much of the water as any cottage owner. Also, the cottage owners say the waves are wrecking the shorelineI spoke to hydro they have no concerns they say the cottage owners who cut down trees along river bank is the problem Remember if you want to stop the use of boats, and sea doo's on these waterways consider the upset cottage owners who all own these toys and the value of the property If these units are bannedI believe your RM sign says the home of 4 season fun.....let's keep it a fun place to visit because the waterway is what keeps LDB going?!?!
70	Jul 18, 2020, 07:01 pm	We find that perhaps once in a sixty day period do we see someone on a pleasure Craft do something unsafe for themselves or others. We are not out there full time, so we don't have any real concerns at this time.

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Respondents	Response Date	Responses
71	Jul 17, 2020, 04:15 pm	I question if people know water safety rules. Boats do not pass correctly. Jet skis seem to just zig-zag all over. Speed is a concern. There is just more action on the water now.
72	Jul 17, 2020, 09:39 am	Parts of the Lee River are far to narrow for the wake boats that speed by. It isn't safe for people who are swimming by their docks. There should be a speed limit on any sections that are less than 500m wide as well as restrictions on how close they are to shore.
73	Jul 16, 2020, 08:57 pm	large waves from wake or plowing boats disturbs shoreline and creates hazard for canoes and kayaks
74	Jul 16, 2020, 03:44 pm	Where width of waterways permit, large boat and jet ski operation should be at least 200 ft offshore with special consideration given to designated swimming areas
75	Jul 15, 2020, 06:38 pm	we had three speed boats racing in front of our place on Sunday one of the busiest days, we have jet skis not paying attention and cutting people off, we have wake boats making huge waves, and thus these waves are banging our boats around on our dock. I wish the wake boats would go into the big lake and do their thing and not on our narrow channel where the waves are so hard on the shoreline. We are new cottage owners, but we are seeing the effects already with our boats being banged around.
76	Jul 13, 2020, 09:41 pm	The Osprey public launch is being used as a marina, and there are times there is no room to launch or load. Boaters go to Gigi's for food and beer.
77	Jul 13, 2020, 12:49 pm	I have heard discussions about banning wake boats in the area. This is very concerning as many people use our waterways for that purpose. Banning these will drive away a lot of cottage owners, which will significantly lower property values. I think there needs to be some education on water safety and maybe banning wakeboarding in a few areas. Areas with narrow passages such as some sections of Lee River, Bird River and Pinawa Channel.

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Respondents	Response Date	Responses
78	Jul 13, 2020, 12:28 pm	I find that those operating Jet Ski's or PWC are not operating the vessel with other operators in mind, i.e. because they are so quick and maneuverable, the operators cut off or stop in front of other boaters and don't pay attention to the operator regulations.
79	Jul 13, 2020, 12:04 pm	No more campgrounds or residential development on Lee River or the Pinawa Channel would help with boat traffic. More RCMP on the water in the Pinawa Channel and on Lee River.
80	Jul 13, 2020, 10:33 am	The traffic is heavy. It is not safe to swim in the river because the boats come speeding by and come really close to the shoreline and docks. The jet skis travel at very high speeds. There are several boats on the river that have no mufflers or whatever they are called to keep the noise down. 1, 2, 3 o'clock in the morning, you hear them speeding up and down the river. There is no control on anything - it's a free for all. I am very surprised that we have not had more accidents or fatalities. If the boats are undermining the integrity of our shore, do you have any idea what it is doing to other cottage owners? Have you done an environmental impact study? Do you really know what effects the boat traffic is having on your cottage owners? Does anyone care, or is this just a PR exercise like so many other parts of this RM!
81	Jul 13, 2020, 10:14 am	Too little too late. The bigger concern is the pollution. Many times we cannot even swim because of the algae and garbage in the channel. Besides, you have no way to enforce any rules because this is federal, and the RCMP can only do so much.
82	Jul 13, 2020, 10:00 am	Would like to see the RCMP out checking boats.
83	Jul 13, 2020, 09:52 am	More RCMP presence needed.
84	Jul 13, 2020, 09:36 am	It's great to see the RCMP boat doing spot checks on the river. More RCMP visibility would be welcomed on the river.

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Respondents	Response Date	Responses
85	Jul 13, 2020, 08:43 am	The lee river and Pinawa channel have narrow spots that the wake boats need to avoid. Most of these folks that are causing the issues are day trippers and come to use the river and channel without realizing the damage or Wakes they are leaving behind
86	Jul 12, 2020, 10:12 pm	There is way too many boaters on lee river. There is talk of more cottages/campers. This is crazy. Lee river is over capacity as it is.
87	Jul 12, 2020, 09:54 pm	You will Always have certain human beings that will be unthoughtful and do improper things. Happens in quadding and happens in snowmobiling. Humans are inundated with new rules on top on of new restrictions. You learn to deal with it. Imposing new rules/regulations/restrictions will further erode a person's right to enjoy themselves in the outdoors.
88	Jul 12, 2020, 05:04 pm	There should be a ban on wake boats and personal watercrafts
89	Jul 12, 2020, 03:32 pm	We seldom use the waterway on weekends due to the high number of boats, jet skis etc. It is too congested and too dangerous on weekends. A fair number of boaters, jet skiers, are reckless and have no regard or consideration for others. We have witnessed arguments at boat launches due to the volumes there and inexperience of some boaters. I would never consider kayaking or using any non-motorized watercraft in the area on weekends. I have witnessed kayakers having to paddle to get out of harms way from reckless boaters. Enforcement of some type is required on lee river especially. I know police resources are scarce, but more visibility and enforcement on the water, especially weekends, might help.
90	Jul 12, 2020, 12:43 pm	The large waves that the wakeboard boats leave are very scary, dangerous to other boaters and will cause shoreline erosion! They should only be allowed on the big lake!
91	Jul 12, 2020, 11:38 am	I contend that over the last 10 years, the most damaging water vehicles to the shire habitat and dicks has been the wake from the proliferation of pontoon boats.

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92	Jul 12, 2020, 11:05 am	<p>Regulations for distance to shore. We are considering placing a swim platform out just to have some privacy & keep fishing lines away from our dock. An enforced distance would allow for children & seniors to swim/paddle around shore without wakes & speed crossings.</p> <p>Wake zones & speed limits in proximity to shorelines are a must. Little swimmers can't play comfortably, nor can beginners kayak/paddleboard.</p> <p>Enforcement of decibels on sound systems & motors is needed.</p> <p>Permanent markers are needed for hazardous rocks which barely surface in open water are needed on Lee River.</p> <p>The Osprey Park should not allow BBQ, gatherings (err parties) & music for longer then launching a boat. The launch is in the back yards of many homes (earshot).</p> <p>Thank you so very much for collecting this data.</p>
93	Jul 12, 2020, 09:03 am	Wake boats are an issue for the shoreline
94	Jul 12, 2020, 08:11 am	The wakeboards seem to be the biggest issue that property damage along the piñata Chanel and also they come too close to swimmers
95	Jul 11, 2020, 06:57 pm	We are new owners, so unsure of the history of the water vehicle speeds. My kids are swimming a lot off of the dock. The waves don't bother us, but seems odd there are no speed limits. On weekend evenings there is definitely more traffic on the water.
96	Jul 11, 2020, 01:43 pm	I would like to know how this is considered a fair survey when I could literally repeat my answers 50 times in a row. BE CAREFUL WHAT YOU WISH FOR FROM THE FEDERAL GOVERNMENT A NO WAKE ZONE MEANS NO WAKE !! a blanket statement like that will limit all boats with a motor of any kind! Including Seadoos, fishing boats etc. Your property tax will decrease drastically. You will be punishing those people who also do not own property along those areas from using public / federal waterways. Was this survey and meeting also published in the Winnipeg Free Press??? The local paper does NOT capture most of the property owners. How is everyone belting notified of these "public forums."

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Respondents	Response Date	Responses
97	Jul 11, 2020, 12:19 pm	Please do not change rules due to a few bad boaters. Have RCMP patrol more often. You will that anyway if you want to enforce any waterway changes. Start with RCMP presence. That alone will squash the few bad apples
98	Jul 11, 2020, 12:15 pm	Please include the results of the survey in your report that is made available to the public.
99	Jul 11, 2020, 12:12 pm	Please post the recommendation, as your comments suggest, regardless of survey you're are submitting something. Which is odd that you have already made the decision also need dates of recommendation to council. Folks at the public foreign seemed to have no idea and or different dates
100	Jul 11, 2020, 12:08 pm	No changes needed, please include any costs associated to any proposed changes you may make. And have RCMP submit their ability to enforce any changes as part of your recommendation to council
101	Jul 11, 2020, 10:04 am	have owned our waterfront property for 30 years in the last ten years we have lost four feet of property due to what I believe to be the large wakes
102	Jul 10, 2020, 10:50 pm	If you move your "problem" from Pinawa Chanel and Lee river, you're just moving the "problem" from one part of the lake to another...if you remove all water or some water activity, everyone in those areas will lose property value. LdB's slogan is "4 season playground" if you take these things away, you will be taking away money from the entire community and businesses yet alone money out of your pockets from property loss value. If your worried about bank erosion hydro should be adding rock to the banks/shoreline not removing watercraft activity.... the only part that could use a speed limit possibly is from old pinawa damn to the first bridge
103	Jul 10, 2020, 07:55 pm	This is dumb let people have fun

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
104	Jul 10, 2020, 05:06 pm	Lee river is currently highly policed by RCMP and conservation. They only look for alcohol or safety devices, and rarely have I seen them pulling boats over for unsafe boating, not giving right of way, passing too close, etc. Marine law exists and works everywhere else but isn't enforced here. Adding more regulations won't help if the existing tools aren't being used.
105	Jul 10, 2020, 03:54 PM	Do not put restrictions in place, will impact property values.
106	Jul 10, 2020, 03:48 PM	I've had a cabin on the lee river for approximately 30 years, and we've never had a problem with jet skis, pontoon boats, or any other kind of watercraft except Wake boats. Wake Boats have caused an extreme amount of damage to the shoreline as well as to property, and furthermore, often, when you are meeting a wake boat, there isn't enough room to allow the wave to dissipate, and consequently, it often results in dangerous situations. The simple solution to this problem would be to simply request that there are no wake boats within 500m of shore, and that would put the wake boats out on the bigger water where there is room to avoid them, and property damage would be dramatically lessened.
107	Jul 10, 2020, 12:09 PM	<p>Our concerns are primarily on Lee River. We have noticed a definite increase in the number of watercraft on the Lee River. We see a growing number of boats that are now coming in and out of Riverdale Camp and/or are tied to the docks. This increase has brought noticeable changes to our banks and the number of boaters now enjoying the lake. As well, it turns up the mud at the shoreline, releasing an algae that produce a "swimmers itch" irritation for some people who swim at our dock. The increase in wakeboard boats, which produce significantly larger waves are perhaps the worst offenders in producing these changes.</p> <p>We feel that the increase in boat traffic has also made simple, enjoyable activities such as tubing young children a safety concern. To the point we need to consider the amount of boat traffic on the water before we head out to go tubing.</p> <p>We are thankful a committee is looking at this growing concern and asking the residents of the area for their observations and opinions. We look forward to seeing the regulations that are put in place.</p>

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Respondents	Response Date	Responses
108	Jul 10, 2020, 11:06 AM	<p>We should have some sort of law on lee river that reduces speeds, and keep boats in a line when going around any corner.. last weekend, 3 wakeboard boats side by side, about 15 jet skis, all jumping behind them, it was impossible to come towards them and safely pass, they didn't care, carried on partying and being 3 wide, we had to move very close to shore, and 'wait' until it was safe to go again.. which was ridiculous as they didn't even have the right of way.. and 3 boats wide?!</p> <p>Another last week, a wakeboard boat was doing say 45-50 mph, and was within inches of the black bear no wake zone marker, which is just insane.. the marker was rocking so badly it touched the water on its side.</p> <p>The waves are also ridiculous, there is no reason to do that on narrow waterways.</p> <p>Basic courtesy is what's lacking.</p>
109	Jul 10, 2020, 09:14 AM	<p>These concerns also apply to Bird River.</p>
110	Jul 09, 2020, 12:56 PM	<p>I have owned this three season cottage for 10 years. Every spring, I am sad to see more of my shoreline sinking into the Lee River. Rocks that Hydro put in before my time are also sinking away. Many times, the waves are huge, and I very seldom swim. I seldom come out in the summer, and weekends, in particular, are nuts. Anything that could be done to alleviate this would be much appreciated. I do enjoy coming to my cottage in spring and fall when boat traffic is not so bad. Thank you.</p>
111	Jul 09, 2020, 12:04 PM	<p>We live on Pinawa Bay and do not want all the wake boats to move to our bay either. We have had our docks knocked right off due to large waves, the boats come too close to shore, and some have no regard for other boaters. Personally, I would like to see both a speed limit and no wake zones put in place. The erosion to the shoreline on the west side of the bay is bad.</p>
112	Jul 07, 2020, 03:55 PM	<p>boat traffic should be in middle channel NOT right next to the shoreline. people like to swim by their property especially since there are NO swim areas in the RM area, we have difficulty doing this because of the traffic, especially groups of jet skis</p>

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Respondents	Response Date	Responses
113	Jul 07, 2020, 11:45 AM	Wake boats should not be allowed to wake in narrow waterways. There are lots of broad waterways in close proximity for them to go!!! Even when they travel directly down the middle of the river, the waves are huge when they hit the shore. It's bloody ridiculous these things are actually allowed!! I've been swamped with one passing me in my pontoon boat. Everything soaked. We basically submarined when the wake came over. NO RESPECT FOR OTHER BOATERS
114	Jul 06, 2020, 08:52 PM	I have owned my property on the Pinawa channel for about the last 20 years. In the past 3 to 4 years since the introduction of wakeboarding, I have seen massive shoreline washout. Wakeboarding requires large waves behind the boat, but what seems to escape the wakeboarders is that these waves have to go somewhere, and they don't seem to care about the shoreline destruction due to the narrow waterway of the Pinawa channel.
115	Jul 06, 2020, 07:51 PM	Manitoba Hydro will only take action if erosion is at the person's property line. Most of the area shoreline is owned by Hydro, so they do nothing until that area is all gone. Rules about bringing in rip rap need to be changed. One can't even do it your self as it is not environmentally safe. Most of the rip rap is rock from around the area, so it shouldn't be a problem.
116	Jul 06, 2020, 07:05 PM	I want wake boats banned! I am concerned with how often jet skis at high speed come within 20' of our dock. Once while our grandson was in the water.
117	Jul 06, 2020, 12:32 PM	It's not by accident that I don't take my boat, with my family on the Lee, Bird, or the channel. Too congested with irresponsible boaters. RCMP presence here is very much appreciated. WPG river still has a chance, as long as there is no further land development. White Spruce has become a royal pain in the rear!
118	Jul 06, 2020, 08:09 AM	Please don't make this about being the "fun police." People can still enjoy these waterways as they are with minor changes as to not disrupt a community. It's too difficult to enforce speed limits, but everyone seems to respect "no wake" zones. Dedicated tubing and wakeboarding areas would be more unsafe as they would be limited where to go, and cramming a section of water would likely happen. Making it dangerous for those who fall off/into the water. Everyone is relatively great on these waters, other than a few huge wake boats on the channel. Perhaps a wake limit would be helpful. Thank you.
119	Jul 06, 2020, 02:34 AM	It's out of control out there. Very unsafe... How far from the end of a dock boats/PWC should be.

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Respondents	Response Date	Responses
120	Jul 05, 2020, 10:21 PM	Wakeboard boats can go on the big water.... plenty of it. People....especially little kids, can't even swim around their docks because of the waves.
121	Jul 04, 2020, 10:32 PM	No wake zones would be great
122	Jul 04, 2020, 10:27 PM	Na
123	Jul 02, 2020, 10:01 PM	Shoreline erosion is also a natural occurrence, but it seems to be getting worse due to constant large waves from wakeboard boats and the sheer number of boats on the river. Not sure how this can be prevented as boating is part of the reason why people are attracted to the area. Another issue is "party" boats going up and down river throughout the night on weekends, with loud music, and we find alcohol bottles/cans on shoreline. The RCMP are reluctant to go on the water at night to enforce rules as it can pose danger to their members. It is difficult and dangerous to try to water ski or tube on most weekends due to number of boats.
124	Jul 02, 2020, 04:01 PM	Have nearly been sunk by large waves filling my boat by wake boats too close
125	Jul 02, 2020, 06:22 AM	There are several water hazards (submerged rocks) that should be marked.
126	Jul 01, 2020, 01:09 PM	We have written an email to the Deputy Minister

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Respondents	Response Date	Responses
127	Jul 01, 2020, 11:29 AM	<p>Rules to follow already exist, regarding the “safe” distance from shore for an allowable amount of wake! But given that a lot of people don’t follow it or choose to ignore it. And after that comes the ability to EXAGGERATE one’s wake!!! And when that happens too close to or in narrow waterways is when tempers flair!!! Mine too!!! If the distance from shore ?? in feet was respected, that would solve half the problem. The other half comes from the ability to exaggerate the wake in their recreation. If that “only” occurred in the biggest body of water, that would minimize any ill effect of their wake! In my opinion: wakeboarding and WORSE wake surfing should take place in the middle of Lake Lac du Bonnet!!!</p>
128	Jul 01, 2020, 10:18 AM	<p>Owned property here over 30 years spend hours and hours on the water every day. Lived at and visited many other lakes and rivers. Operators here are very responsible, orderly, courteous and safe, compared to many other rivers.</p> <p>Boat waves are no different, and less destructive, than natural and weather related wave action. Be aware, & slow down for waves, don't send waves in tight, high traffic areas....</p> <p>Please don't let the old, crabby, crusty complainers.... ruin the enjoyment of this great waterway.</p> <p>Those complaining, complain about everything in life... And probably wish all cottagers were gone, and there were no recreational vehicles.</p> <p>Just publish recommendations, and remind of courtesies.</p> <p>Thank you!</p>
129	Jul 01, 2020, 09:58 AM	<p>It’s not so much the speed that’s the issue, but the busy traffic on weekend is the concern. The waterways are so congested on the weekends that that’s when safety is an issue. It’s particularly an issue when not only are the waterways congested on the weekends. but new people or visitors are on the water and unaware of the boating rules which are so much more important when there are so many boats in a small narrow space.</p>

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Respondents	Response Date	Responses
130	Jun 30, 2020, 07:49 PM	I have a huge concern with the amount of alcohol being consumed by people on the water (I do not believe that when boats are “rafted up together”) that the driver is not drinking. A speed limit on the Pinawa Channel would make sense because the Channel is quite narrow, and there is always a large number of boats cruising up and down. Also, it should be forbidden to ski or wakeboard on the Pinawa Channel for safety reasons due to the narrow confines. Large wake boats should not be allowed to fill their ballast with water and tow wake surfers along the Lee River and Pinawa Channel. Most of the time, these boats pass very close to the shorelines and don’t stay in the middle of the river. The huge waves they create undercut the shoreline. We have seen this occur quite a bit at our cottage, and we have experienced a lot of shoreline erosion. I have personally experienced the issues these large “wakes” can cause while out cruising in my 18 foot speedboat. The wave troughs were so large that I nearly took on water in my bow. On another occasion, when out in my dad’s fishing boat, the same thing happened.
131	Jun 30, 2020, 07:41 PM	I also have a concern with the amount alcohol that is consumed while n the water. A speed limit on the Pinawa Channel is something that I would like to see.
132	Jun 30, 2020, 04:32 PM	At times (especially weekends) we have to be very careful when swimming because boaters come too close to our swimming area when we are swimming. Fisher people are not very respectful of area around dock. Have had trouble docking boat because they are fishing close to dock and don't move.
133	Jun 30, 2020, 07:56 AM	I don’t believe water sports should be allowed on the Pinawa Channel, or even Bird river as it’s too narrow.
134	Jun 29, 2020, 09:53 PM	I don’t think speed is necessarily an issue, it’s the major waves and how people generally come so close when passing even though there is much more room.
135	Jun 29, 2020, 06:53 PM	I kayak in Pinawa Bay, and there are some boaters & jet skiers that don’t consider what their wake (when going too fast) does to a kayak.
136	Jun 29, 2020, 05:08 PM	Mostly concerned of drunken boaters. Pontoon and jet skis with multiple drunks driving.

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Respondents	Response Date	Responses
137	Jun 29, 2020, 11:40 AM	I am under the impression that the goal Of the VORR will Simply move the problem from the river to the lake. This does not solve the safety issue caused by the extremely large wakeboard boats. These wakes are experienced everywhere and can easily swamp a small boat or throw someone overboard. Whatever rules that may be considered, should apply to all of Lac du bonnet and Alexander under Federal jurisdiction. Let’s do it right!
138	Jun 29, 2020, 08:27 AM	The majority of boaters are courteous and follow boating etiquette. There are a few always that will not from time to time, but it would not be right to hurt everyone's enjoyment of their cabin for those few.
139	Jun 28, 2020, 09:42 PM	The waterway is grossly overpopulated with watercraft during, especially on the weekends. This includes the ever increasing amount of docks and boat traffic like the Riverdale co-op with an additional 20 or so dock spaces and many more extra watercraft where the traffic is cruising, speeding, etc. by your cottage with not enough focus on boat safety or paying attention to other boaters. The real issue is that these waterways are seriously overpopulated, and steps need to taken to reduce the boat traffic.
140	Jun 28, 2020, 02:46 PM	There are just too many boats in the area in general, and everyone feels they are entitled or that they 'own the water.' It doesn't bode well for safe water fun.
141	Jun 28, 2020, 10:09 AM	There are too many boats on the water, to begin with. Setting limits might help a bit, but it will not address the exceeding amount of boats that has continued to increase over the years. How do you expect to enforce this when you can't enforce other laws?
142	Jun 27, 2020, 07:09 PM	<p>The Pinawa channel is scary to be on. The speed and alcohol are out of control. I’m worried about my kids swimming off the end of our dock because the boats come within 5 feet of it.</p> <p>Our shore is being destroyed by the wakes from the large boats.</p> <p>Our boat gets knocked around from the large wake boats coming too close to shore.</p> <p>It is disappointing!</p>
143	Jun 26, 2020, 09:47 PM	Wake boats are causing damage to properties

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Respondents	Response Date	Responses
144	Jun 26, 2020, 09:25 PM	Some boaters are inconsiderate and dangerous by boating close to fishing boats and other stationary pontoon boats with swimmers. I have witnessed near accidents and many personal watercraft operating without lights after twilight. Erosion from wake boats is costly for property owners. Wake boats need to be restricted to Lac du Bonnet.
145	Jun 26, 2020, 09:48 AM	Wakeboard boats are a problem. Jet skis that stay in the same area are a problem. Some river front cabin owners are putting out buoys to far into the river causing the space to pass other watercraft to be too narrow. There is one at the first island on the way to the dam, they have created a dangerous situation. This is also illegal. Development in the area should be seriously curtailed as the river system is now over populated.
146	Jun 26, 2020, 12:46 AM	As I had commented in my “unsafe use” portion in regards to damage. I do feel that the wake boats (wake surfing) that throw the large swells could easily be taken to unpopulated areas further north along the river. These boats cause huge rolling waves which have caused serious damage to our docks. I have gone as far as buying my own welder to repair the docks as I know they will break again. We have had a large portion of our shoreline erode due to the waves that crash in. We have had the large waves wash over the front of our pontoon boat during use causing damage of property due to being unable to avoid them. I want to add that I have been wake surfing and do find it quite enjoyable. I don’t want people to not be able to enjoy their boats and past time which require very expensive equipment, but I would appreciate it if they would refrain from making large waves in the more populated areas. I personally think it is absolutely ridiculous for the owners of these boats to Use them in a wake surfing capacity along the pinawa channel. There is no way to safely pass them, either oncoming or overtaking. This along with how narrow channel is limits the waves ability to dissipate before it washes up on the banks. Hopefully something can be done so everyone can enjoy the waterways. I’m not calling for a ban of wake surfing, I would just like some attention brought to the owners of the damage and dangers of what the waves cause. Hopefully they can be used in a less populated area. Thanks, and hopefully this wasn’t too long.
147	Jun 25, 2020, 09:33 PM	I understand Everyone wants to enjoy the channel and they should. The challenge is regularly there are large ski boats with full ballasts of water for extra weight (causing massive waves) running back and forth up and down the channel. They know they are causing significant erosion to the shoreline and boat and property damage but they do not care. I would Like I see some reasonable restrictions in place. The channel is beautiful and everyone should be able to enjoy it but due to its size it does have some limitations that should be respected. Generally, most people do respect waterways and usually it is safe but on warm weekends watching boats pass each other as after faster ones try to overtake slower ones etc. on the channel is pretty scary while they are going both ways too and from the dam. I think at the island where it really narrows should be slowed down it’s really tight. As a final note the amount of drinking done on at the dam is astonishing. People sit on their boats there for hours drinking and then boat home.
148	Jun 25, 2020, 03:56 PM	Weekends - not always feeling safe as wakeboards with full or partial bladders make large wakes swamping boats/canoes.

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Respondents	Response Date	Responses
149	Jun 25, 2020, 03:50 PM	With the number of wakeboard boats in narrow areas the size of wakes has become dangerous. Just about had our pontoon swamped by a passing wake boat.
150	Jun 25, 2020, 03:36 PM	I don't think the wakeboard boats should be allowed to fill their ballasts while on the narrow part of Lee River and Pinawa Channel. They should be used in the big water only.
151	Jun 25, 2020, 03:33 PM	It would be unfair to target some uses while other uses do the same. Example - wakeboarding when big cruiser boats cause bigger waves.
152	Jun 25, 2020, 03:30 PM	Wake boats quite often travel too close to docks and their waves are an issue. Wake boats like to come to the narrow part of Lee River instead of open water.
153	Jun 25, 2020, 03:25 PM	Wakeboards should stay in bigger bodies of water to avoid a large wake at shoreline.
154	Jun 25, 2020, 03:20 PM	Distance that boaters follow behind other boats while pulling a skier or knee boarder. Should a fall occur they be run over. Also, distance jet ski or boats are allowed to travel close to shore.
155	Jun 25, 2020, 03:13 PM	To prohibit wakeboard boats and pulling skiers down channel.
156	Jun 25, 2020, 03:07 PM	Open exhaust. High speeds in narrow spaces. Should be 5 miles from shore.

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Respondents	Response Date	Responses
157	Jun 24, 2020, 05:33 PM	<p>My cottage is situated in and they off the main drag. Pretty large waves on my property still. I believe where the river is narrower, which most of the river is narrow to begin with, the way quarts should have to slow down or have their own space for the open water from the river meets Lac du bonnet</p> <p>There's just not enough room for the large boats making massive waves as well as smaller non-motorized watercraft which I believe is the safest and less damaging</p>
158	Jun 23, 2020, 10:59 PM	<p>1. More enforcement required to ensure adequate safety equipment for all passengers. 2. Crackdown on loud watercraft stereos, especially late at night. 3. Ensure boats are not overcrowded/overcapacity.</p>
159	Jun 23, 2020, 04:41 PM	<p>wake boats make humungous waves and are ruining shorelines and property along our small river. they should only be allowed to fill their bilges when they are up in the big lake. also, their music which is blasted out across the river comes through the walls louder than conversations in the house. There are 3 "pencil" boats which race down the river once or twice a weekend. if a swimmer or skier was down in the water there is little likelihood of their avoiding catastrophe. boaters often come much too close to shore when pulling skiers or tubers. we have to watch our children carefully when swimming off the dock for fear they may not be noticed by a close boater. most often we just keep all our water activities for during the week</p> <p>long weekends are horrible. so often the waters are filled with extra boats and people who are out to party and are often not concerned with safety.</p>
160	Jun 23, 2020, 10:48 AM	<p>Many cottage owners come to LDB for sun and swimming and boating. Because of the boating traffic its getting dangerous.</p>
161	Jun 22, 2020, 06:08 PM	<p>We have seen numerous close calls on Pinawa channel. Shore erosion is getting out of control. We have island in front of our property that has drastically eroded away over the 11 years we have been here.</p>
162	Jun 22, 2020, 09:42 AM	<p>Before someone or a member of my family gets seriously injured or killed please stop the wakeboard boats and jets skis from performing back and forth in front of my dock, make them go where there is wider waterway and away from private docks where young children are swimming and playing.</p>

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Respondents	Response Date	Responses
163	Jun 21, 2020, 08:10 PM	some boaters do not care about the smaller boats and speed past them and often do not care if someone is using water skis or tubes nearby
164	Jun 21, 2020, 11:27 AM	at one point we had to put in an above ground pool as our grandchildren and children of other family and friends could not go swimming due to the volume and speed of the boats on the channel
165	Jun 21, 2020, 11:06 AM	Something needs to be done about the under bridge access from the lee river to the pinawa channel. I have seen boats speeding through without slowing down and unable to see if another boat is coming through as well. There is also a lot of boat traffic during the weekends that I do not do laundry as I am constantly cleaning my filter on my washing machine. They come close to shore and stir up the sediment.
166	Jun 20, 2020, 11:22 AM	A few bad apples are painting the majority with a bad brush aka _____ needs to follow the rules of the waterways and respect other boaters. The issue isn't any one type of vessel; it's how the vessel is being operated!!!
167	Jun 20, 2020, 10:09 AM	There are certain areas on the channel where speed and wake restrictions should be in place. At the turns where there is limited forward vision and where the channel narrows. Additionally, the islands are shrinking because of the waves from wakeboard boats and it would a shame to lose them completely because of this.
168	Jun 19, 2020, 09:51 PM	Na
169	Jun 19, 2020, 03:18 PM	The main issue is surf boats which create over 1m waves. This causes damage to docks, damage shoreline and particularly in the Pinawa Channel, makes boat operation unsafe. There is no way to safely "drive-around" a surf boat with the large waves.

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Respondents	Response Date	Responses
170	Jun 19, 2020, 08:15 AM	I have seen significant deterioration done to the shoreline over the last 11 years - most of which has been caused by wake boats. I believe they should be limited to the big water in Lake Lac Du Bonnet.
171	Jun 19, 2020, 06:33 AM	Night boating is also a concern
172	Jun 17, 2020, 11:27 PM	Often while paddle boating with my kids, jets skis speed by too close for comfort. The wake boats create very large waves that are creating damage to shore and property.
173	Jun 17, 2020, 08:17 PM	If the rivers are supposed to be available for the enjoyment of all, this has become impossible with the introduction of large wake boats and high speed boats on Pinawa Channel. The large waves make it impossible for small watercrafts such as canoes and pedal boats to enjoy anything on the water. On the narrow section of the river where we are located, it is dangerous for anyone to be out swimming in the water for fear of the large boats coming by and creating huge waves or not paying attention to people being in the water. In addition, we have lost 4 feet of shoreline in the last number of years. Additionally, as the shorelines wash soil away, this soil is being redeposited near the shoreline reducing the depth of the water and allowing weed beds to grow further out from the existing shoreline.
174	Jun 17, 2020, 04:41 PM	Limiting access on the Pinawa Channel to those who own property on it. Enforcing access through the bridge that connects the two bodies. Possibly issuing seasonal passes (in limited number) to non owners for accessing the Pinawa Channel. It is too small for the size of boats speeding to and from the old Dam. Swimming is hazardous on the Channel because of small width and limited visibility around river bends.
175	Jun 17, 2020, 11:46 AM	There needs to be something done about the large wake boat creating large waves swamping other people. There is a great big lake to do that in but they are doing it on the river which is creating issues for every other boater the is in the area and is killing my shoreline and dock. Don't mind the wake boats but they need to do that activity on the big lake with it can handle it.
176	Jun 17, 2020, 05:12 AM	We wake surf and firmly believe that it should not be done in small areas like the Pinawa Channel or close to shore.

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Respondents	Response Date	Responses
177	Jun 16, 2020, 05:38 PM	We tried to get a limit on the size of boat on the Pinawa Channel a number of years ago. We worked through DFO. We were not successful.
178	Jun 16, 2020, 07:35 AM	the change in the past 2p years has been extreme, Significant safety concerns, shoreline erosion, loss of wildlife and fish habitat and boat traffic to the point that sitting on our dock on the weekend is similar to sitting beside a busy highway. not enjoyable or peaceful at all, the city has simply been transplanted onto the pinawa channel.
179	Jun 15, 2020, 03:23 PM	A few bad apples are the issue, I upgraded boats due to the wakeboard waves, used a boat life, not everyone has \$20k to do that
180	Jun 15, 2020, 02:16 PM	We would like to see Wake Boats Banned. They have almost taken out our pontoon boat on several occasions.
181	Jun 15, 2020, 11:55 AM	My main concern is about Jet skis trying to jump our wake when we were tubing. In general, my main concern is about the odd person not following good safety measures when operating a boat or Jet skis. I avoid doing a water Sports such as tubing or wakeboarding during the weekend between the times of 1 to 4 as I deem the water to be too busy and unsafe to do these activities.
182	Jun 15, 2020, 11:32 AM	Larger boats have been on these waterways for years. Both bodies of water are pretty wide throughout. My property on Lee River has no concerns of boater's wakes but maybe in the narrow sections the property owners do. In that case No Wake Zone signs should be put up in those areas only and the R.M Council should pay for them out of our property taxes. Once these No Wake signs or any other new rules are in place who will enforce them and for how long? I hope we're not wasting everyone's time and money on this!!

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Respondents	Response Date	Responses
183	Jun 15, 2020, 09:26 AM	<p>There should no additional land development, especially on the Pinawa Channel. Years back there was something regarding too much water traffic on the Lee River and the Pinawa Channel and that there would be no more land development, especially in the Pinawa Channel.</p> <p>There should be no Wake Zones throughout the complete Pinawa Channel.</p> <p>Speed control on the Pinawa Channel should be posted and controlled.</p>
184	Jun 15, 2020, 07:17 AM	<p>On windy days, when there are waves on the Lee River, the traffic on the Pinawa Channel increases greatly. There have been many times when we do not go on the water to fish because of the traffic and waves.</p>
185	Jun 14, 2020, 02:57 PM	<p>Wake boats can cause damage to docks boats and shoreline. When pontooning it is dangerous hitting a wake.</p>
186	Jun 14, 2020, 10:43 AM	<p>Ban Wake Boats on Lee River and Pinawa Channel</p>
187	Jun 14, 2020, 08:23 AM	<p>We have property in front of the two rock piles in the middle of the lake. Most boats travel between the rock piles..... There is a profoundly high number of boats in this narrow area at most times on a nice weekend. It is very dangerous we have seen many near collisions.</p> <p>We r also unable to allow our children to use their floating dock on the weekends as the waves from the wakeboard boats are so big that they lift the anchor off the ground and the dock drifts (no matter what size anchor we use).</p> <p>There is just too much traffic in general in this area and I often worry for my kid’s safety when swimming off the dock. We have often even had to resort to taking them by boat to a quieter calmer area to swim safely away from traffic (my kids should be able to feel safe swimming off of their dock).</p> <p>This area/region is getting a reputation for being overpopulated and many friends who r looking to buy cottages say they wouldn’t want one in this area... tourism/property ownership may be affected if something is not done to address it</p>

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
188	Jun 13, 2020, 09:55 AM	On most weekend days and evenings, large wake boats regularly pass by our property fairly close to the shore. The resulting waves are cutting away at our mud shoreline and creating severe erosion. In addition, on more than one occasion when on our fishing boat the waves created have rocked the boat so much that we were almost taking on water
189	Jun 13, 2020, 06:51 AM	<p>I do agree with the need to study this issue and possibly add some regulations to the waterway. Unfortunately, like most things, most people are safe and responsible and there a select few that end up ruining it for everyone else. I was happy to hear there was an enforcement campaign earlier this year with RCMP on the water.</p> <p>I believe an education campaign combined with more on-water enforcement would be of great help. Most of the troubling behaviour I see on the water is likely illegal or enforceable already but with no current deterrent it carries on unchecked. Thank you for your efforts to make the waterways safer for everyone.</p>
190	Jun 12, 2020, 10:44 PM	<p>On weekends Lee River as well as Pinawa Channel are not safe because of the huge waves from the wakeboard boats. The huge waves along with the excessive speed of Jet Skis along with people tubing is makes the water unpredictable and very dangerous.</p> <p>Not only are Wake boats unsafe, but they are seriously damaging/eroding the shore. They should be restricted to the Lake. They also discourage canoeing, kayaking and paddle boarding.</p>
191	Jun 12, 2020, 03:04 PM	Black Bear marina has applied and received approval for no Wake zone and swimming Buoys but we are not able to enforce the speed of same.
192	Jun 11, 2020, 07:51 PM	Most boaters are operating safely some personal watercraft operators can be careless in their operation of their craft.

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Respondents	Response Date	Responses
193	Jun 11, 2020, 12:55 PM	I am located in the Pinawa Bay - small may by coca cola falls. Speed and wake are big concerns as it is a small dead end bay. Am scared to swim some days, as boats come in at high speed and I don't know if they will see me. Other boats come in slow and think they are doing the right thing, but their wake is so huge, our kayaks and boat crash into our docks and make any not motorized actives very difficult. Jet skis come in to the bay and do donuts right in front of our dock - which creates huge wake and damage to our shoreline. Noise is also an issue as many boats come into bay on weekends. Some are there to swim as bay is calm, but many are there to party and music is often played at excessive volume and the language can be quite offensive at times. People in the bay pay taxes like everyone else. If I lived on a quiet cul de sac in the city, and 5 cars parked in front of my house to party and blast their music, I would call the cops. Same thing if they were speeding through my bay. I do not understand why the same rules do not seem to apply on the water. Do not mind people coming into the bay at all, just be respectful of the property owners that live there.
194	Jun 10, 2020, 03:09 PM	My family and I do no participate in kayaking/canoeing, tubing, swimming because we do not feel safe with the amount of wakeboarding boats. lack of boat safety education and signage at boat launches to reinforce the importance of safety
195	Jun 10, 2020, 02:46 PM	The wake boat have no consideration for boats on the water or tied to a dock. last summer 3 wake boats running abreast of each other came on to me and my guests. A wall of water came over the bow of the boat soaking all of us. Pontoon boat are not designed to take the waver of these wave makers. Boaters just seem to have no respect for others. Thank you for addressing this very serious problem
196	Jun 10, 2020, 01:46 PM	Wake boats to close to docks and shore and jet skis also
197	Jun 10, 2020, 12:25 PM	Better answer to questions 15, 16 and 18 would be "sometimes". Have had to take evasive action more than once to avoid waves from wakeboard boats, or to avoid PWC's following those boats. That is more of an issue when tubers or skiers are also involved. tubing or skiing because of safety Have also observed many instances of unsafe and illegal activities, such as no spotter, not enough spots to hold tubers should a problem arise,
198	Jun 10, 2020, 11:47 AM	<p>There should be a distance limitation for boaters to stay away from fishing boats. I have seen speed boats and wake boats pass close to small fishing boats. Close enough at times to endanger tangling with lines.</p> <p>There should be a minimum distance requirement between wake boats and: Shoreline and wake boat. And between boats in general and swimmers/paddle boarders.</p>

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Respondents	Response Date	Responses
199	Jun 10, 2020, 10:36 AM	During 30 + years of owning property on and off the Lee river, the significant increase of personal watercraft and wake boats in the last 5 years has made using the Lee River and Pinawa Channel waterways hazardous. In addition to the bank erosion, there are many unsafe users out there. Examples: (1) Personally know a salesman at a Winnipeg boat dealer who, during 2017 sold three wake boats to individuals on the Lee river. When the boats were delivered came to their properties to provide some basic instruction on use. One did not have a boat license and the others had not operated any kind of watercraft before? (2) Lived at #9 - Fifth Street RM of Alexander on the water at the entrance to Coca Cola Falls Channel - 4 years ago witnessed summer campers from Camp Cedarwood in canoes and kayaks (approx. 10-12) had half of them capsized by a wake boat with boarder which passed them in the channel. The driver did not look back or seem concerned! This was the final straw and made our decision to move from the waterfront to a back lot(3) On Pinawa Channel on our pontoon boat travelling with our son who is in a electric wheelchair, we were meeting and passing another pontoon boat when a wake boat with wakeboarder came from behind and squeezed between our two boats and continued on. Both pontoon boats rocked severely from side to side and we were very afraid for our son! (4) On numerous occasions have encountered groups of personal watercraft on both the Lee River and Pinawa Channel who weave in and out among the boats or make circles around them as they are travelling. (4) While at Coca Cola Falls, one resident put up a sign - No Wake Zone and a boater came by and tore it down.
200	Jun 10, 2020, 10:33 AM	Boat traffic, boat wakes, boat speeds, PWC traffic have increased dramatically over the past fifteen years and something needs to be done to keep everyone safe and eliminate property damage.
201	Jun 10, 2020, 08:40 AM	I have been on Lee River for approx. 40 yrs. as it keeps growing the need for regulation of Wake surfing as it causes the biggest wake which causes damage to shoreline, docks and Boats. They need to be in a bigger waterway.
202	Jun 10, 2020, 07:33 AM	Wake boats need to be banned
203	Jun 09, 2020, 11:10 PM	Property owners have permits to be on the waterway based on own owning property on water and backlots on the channel and lee River.
204	Jun 09, 2020, 09:48 PM	I have had large waves from wakeboard boats sweep from front to back of my pontoon, flooding the whole deck with the waves, I have small children, and feel that these wakeboard boats can create dangerous situations.

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Respondents	Response Date	Responses
205	Jun 09, 2020, 05:41 PM	We live on a narrow part of lee River. Powerboats who are passing oncoming boats in our portion of the river, often hug the shore to make the pass and rarely slow down. We are also on a point, so people will also hug the shore just to take a shorter line. Because of this, we don't feel safe swimming off our dock. On the weekends, with increased traffic, it's almost impossible to go for a paddle. In areas where the river span is narrow, public swimming areas, marinas and heavily populated cottage and dock areas exist, there needs to be no wake zone and speed restrictions in place.
206	Jun 09, 2020, 05:08 PM	I would very much like to support the committee or even be a representative, Will Wiebe 204-470-5475; 21 south maple drive
207	Jun 09, 2020, 02:54 PM	I work for Transport Canada and it is obvious that boaters are not following simple boating rules (right of way, speed restrictions), or following safety guidelines (e.g. wearing lifejackets). I do not let my son swim past our dock for fear of a reckless boater/jet-ski. These careless boaters are not only ruining our shorelines, but also cause a safety risk (as is shown with the high number of boating incidents/deaths each year).
208	Jun 09, 2020, 11:15 AM	My main concern is with wake boats and surfing boats raising high wave levels that are dangerous to cross with a boat as well as shoreline erosion. As well as multiple docks being damaged from the waves.
209	Jun 09, 2020, 10:24 AM	We are on the Pinawa Bay section of the Lee River. It is a narrow, dead end bay yet boat and jet ski owners see a need to speed, do donuts (jet skis) and party (by Coca Cola Falls). This is unacceptable behaviour and threatens the safety and enjoyment of the bay from those of us with property on the bay.
210	Jun 09, 2020, 10:11 AM	too many young kids operating jet skis and driving them like crazy, I don't think half of them have a licence to operate. No one is around checking them. I have owned property here for 20 some years and have seen conservation checking once about 15 years ago so what we need is someone to enforce rules not just make them up.
211	Jun 09, 2020, 10:08 AM	We own waterfront property on the small channel off of Pinawa Bay leading to Coca Cola Falls. We are very concerned with boats and jet skis travelling in at high rates of speed and passing other boats in this narrow waterway. We would like to see a speed limit/no wake zone implemented in this area (from the boat launch inward) as on most weekends it is very unsafe for swimmers as well as presents huge concerns for property damage to our boats as well as the shoreline.

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Respondents	Response Date	Responses
212	Jun 08, 2020, 10:29 PM	Some high speed racing boats in the area as well. Could be limited to certain hours of the day. Limit jet skis near fishing areas. Regulations should also be applied to Bird River. Rocks and hazards need to be better marked so boats know where it is safe to go to stay out of the way of others.
213	Jun 08, 2020, 07:48 PM	I sometimes see kids under 16 operating seadoos, and sometimes unsafely. Many weekends there are pontoons and/or other boats parked on the water blaring music well after midnight.
214	Jun 08, 2020, 07:10 PM	Inshore noise laws. No thru hull exhausts.
215	Jun 08, 2020, 07:01 PM	We agree something needs to be done.
216	Jun 08, 2020, 01:53 PM	We have our cottage in Coca Cola Falls area. Many fast speed boats, wake boats as well as jet skis come through here way too fast that causes large waves that erode property at the water's edge. This also causes damage for some folks here to their boats from them hitting the docks from the larger waves created. This area has a very narrow passage and everyone needs to slow down here because of the damage that is being done. We feel it is important to amalgamate the RM of Lac du Bonnet and RM of Alexander cottagers in this research and expand the project to include all interested and affected parties in this very important and long overdue project. We were very surprised to hear that the RM of Alexander was not included to this point. Please reconsider this.
217	Jun 08, 2020, 01:17 PM	no jet skis allowed, and stay 250feet away from any dock or shoreline
218	Jun 08, 2020, 12:36 PM	NA

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Respondents	Response Date	Responses
219	Jun 08, 2020, 11:51 AM	I believe a presence of enforcement officers is required particularly on weekends with financial penalties if applicable
220	Jun 08, 2020, 11:16 AM	boats which are designed to create a large wake are causing significant damage to shoreline, boats and make it unsafe for smaller vessels and self-propelled modes of transportation (kayak, paddleboard & swimming) unsafe. I believe a significant portion of these types of boats do not belong to owners of waterfront property.
221	Jun 08, 2020, 11:08 AM	I would like to see all boats with ballast tanks/significant weight do those type of activities out on the lake where they are more than 75 ft from shore, the damage these slow-moving six ft plus wakes that are thrown up by these boats are deteriorating shores and destroying fish habitats. They should not be allowed to operate on any of the narrow waterways
222	Jun 08, 2020, 08:51 AM	I do not wish to stop anyone the pleasure of the water but I do feel there needs to be more considerate of everyone on the water. I know boats are getting faster and bigger but when people own these boats, they must be aware of us that do not and are on the water just for a leisurely ride.
223	Jun 08, 2020, 08:43 AM	I have a lakefront cottage in Rice creek by Coca Cola falls. I would like the area to be considered a "no wake " area and posted as such. It is just too narrow for tubing and planning wakeboard boats. People come in here to canoe and kayak. I had my boat swamped tied to the dock. I believe that wakeboard boats should be restricted to the big lake Lac Du Bonnet.
224	Jun 07, 2020, 09:25 PM	Have been concerned for the last several years about alcohol consumption and boating. On any given outing, you can see many boats where both the passengers and driver are drinking. Never seen any enforcement, never seen RCMP anywhere near the river.
225	Jun 07, 2020, 06:59 PM	Speed limit and no wakes on Pinawa channel

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Respondents	Response Date	Responses
226	Jun 07, 2020, 05:18 PM	The number of large wake boats and personal watercraft on the Pinawa channel is exceeding safe limits and wakes are eroding shore lines several inches a year.
227	Jun 07, 2020, 02:50 PM	I would like consideration of the overall health and integrity of the waterway and natural ecosystems be taken into account when addressing concerns. I find it interesting that there are restrictions on the amount of personal/commercial properties that are allowed, however, there seems to be no consideration made for the amount of watercraft that are allowed on the water. It is clear that there are individuals that are using vehicles as defined by the MB Highway and waterways act while under the influence of drugs and/or alcohol. But nothing ever seems to be done to enforce the rules. Not only is it jeopardizing the health and safety of residents, but the overall health and safety of the environment.
228	Jun 07, 2020, 02:21 PM	We are the narrow part of the lee river and boats come within feet of our dock at high speed. The wakes are massive and create havoc with our dock to the point we take our boat out on weekends for fear of future damage. There is lot of drinking and boating, over full crafts and people not wearing PFDs. I can only SUP in early morning hours due to waves and volume of boats
229	Jun 07, 2020, 01:59 PM	Increase in bot traffic and use of larger vehicles has increased over the past number of years on the Pinawa Channel. Along the channel there are many places where families gather to swim. There are legitimate safety concerns attached to the increased traffic and while most boaters are safety conscious, there definitely are many who disregard safety and either do not know or do not care that they are jeopardizing others with their reckless behaviour.
230	Jun 07, 2020, 01:26 PM	Wake Boarding close to shore cause significant erosion and damage to boats tied to docks.
231	Jun 07, 2020, 11:51 AM	Wake boats cause shoreline damage and often send waves of water over the front of my pontoon boat as they pass to fast. Also, jet skis often cross over wakes and drive around cruising boats and the drivers rarely recognize safe boating practices. In addition, numerous times a day speed boats with modified mufflers speed through into Pinawa Bay on the Lee River at full speed with no regard to other boaters and are so loud, we have to stop a conversation on my house deck because we cannot hear the other person speak.
232	Jun 07, 2020, 10:48 AM	I have addressed a two-page letter to Scott expressing comments.

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Respondents	Response Date	Responses
233	Jun 07, 2020, 09:09 AM	Again, Very Important that wakeboarding is not the problem for large waves or shore erosion. It's the special wake boat that has water ballast on board. So those should have some regulations on distance from shore on Lee River. Should not be allowed in Pinawa Channel or Bird River.
234	Jun 07, 2020, 08:43 AM	My only concern is water skiing, wakeboarding, tubing etc. in Pinawa channel between the bridge and the Pinawa dam. It is dangerous if someone falls and another boat is travelling at high speed behind. Restricting those activities in that stretch would be beneficial.
235	Jun 07, 2020, 07:43 AM	We need no wake/speed zones in narrow channels such as Pinawa channel, rice creek channel and Bird River
236	Jun 06, 2020, 11:20 PM	Wake boats are taking advantage of calm waters to perform their tricks, also young or inexperienced driving boats that I can't even think of owning "lil shits" either have rich parents or are drug dealers... quit making wakes on Pinawa Channel it's eroding the shore.
237	Jun 06, 2020, 11:08 PM	<p>Wake boats have been destroying our shorelines since they were first brought into lee river as well, we have been swamped 3 times by them.</p> <p>Our shoreline was all riprap but now we are missing a lot due to the waves rolling the rocks into the water.</p> <p>As well we can't understand why they must come so close to everyone docks.</p> <p>As for tubing. When we go, we go out to the big water do not hurt the shorelines or the other residents of lee river area.</p> <p>Why can't the wake boats do the same?</p>
238	Jun 06, 2020, 10:41 AM	Almost collided with a jet ski being operated by youth not paying attention jumping waves from boats, very scary. Seeing more if this lately. Wake boats appear to be wreaking havoc on the shore, often see large chunks of shore floating around.

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Respondents	Response Date	Responses
239	Jun 06, 2020, 10:36 AM	We need to enforce the existing waterway laws regarding safety, speed, and wakes or simply ban wake boats & jet skis. The volume of traffic in narrow stretches (such as Pinawa Channel & Lee River at Coca-Cola falls) that travel at excessive speed or producing moderate to heavy wakes is of great concern to me... the property damage to my shoreline, dock, & boat is getting ridiculous!
240	Jun 06, 2020, 09:38 AM	Wake Board Boats have to be redirected in larger areas of water and not allowed to come closer than 300 meters from the shoreline. Personal watercraft have to slow down in narrow waterways and also not allowed to criss-cross in front of boats. They should be driven the same as a pleasure craft.
241	Jun 06, 2020, 08:26 AM	Wake boats destroying shorelines.
242	Jun 06, 2020, 07:47 AM	Because of the increase in boat traffic we need to look at how we interact with the different size of boats and speed. Also, to many seadoos with no spotters
243	Jun 06, 2020, 12:12 AM	No wake zone by the Osprey boat launch, which us very busy. We watched the waves from a wakeboard boat pop a section of our neighbour's dock off near the boat launch. Swim mining and kayaking are dangerous and people are drinking lots of alcohol on their boats. It's deeply concerning given how crowded the waterways are, on a busy day we can count 30 or more boats from our dock, many parked by the jumping rock,
244	Jun 05, 2020, 11:24 PM	I feel that, although busy at times, the waterways are safe and acceptable
245	Jun 05, 2020, 08:10 PM	Concerned about the sheer number of watercraft on the water especially on the weekends.

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Respondents	Response Date	Responses
246	Jun 05, 2020, 06:30 PM	I agreed waterways are busy but don't feel they are dangerous
247	Jun 05, 2020, 03:52 PM	<p>policing (hardly ever) Enforcement of rules, e.g. sea doo pulling skier (2seats) no spotter</p> <p>My concern is the qualifications of people asking these questions and their recommendations</p>
248	Jun 05, 2020, 03:15 PM	Our biggest concern is the number of boaters that are drinking while driving. They don't even hide the fact that they are. We have seen boaters so drunk they can hardly walk, yet they have a boat full of people, including children and are pulling tubers. We have witnessed several near accidents due to drinking and speeding. Unfortunately, manpower is needed to resolve this issue, and there are few resources for that.
249	Jun 05, 2020, 02:50 PM	Permanent markings to alert boaters of natural hazards (rocks, stump areas).
250	Jun 05, 2020, 01:39 PM	Due to narrowness of pinawa channel Wake Boats should only be allowed north of pinawa channel bridge. Due to our location the river is narrow and a lot of boats come too close to our dock and definitely not 90 feet from shore. This endangers our swimmers etc. This also causes damage to properties. On most weekends, esp. long weekends many boats gather at the Dam. There is alcohol being consumed. On return the noise level is considerably increased, foul language, and speeding making the area unsafe.
251	Jun 05, 2020, 12:25 PM	No airboats
252	Jun 05, 2020, 10:59 AM	Most everyone is respectful except the large wake boats. And some are respectful but the boat is built to make massive waves. Been swamped many times over the whole deck of the pontoon by them. Plus, they're eroding the shore. Time to put limits or restrictions on them and start enforcing.

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Respondents	Response Date	Responses
253	Jun 05, 2020, 10:25 AM	While I don't believe that even the 30 meter rule for speed is followed by much of the watercraft on Lee River, I would like to see signage and this range increased, as well as special restrictions for low-speed, high-wake watercraft in the narrower areas of the waterway until watercraft can reach open water.
254	Jun 05, 2020, 10:22 AM	I belong to a local paddling group that often paddles on the Pinawa Channel and Lee River. We don't plan an outing for weekends due to the high volume of water traffic and safety concerns with speed and large watercraft.
255	Jun 05, 2020, 09:58 AM	By far the biggest issue is impaired operators Both the channel and Lee River are like a giant party all day each weekend. We have had multiple close calls with all types of boats and there is always beer or pot involved. Get the police out on the water each weekend and 99% of all of these issues will go away. As well putting no wake zones and speed limits up are useless if not enforced 24 7.
256	Jun 05, 2020, 08:40 AM	I would like to see buoys on the water to mark unseen dangers like shallow areas and to help guide boaters to be safer on the water.
257	Jun 05, 2020, 08:12 AM	Surfing and wakeboards close to shore creating large waves and unsafe conditions for people on the shore and small watercraft, paddle boats, kayaks close to shore, sometimes high speed just skis in narrow passageways and under bridge
258	Jun 05, 2020, 07:59 AM	Designated areas for surfing.
259	Jun 05, 2020, 07:37 AM	The waves from the wakeboard boats are degrading the shoreline, causing damage to boats that are moored and create dangerous waves that impact your boating safety while out on the water

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Respondents	Response Date	Responses
260	Jun 05, 2020, 05:44 AM	<p>I would like to see something that addresses the boaters who come close to docks while tubing, water skiing, etc. This area near waterfronts and docks are typically used for swimming, and proximity to people in the water can be dangerous. I have been on the Lee River for 45 years, and this seems to become an issue every once in a while. I have seen proposals to limit or curtail most of the issues raised in this survey over time. I recall previous concerns to limit motor sizes (HP) Typically, nothing happens, and things continue as they are. The problem with restrictions are they are exactly that; they are prompted because someone is annoyed or inconvenienced while others have their fun and recreation restricted. Let's keep in mind that the lakes and rivers are typically used by residents and visitors for their fun, hobbies and enjoyment. Sure, it gets a little busy on weekends, but that is when most people have leisure time. I don't think we need to try and create private or restricted areas or no noise areas because it bothers 1 or a few people. The emphasis should be on safety, but I'm not sure you can regulate stupidity, and that seems to be the issue. Alcohol and other substances are already covered by law, so some enforcement in that area is already in place. People can help control this on their own. Also, once you create a series of restrictions or zones, they become confusing, hard to know where the restricted areas are, so they need to be identified and posted clearly, and then you need to enforce the restrictions. I'm not sure the municipality can afford the costs and person power to do an adequate job of posting and patrolling. If residents and visitors would use common sense when driving, boating, use of fires and control their younger family members and guests, there would not be a big problem. Common sense and courtesy ??The issues I have seen usually involve people wanting peace and quiet while others want fun and excitement. I think a public awareness campaign for both residents permanent and seasonal, and vacationing visitors to the area would go a long way to create an environment that allows good use of our resources and recreational campgrounds and waterways without unnecessary restrictions. Safety should be the major concern, not annoying issues between neighbours. Parents be aware of your family members, young and old, and everyone act responsibly.</p>
261	Jun 04, 2020, 10:26 PM	<p>Not sure how anything will be enforced as local enforcement does not have the manpower. Need full-time group to patrol the waters through the summer months</p>
262	Jun 04, 2020, 10:10 PM	<p>I have noticed an increase in jet ski traffic close to my dock. Also, boats coming close to my dock making it unsafe for swimming.</p>
263	Jun 04, 2020, 09:54 PM	<p>My main concern/complaint is from wake boats not respecting the damage their wakes create. They should not be allowed so close to shore/docks where children are playing & boats are getting damaged.</p>

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Respondents	Response Date	Responses
264	Jun 04, 2020, 08:48 PM	Yes, the RCMP should be enforcing impaired driving offences on Lee River and the Pinawa Channel. Most of the issues you have raised in your survey are a direct result of impaired boating. I have been on this river system for 44 years and have no concerns with families enjoying time on the River pulling their children on tubes, skis etc. Please remember when considering any changes to the waterway that you will be affecting families who pay an exorbitant amount of taxes and support local business. Enforcement of existing laws, by-laws and rules would eliminate the need to spend additional funds to conduct a study. I just told you what the issues are for free. You are welcome. Take care.
265	Jun 04, 2020, 08:45 PM	Wake boats are a nuisance I gave a pontoon boat and the waves they make often go over the deck of my boat. We also canoe and kayak on These waters
266	Jun 04, 2020, 07:46 PM	Please do not over patrol the waterways. Respond to complaints but do not regularly police. The waterway was way busier in years past.
267	Jun 04, 2020, 06:54 PM	Biggest problem is wake surfing boats
268	Jun 04, 2020, 06:31 PM	On holiday weekends, we do not use our boat due to many boats on the lake and unsafe practices with some boaters.
269	Jun 04, 2020, 05:58 PM	While I'm glad to hear a VORR is being considered, the most important aspect is enforcement, with education and fines. I was so happy to hear the RCMP were out on the water - we need more of this!
270	Jun 04, 2020, 04:28 PM	Wake boating close to docks when you have a boat tied to it or crossing close to your bow is a sign of inconsideration & Stupidity

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Respondents	Response Date	Responses
271	Jun 04, 2020, 04:26 PM	Those big boats that make huge waves are scary to pass, they flooded our pontoon boat, and I don't see how people in canoes or smaller boats fishing have not been overturned. Even when they slow down to pass you, the waves are so large; we need to totally turn the boat into it, or we may tip bcuz the waves are so large. They should not be allowed period on those smaller rivers, have them go out to the bigger waterways, i.e.) Lac Du Bonnet lake.
272	Jun 04, 2020, 04:12 PM	Have noted many times people doing donuts on jet skis and tubing in narrow parts of river and people in canoes and small craft are fearful of being overturned by the large waves created from wakeboard and annoying jets skis that go round and round and round in front of people's docks and n front of boats
273	Jun 04, 2020, 03:21 PM	My biggest concern are Jet Skis. Nothing against them; it's just that their ease of mobility allows them to change course so quickly that oftentimes they show up unexpectedly where you were not expecting them to be.
274	Jun 04, 2020, 02:46 PM	I don't want to limit the fun people have ... but there are some things that people need to be respectful of. We have property within view of the "rock pile" on the river by Lee River Falls area. All boat traffic has to filter through the 2 rock piles, and very often, there are 2 to 3 boats travelling through there at the same time (some pulling water skiers or with small children on tubes). No one slows down... I worry about that.
275	Jun 04, 2020, 02:35 PM	I have been in the lee River for over 50 years. There are far too many boats and lousy drivers now. Boats are fast big and not driven by the most experienced ppl. Loads of young ppl partying on wakeboard boats. We are on the narrow part of lee River and docks and boats are taking a beating. Very unsafe and we don't usually boat on weekends because of the traffic. Very dangerous and the large waves are destroying the land boats and docks

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
276	Jun 04, 2020, 02:23 PM	<p>We have been here for 35 years and every year the number of boats increase. Many of these boats are wake boats that cause extreme damage to the shoreline and to boats that are left at the docks.</p> <p>We no longer even go out on the weekends or leave our boat in the water.</p> <p>Between the jet skis and the wake boats seems like you’re always looking for a safe spot to be.</p> <p>Way too many boats all out in the weekends sharing small areas. Also, a lot of boats coming into the bays for a calm spot, which means swimming also isn’t enjoyable.</p>
277	Jun 04, 2020, 02:23 PM	<p>The surf boats create large waves that make our boat hit up against the dock. We have boat whips but one day I fear the waves will be so strong it will create damage to our fishing boat and dock. We are in a narrow part of Lee river and the wakeboard boats and surf Boats love to hang out right in front of our cabin going back and forth. This needs to stop. Also, the waves are so big we are fearful when passing them as we need to completely slow down and almost stop our boat for fear of tipping over.</p>
278	Jun 04, 2020, 02:10 PM	<p>The wake boats are wrecking the shore. Large pieces of shore are washing downstream and clogging up the narrow bridge. Nesting birds are losing their habitats! I've seen boats chasing the geese! I've seen accidents from boats running into each other. There is quite the boat traffic on the weekends and it makes it scary to let the grandkids/anyone swim, even by the dock.</p>
279	Jun 04, 2020, 02:03 PM	<p>Wake boats are always to close to shore. They should be in the middle of the river</p>
280	Jun 04, 2020, 02:02 PM	<p>Consider no motorized watercraft on the Pinawa Channel unless it is for traditional wild rice harvesting.</p>
281	Jun 04, 2020, 02:01 PM	<p>None. No changes required.</p>

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
282	Jun 04, 2020, 01:50 PM	A couple of Wake boats can impact the entire waterway in front of my cottage because they churn up the water so much. Also, concerned about drinking on Pontoons. Lots of late-night/early am pontoon parties. Am tired of seeing watercraft riders with small children in the driver's seat and underage drivers in general. Also, boater rules are often not followed when towing using a PWC, i.e. no spotter, or too many riders. On busy days, skiing, tubing, wakeboarding are very dangerous when your rider falls off because of other boats in the area.
283	Jun 04, 2020, 01:48 PM	There is not enough Public Boat Launches in Lee River. There should be a Boat Launch in The Meadows like there was suppose to be Years ago.
284	Jun 04, 2020, 01:40 PM	Whilst most of the users of lee River are mindful...it seems to me that adding new rules will not affect “those people” who are naturally not concerned with the health and we’ll-being of others.
285	Jun 04, 2020, 01:38 PM	<p>Some enforcement of the existing rules would probably go a long way. In the 46 years I've been on the river, I've seen the RCMP boat once.</p> <p>Most boats do not display a valid registration. There are many, many instances where alcohol is being consumed on party pontoon boats. And there is no way there is a life jacket for everyone when there are 20+ people on a pontoon boat.</p> <p>The wake boats that have a surfer behind them are often less than 500 feet from shore near our cabin. They are purposely throwing as large a wake as possible for the surfer, and it beats the heck out my boat tied up at the dock. Not to mention the shoreline erosion that it's causing when it is that close to shore. I have also seen several boats almost capsize when encountering the large wake caused by these activities.</p> <p>Having special zones might help, for those that follow them. But with enforcement being pretty much non-existent on the river, there is no reason for the worst offenders to follow the rules.</p>
286	Jun 04, 2020, 01:36 PM	It's as if people get on their watercraft and leave their brain on the dock, pontoons running slow in the worst possible places. Jet ski is totally reckless. Tubing and wakeboarding in a heavy traffic zone

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
287	Jun 04, 2020, 01:29 PM	It appears that on weekends there are circumstances that are unsafe. Most of the time it involves boaters conflicting with wakeboard boats and water skiers. Certain areas of the Lee River and Pinawa channel are too narrow for water sports but yet people do them anyway. There are areas that are wide open where the lake and lee river meet, these are perfect areas for uninterrupted water sports. To be clear, I'm a recreational boater that enjoys pulling my kids on the tube, but I always go to the big water for their safety and safety of others. I hope that common ground can be found and I love the idea of a designated area where water sports can happen
288	Jun 04, 2020, 01:25 PM	Wake boats are the only problem we see. They make too big of waves in small area.
289	Jun 04, 2020, 01:22 PM	Wake zones and speed limits both on Pinawa channel and lee river
290	Jun 04, 2020, 01:21 PM	there is a lot of alcohol drinking on the water, especially boat parties at the pinawa dam
291	Jun 04, 2020, 08:53 AM	The RCMP are never on the water we see them maybe once a year ...you can put all the rules you want to on the water but if nobody is there to enforce it then what is the point ... set bylaw and have your waterways enforced by them enforcement is needed and even visibility of an enforcement agency will make a huge difference!!! Make the right changes with the right enforcement/education. things will change
292	Jun 04, 2020, 07:39 AM	Ban wakeboard boats from the channel and limit the channel on long weekend cause its absolutely nuts on the channel on long weekends.
293	Jun 04, 2020, 07:19 AM	More enforcement perhaps later hours

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
294	Jun 03, 2020, 10:33 PM	Please don't ban fun for the kids and people that are using the waterways appropriately.
295	Jun 03, 2020, 09:07 PM	Wake boats do not belong on the Pinawa Channel; it is much too narrow, and large waves produced damage to docks, moored boats and the shoreline.
296	Jun 03, 2020, 08:06 PM	Very risky kayaking on Lee River.
297	Jun 03, 2020, 11:56 AM	No wake zones for wakeboard boats. Make them wakeboard with wakeboard boats out on lake Lac du bonnet
298	Jun 03, 2020, 09:32 AM	Wake boats need to only operate in a defined distance from the shore. My dog and I got swamped on our jet ski on the narrow section of Dobals Road south due to a 5 foot wake. Wake boats should be only operated in the wide parts of the river. I'm not opposed to wake boats at all, just use good judgement.
299	Jun 03, 2020, 07:38 AM	The HUGE wake made by the modern "surf" boats makes it impossible to tie a small boat to my dock and impossible for my grandkids to play in the water. The inconsideration of the operators that go back and forth all day in front of my place is just ridiculous.
300	Jun 02, 2020, 11:23 PM	We rarely go out on the water on weekends (especially long weekends) as the boat traffic is far too busy. We find there are some drivers that demonstrate very little boat etiquette/common sense. Seadoos follow boats to jump their wake. Seadoos pulling tubers with no spotter. Boaters going in every direction sometimes at very high speed. We tell people that are new to the area to get their boating done before noon on weekends otherwise it is too busy/risky. The larger wakeboard boats create nonstop boat waves/wake as they travel back and forth across from our dock. Having a boater's license does not teach boat etiquette/boat safety. The course is designed for bigger waterways, not boating in Manitoba. Development of a separate MB boat safety course would be great.

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
301	Jun 02, 2020, 09:33 PM	Wake board boats in my opinion should not be allowed on narrow areas of the waterways. Their wakes are very damaging to the shoreline and other vessels on the waterways. At the very least the owners of these vessels should not be allowed to fill the ballast with water.
302	Jun 02, 2020, 08:13 PM	We do not use our pontoon weekends because it is just too unsafe...therefore if we have company we can't treat them to a leisurely ride...we pay for privilege of living by water and don't feel safe to use it whenever we want...we used to catch pickerel off our dock. Now nothing but bullheads. How someone has not gotten hurt by hiding our dock tubing is unbelievable. The speed limits are unreal. We have witnessed many a near calamity. We were fishing on our pontoon on the Channel and were told by skier to move because he wanted to do u-turns there
303	Jun 02, 2020, 08:03 PM	Wakeboard boats should be restricted to outside of the Pinawa Channel and Lee River, they are damaging the shorelines along with destroying the natural habitat that nest along the shorelines.
304	Jun 02, 2020, 07:45 PM	Education to boat drivers about passing other boats and wakes does feel appropriate. have observed boaters driving very close and fast across wakes.
305	Jun 02, 2020, 07:44 PM	Where lee River is narrow from the rock pile north towards pinawa channel is overcrowded for boat traffic. Sometimes you can't even turn around
306	Jun 02, 2020, 06:55 PM	Have restrictions on where wakeboard boats are allowed to pull wakeboarders/wake surfers (more specifically with their ballasts full). I feel that Lee river and Pinawa Channel are both too narrow for wakeboard boats to be used with full ballasts. The Lee River should be allowed to have wakeboard boats North of Pinawa Bay only.
307	Jun 02, 2020, 06:52 PM	The lake is a PUBLIC waterway. I cannot be controlled by a few owners who have a dock positioned on the water, in fact, a lot of that property is actually been "borrowed "from Manitoba Hydro
308	Jun 02, 2020, 06:35 PM	More RCMP presence. Lots of driving and boating, as well as dangerous driving. Lack of proper boating etiquette or knowledge of safety rules.

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
309	Jun 02, 2020, 06:22 PM	<p>We refuse to boat on lee river on a weekend due to safety concerns</p> <p>People drive crazy because they're clueless where to go or what side to pass. They criss-cross paths, circle you, jet skis jump your wake, it needs patrolling</p>
310	Jun 02, 2020, 06:14 PM	<p>I think restrictions are detrimental to the community, in fact we need more snowmobile trails, more ATV trails, bike paths, more freedom to develop shoreline or permanent dock structures that can withstand large wakes, more freedom to develop and grow the area into a 4 season playground, suggested information on speeds, areas of play and no wake zones would be helpful to the uneducated in waterway common courtesy</p>
311	Jun 02, 2020, 06:05 PM	<p>Should have noise reduced and wake boats limited to big areas not narrow ones</p>
312	Jun 02, 2020, 05:48 PM	<p>It's only a matter of time before someone gets seriously hurt. Wakeboards and speed will be a factor.</p>
313	Jun 02, 2020, 05:44 PM	<p>I'm fortunate to have summers off and use the waterway 4-5 days a week to go fishing. Yes, there is lots of boat traffic on the weekends. My number one concern is the wakeboard boat traffic. The waves from these boats make it unsafe for us regular 'boat' folks. The waves bang boats into docks and pound the shoreline. There is a big open lake to do water sports on. Don't do it around</p> <p>Cottages. Most of the personal watercraft guys just go for a ride. Have no issues with the family going tubing. It's the ski boats that are the problem in a small area. Fishermen are generally quiet on the water. We drive to a spot, drop the trolling motor and fish. I hope that the anglers will be able to continue to enjoy our spots in the future. I feel like there is a place for everyone to enjoy the water. I don't see how a fishing zone would change the problem.</p> <p>Thanks</p>
314	Jun 02, 2020, 05:36 PM	<p>I am on Bird River. We get the same wake boats coming down. Should not be allowed. They are wrecking the shoreline</p>

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
315	Jun 02, 2020, 05:29 PM	Wake boats a certain distance from shore while surfing.
316	Jun 02, 2020, 05:17 PM	My mother counts the boats that pass our dock on weekends and is never under fifty Of these boats maybe one or two slow down. Most go fast that water washes over our dock. if it weren't for our tight ties our pontoon boat would probably land on top of our dock from the huge waves
317	Jun 02, 2020, 05:03 PM	It's mostly the large wake boats that cause problems to our property as we are on the narrow side of Lee river. As well as watercraft that come way to close to shore when we are swimming.
318	Jun 02, 2020, 04:54 PM	Several times when we are trolling, we have almost been overturned by the big boats seadoos etc. speeding by. Unsettling to say the least
319	Jun 02, 2020, 04:32 PM	There needs to be more enforcement on the water. That would help with most of the problems. The majority of users are operating watercraft illegally
320	Jun 02, 2020, 04:09 PM	Yes, the waterways are busy. The only time I've had an issue is jet skis jumping wakes when someone is doing a water sport (tubing, wakeboarding, wake surfing) as should they fall, they may get hit. Also, I think a speed limit may help as a friend once fell on a calm evening, very few boats out and an old fishing boat came flying by even though we were clearly slowly turning around as she fell wake surfing and the board wasn't near her. He went full speed and I honestly thought she was going to get hit. Even with us waving and screaming.
321	Jun 02, 2020, 04:04 PM	Currently we won't use our kayaks or paddleboard on the weekend. 2 many boats where drivers are not paying attention. Let's face it, Lee river is a party place. Ppl partying and drinking on the water all the time l. We also have had our boat swamped several times due to waves from wakeboard. Need to buy a bigger boat.

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
322	Jun 02, 2020, 03:47 PM	<p>The first issue I have is the wakes created by these wake surfing/boarding boats. They need to be restricted to larger areas of the lake/river. They are detrimental to the shoreline, docks, and to other boats travelling on the water.</p> <p>Second is the total lack of any order on the water. You have people travelling in every direction at different speeds (sometimes anchored in the middle of where boats need to safely travel). Just this past May long weekend, I almost ran over a jet skier because he was not paying attention and just crossed in front of me while distracted by something on the seat of his watercraft. If I hadn't anticipated his move there would have been several injured people. (I literally had to bring my boat to a complete stop while blowing my horn as my wife shouted at him before he even looked up).</p> <p>Third, there could be a stronger presence of RCMP on the water, especially during long weekends. If anything, maybe they could help educate people on safe boating.</p>
323	Jun 02, 2020, 03:43 PM	<p>I have been on the channel numerous times on the weekends to many wakeboard boats, destroying the shoreline and creating very large waves that rock docks and boats, I will NOT be on the channel on the weekends, too many reckless people (WAKEBOARD BOATS)with no regard to other people/ pleasure craft!!</p>
324	Jun 02, 2020, 03:38 PM	<p>People buy waterfront property to use the water for their desired recreational activities. Limiting this can negatively impact leisure activity during people's days off work. Docks are meant to be in the water, and will get hit with waves.</p>
325	Jun 02, 2020, 03:36 PM	<p>Have authorities spend more time on the water. Wakes and alleged drinking while operating on the channel is becoming excessive.</p>
326	Jun 02, 2020, 03:32 PM	<p>Drinking on water by the dam is issue</p>
327	Jun 02, 2020, 03:20 PM	<p>Wake boats wreak havoc!!</p>

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
328	Jun 02, 2020, 03:19 PM	People driving wake boats with no one surfing. It makes it very unsafe for little kids tubing and smaller vessels. There is no need for a 4 foot wake if not in use. Pinawa channel is far too narrow and the way people mostly on jet skis fly around it's super dangerous
329	Jun 02, 2020, 02:19 PM	Multiple concerns to drunk boaters and drunk passengers. Also, people from shorelines hitting golf balls at boats.
330	Jun 02, 2020, 02:16 PM	The problem in my opinion is over development on the Lee River, Pinawa channel, Pinawa Bay Area. Stop all future development, stop subdividing land into cottage lots, do not allow any more trailer parks to set up. Look at the white shell park, they do not allow any more cottage lots or trailer parks. Here in Lac du Bonnet any farmer who wants to subdivide his land into lots is allowed to do so which causes more boating stress along the waterways. This applies to the RM of Alexander as well. Just the reopening of the Riverdale trailer park has increased the boating traffic on Lee River by approximately 50 boats. Don't restrict boaters... stop development in this area.
331	Jun 02, 2020, 02:16 PM	No wake boats and ski boats allowed on Pinawa Channel for sure. Put a sign on the 313 bridge waterway and enforce it!
332	Jun 02, 2020, 02:07 PM	Impaired boating and wake surfing is a big problem. Wakeboarding/ large vessels or boats loaded down with ballast should not operate in the Lee river or pinawa channel - the large waters past the rock piles north would be safer - added campground and boating/launching will not make things better
333	Jun 02, 2020, 02:03 PM	Enforcement of rules/regulations needs to have more priority. Having speed limits or jet ski zones only works if they are enforced by authorities.
334	Jun 02, 2020, 01:57 PM	Generally, most operators are respectful and safe. There has been an increase in large wake producing boats that are causing real safety concerns on the water and doing significant damage/erosion to shoreline and wildlife along the shore. The Waverunners are a nuisance when they remain and play in one area, not bad when they just pass by

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
335	Jun 02, 2020, 01:47 PM	The shoreline along the Pinawa Channel just keeps eroding away more and more each year from all the boat traffic and more specifically the wake boats.
336	Jun 02, 2020, 01:37 PM	This all about wakeboard boats. And how they just don't get it. There wakes too much for lee river and Pinawa Channel
337	Jun 02, 2020, 01:36 PM	Wakeboarding boats are dangerous to all other craft, far too noisy and far too many young people visibly drinking alcohol on wakeboard boats as well as pontoons.
338	Jun 02, 2020, 01:32 PM	I suggest the wakeboard boats use a designated area in the big water to control wave action and accidents in the event of a person falling off the wakeboard.
339	Jun 02, 2020, 01:24 PM	Limit the amount of watercraft each lot has. Now it is common for one cottage to have 4 or more watercraft.
340	Jun 02, 2020, 01:22 PM	There is literature suggesting that in early Spring, damage to shoreline nests is done by waves and results in loss of wildlife such as Loons. Perhaps a seasonal restriction is needed for boats and wakeboarding, or limit these vessels to bigger water.
341	Jun 02, 2020, 01:22 PM	The Pinawa Channel is too narrow to allow water skiing/wakeboarding or boats at high speed.
342	Jun 02, 2020, 01:21 PM	My cottage is near Poplar Bay, but we boat down the lee river often, and I'm often nervous at how constricting it is, with boats going every which way at high speeds, not knowing if they know which way to proceed to avoid a collision

All Comments Captured from Question 20 – Please provide any comments, examples, or additional information you would like the VORR Committee to take into consideration while preparing its recommendations.

Respondents	Response Date	Responses
343	Jun 02, 2020, 01:12 PM	I think you are hearing the vocal minority and thus the Vorr. I see no reason at all for this group. I live on the Lee River, and the only possible issue would be caused by irresponsible wake boat operators. As a boater for 40 years and the majority of boats being pontoons, there is no problem on the Lee River.
344	Jun 02, 2020, 01:09 PM	My property is on Donals rd along Lee River. The waterway is so narrow, yet boats are constantly passing by at breakneck speeds with little to no regard for swimmers or other non-motorized water activities. I've felt for years that this has been dangerous, and I'm so grateful that someone is finally addressing these concerns. The wakes created by wake-boats are continually eating away at our shoreline, and I'm absolutely devastated every time one goes by. Thanks again for taking these concerns into consideration.
345	Jun 02, 2020, 01:02 PM	Large wake boats should be limited to wakeboarding on the big lake, not lee river or pinawa channel
346	Jun 02, 2020, 12:51 PM	Really think about everyone and not just a few who may have other intentions. Been on lee river for 40 years and the big boats with their full water ballast to make a big wake are wearing the shoreline
347	Jun 02, 2020, 12:34 PM	There are many waterways that have a minimum distance from shore that you can wake surf. Following those guidelines would restrict some narrow areas of lee river and the pinawa channel from wake surfing. Aside from obvious shore and property damage, there's not even enough room to safely go around them without incurring a 5ft wave. We've seen most small boats become obsolete as it's not safe. Limit wake surfing to the larger areas. should be common sense but it's totally not
348	Jun 01, 2020, 03:48 PM	I see the damage wakeboard boats do when they have full ballast tanks and drive close to shore and down the river. I have seen several boats almost capsize due to wakeboard boats

2.4.17 TABULATION OF RESPONSES BY CATEGORY

Table 6: Categorized comments from all comments on question 20

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments		
1	Jul 30 2020 08:50 AM			1	1		1	1				1	1	1				1				1											
2	Jul 30 2020 08:43 AM													1	1													1	1				
3	Jul 29 2020 07:14 PM								1											1											1		
4	Jul 29 2020 10:12 AM														1					1							1						
5	Jul 29 2020 10:10 AM	1			1															1			1		1								
6	Jul 29 2020 10:07 AM																			1			1										

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
7	Jul 29 2020 10:02 AM		1																													
8	Jul 29 2020 09:56 AM			1												1																
9	Jul 29 2020 09:52 AM	1																					1									
10	Jul 29 2020 09:48 AM																											1				
11	Jul 29 2020 09:46 AM	1																					1				1					
12	Jul 29 2020 09:40 AM			1			1								1							1						1				
13	Jul 29 2020 09:37 AM		1																													1

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
14	Jul 29 2020 09:34 AM			1			1					1										1										
15	Jul 29 2020 09:26 AM																							1								
16	Jul 29 2020 09:24 AM																															1
17	Jul 28 2020 10:29 PM	1																					1									
18	Jul 28 2020 10:23 PM	1		1		1	1			1	1	1								1		1										
19	Jul 28 2020 10:16 PM		1																													1
20	Jul 28 2020 10:11 PM	1													1													1				

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
21	Jul 28 2020 10:05 PM														1													1	1		
22	Jul 28 2020 09:47 PM				1																										
23	Jul 28 2020 09:36 PM									1										1											
24	Jul 28 2020 09:23 PM	1			1					1																1				1	
25	Jul 28 2020 09:13 PM	1		1			1			1	1																			1	
26	Jul 28 2020 09:04 PM	1																		1			1								
27	Jul 28 2020 11:28 AM	1		1				1	1			1																1	1		

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
28	Jul 28 2020 08:28 AM	1							1								1			1		1										
29	Jul 28 2020 08:18 AM	1							1	1																						
30	Jul 28 2020 08:05 AM	1		1								1											1			1						
31	Jul 28 2020 07:27 AM	1		1																							1					
32	Jul 28 2020 07:23 AM				1					1							1															
33	Jul 28 2020 07:18 AM	1								1																						
34	Jul 28 2020 07:12 AM																															1

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35	Jul 28 2020 07:09 AM	1		1				1					1																		1
36	Jul 28 2020 07:03 AM	1											1						1												1
37	Jul 27 2020 10:58 PM	1		1	1	1	1	1	1	1		1	1	1			1		1	1		1						1	1		1
38	Jul 27 2020 10:15 AM	1		1		1									1					1							1	1			1
39	Jul 26 2020 09:08 PM				1				1																						1
40	Jul 26 2020 09:36 AM	1		1																1	1		1								1
41	Jul 25 2020 04:33 PM	1		1	1			1	1	1		1								1									1		

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
42	Jul 25 2020 02:33 PM	1																														1
43	Jul 25 2020 02:11 PM	1		1	1	1				1																						1
44	Jul 25 2020 01:47 PM	1		1					1	1		1			1																	
45	Jul 25 2020 11:28 AM	1							1			1				1																
46	Jul 25 2020 11:00 AM	1		1		1						1	1							1												
47	Jul 25 2020 08:40 AM	1		1	1				1			1								1	1	1	1									
48	Jul 24 2020 11:12 PM	1		1																							1	1				

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
49	Jul 24 2020 02:29 PM	1		1		1	1					1					1						1									
50	Jul 24 2020 12:42 PM				1					1																						
51	Jul 24 2020 10:42 AM	1		1			1						1							1		1										
52	Jul 24 2020 10:16 AM	1													1												1	1				
53	Jul 23 2020 09:51 AM	1																		1			1									
54	Jul 23 2020 09:07 AM								1			1																				1
55	Jul 22 2020 10:53 PM	1		1	1	1			1	1						1																1

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
56	Jul 22 2020 08:18 PM	1						1	1														1						1			
57	Jul 22 2020 06:35 PM				1				1																							1
58	Jul 22 2020 05:43 PM																															1
59	Jul 21 2020 01:34 PM	1																		1			1									
60	Jul 21 2020 12:00 PM	1																		1			1									
61	Jul 21 2020 11:03 AM	1		1				1						1					1									1	1		1	
62	Jul 21 2020 10:11 AM																															1

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
63	Jul 21 2020 07:55 AM	1																			1									1	
64	Jul 20 2020 09:51 PM	1		1										1	1							1						1	1		
65	Jul 20 2020 04:53 PM	1		1																1		1	1					1			
66	Jul 20 2020 11:49 AM	1		1			1								1													1			
67	Jul 20 2020 11:43 AM	1		1				1	1					1	1		1											1	1		
68	Jul 20 2020 10:36 AM	1		1			1			1						1				1			1								
69	Jul 20 2020 11:26 AM		1																												1

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
70	Jul 18 2020 07:01 PM			1																											1	
71	Jul 17 2020 04:15 PM	1		1					1			1			1													1				
72	Jul 17 2020 09:39 AM	1		1		1														1			1									
73	Jul 16 2020 08:57 PM			1	1					1										1												
74	Jul 16 2020 03:44 PM	1																							1							
75	Jul 15 2020 06:38 PM	1		1		1	1			1										1	1	1	1									
76	Jul 13 2020 09:41 PM																															1

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
77	Jul 13 2020 12:49 PM	1																		1			1				1					
78	Jul 13 2020 12:28 PM	1		1			1							1		1						1						1				
79	Jul 13 2020 12:04 PM	1																											1		1	
80	Jul 13 2020 10:33 AM	1		1		1	1		1			1	1	1																	1	
81	Jul 13 2020 10:14 AM																														1	
82	Jul 13 2020 10:00 AM	1												1															1			
83	Jul 13 2020 09:52 AM	1												1															1			

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
84	Jul 13 2020 09:36 AM	1												1															1		
85	Jul 13 2020 08:43 AM	1								1													1								
86	Jul 12 2020 10:12 PM	1							1																						1
87	Jul 12 2020 09:54 PM		1																												1
88	Jul 12 2020 05:04 PM	1																		1		1								1	
89	Jul 12 2020 03:32 PM	1		1					1						1	1													1		
90	Jul 12 2020 12:43 PM	1			1					1										1			1								

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
91	Jul 12 2020 11:38 AM	1		1	1					1									1													
92	Jul 12 2020 11:05 AM	1		1		1							1										1		1	1	1	1	1	1		
93	Jul 12 2020 09:03 AM				1																1											
94	Jul 12 2020 08:11 AM	1		1		1																	1									
95	Jul 11 2020 06:57 PM								1			1														1						
96	Jul 11 2020 01:43 PM		1																													1
97	Jul 11 2020 12:19 PM	1																											1			

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
98	Jul 11 2020 12:15 PM																															1
99	Jul 11 2020 12:12 PM																															1
100	Jul 11 2020 12:08 PM		1																													1
101	Jul 11 2020 10:04 AM				1					1																						
102	Jul 10 2020 10:50 PM	1																							1							
103	Jul 10 2020 07:55 PM		1																													1
104	Jul 10 2020 05:06 PM	1		1										1															1			

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments		
105	Jul 10 2020 03:54 PM		1																													1	
106	Jul 10 2020 03:48 PM	1		1	1	1	1													1			1										
107	Jul 10 2020 12:09 PM	1		1	1				1	1										1													
108	Jul 10 2020 11:06 AM	1		1			1			1		1			1					1			1			1		1				1	
109	Jul 10 2020 09:14 AM																																1
110	Jul 09 2020 12:56 PM	1		1	1				1																								
111	Jul 09 2020 12:04 PM	1			1	1	1										1						1			1							

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments			
112	Jul 07 2020 03:55 PM	1		1		1																1	1											
113	Jul 07 2020 11:45 AM	1		1			1			1	1						1			1			1											
114	Jul 06 2020 08:52 PM	1			1					1										1			1											
115	Jul 06 2020 07:51 PM	1																														1		
116	Jul 06 2020 07:05 PM	1		1		1						1								1		1								1				
117	Jul 06 2020 12:32 PM	1		1					1																				1			1		
118	Jul 06 2020 08:09 AM	1																					1											

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments		
119	Jul 06 2020 02:34 AM	1		1		1																											
120	Jul 05 2020 10:21 PM	1		1		1				1										1			1										
121	Jul 04 2020 10:32 PM	1																					1										
122	Jul 04 2020 10:27 PM																														1		
123	Jul 02 2020 10:01 PM	1		1	1			1	1				1	1																			
124	Jul 02 2020 04:01 PM	1		1			1			1	1																						
125	Jul 02 2020 06:22 AM	1		1																							1						

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments			
126	Jul 01 2020 01:09 PM																															1		
127	Jul 01 2020 11:29 AM	1		1		1				1					1		1																	
128	Jul 01 2020 10:18 AM		1																									1						
129	Jul 01 2020 09:58 AM	1		1					1						1																			
130	Jun 30 2020 07:49 PM	1		1		1	1	1		1		1											1	1		1								
131	Jun 30 2020 07:41 PM	1		1				1																		1								
132	Jun 30 2020 04:32 PM	1		1		1										1	1																	

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments			
133	Jun 30 2020 07:56 AM	1																												1				
134	Jun 29 2020 09:53 PM	1					1			1																								
135	Jun 29 2020 06:53 PM	1		1											1	1																		
136	Jun 29 2020 05:08 PM	1		1				1											1			1												
137	Jun 29 2020 11:40 AM	1		1						1	1																					1		
138	Jun 29 2020 08:27 AM																																1	
139	Jun 28 2020 09:42 PM	1		1					1						1																		1	

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
140	Jun 28 2020 02:46 PM	1		1					1							1															1
141	Jun 28 2020 10:09 AM								1																						1
142	Jun 27 2020 07:09 PM	1		1	1	1	1	1		1		1																			
143	Jun 26 2020 09:47 PM																			1											1
144	Jun 26 2020 09:25 PM	1		1		1	1									1	1			1			1								
145	Jun 26 2020 09:48 AM	1		1					1											1		1									1
146	Jun 26 2020 12:46 AM	1		1	1					1	1												1								

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
147	Jun 25 2020 09:33 PM	1		1	1			1	1	1							1								1	1					
148	Jun 25 2020 03:56 PM	1		1			1			1	1									1											
149	Jun 25 2020 03:50 PM			1						1	1										1										
150	Jun 25 2020 03:36 PM	1																		1			1								
151	Jun 25 2020 03:33 PM																														1
152	Jun 25 2020 03:30 PM			1		1														1			1								
153	Jun 25 2020 03:25 PM	1																		1			1								

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments		
154	Jun 25 2020 03:20 PM			1		1	1																										
155	Jun 25 2020 03:13 PM	1																												1			
156	Jun 25 2020 03:07 PM	1				1						1																					
157	Jun 24 2020 05:33 PM	1				1				1													1										
158	Jun 23 2020 10:59 PM	1		1									1	1	1													1	1		1		
159	Jun 23 2020 04:41 PM	1		1		1	1			1		1	1			1																	
160	Jun 23 2020 10:48 AM			1																												1	

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
161	Jun 22 2020 06:08 PM			1	1																											
162	Jun 22 2020 09:42 AM	1		1		1														1		1	1									
163	Jun 21 2020 08:10 PM			1												1																
164	Jun 21 2020 11:27 AM			1					1			1																				
165	Jun 21 2020 11:06 AM	1		1					1			1																				
166	Jun 20 2020 11:22 AM			1											1																	
167	Jun 20 2020 10:09 AM	1		1	1					1										1			1		1							

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments		
168	Jun 19 2020 09:51 PM																															1	
169	Jun 19 2020 03:18 PM	1		1	1					1										1													
170	Jun 19 2020 08:15 AM	1			1					1										1			1										
171	Jun 19 2020 06:33 AM			1												1																	
172	Jun 17 2020 11:27 PM			1	1	1	1			1										1		1											
173	Jun 17 2020 08:17 PM	1		1	1	1	1			1		1								1	1												1
174	Jun 17 2020 04:41 PM	1		1					1			1																	1	1		1	

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
175	Jun 17 2020 11:46 AM	1		1	1		1			1	1										1											
176	Jun 17 2020 05:12 AM					1																	1									1
177	Jun 16 2020 05:38 PM																															1
178	Jun 16 2020 07:35 AM	1		1	1				1																							1
179	Jun 15 2020 03:23 PM																															1
180	Jun 15 2020 02:16 PM	1		1			1													1											1	
181	Jun 15 2020 11:55 AM	1		1			1	1							1							1										

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
182	Jun 15 2020 11:32 AM	1																					1								1
183	Jun 15 2020 09:26 AM	1							1			1											1			1					1
184	Jun 15 2020 07:17 AM			1					1	1																					
185	Jun 14 2020 02:57 PM			1	1					1											1										
186	Jun 14 2020 10:43 AM	1																			1									1	
187	Jun 14 2020 08:23 AM	1		1					1	1																					1
188	Jun 13 2020 09:55 AM	1		1	1	1				1	1										1										

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
189	Jun 13 2020 06:51 AM	1		1																								1	1		
190	Jun 12 2020 10:44 PM	1		1	1					1		1								1		1	1								
191	Jun 12 2020 03:04 PM																														1
192	Jun 11 2020 07:51 PM														1							1									
193	Jun 11 2020 12:55 PM	1		1	1	1	1			1		1	1			1						1									
194	Jun 10 2020 03:09 PM	1		1					1					1	1					1							1	1	1		
195	Jun 10 2020 02:46 PM	1		1		1	1			1	1					1				1											

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
196	Jun 10 2020 01:46 PM					1														1		1										
197	Jun 10 2020 12:25 PM	1		1			1								1																	1
198	Jun 10 2020 11:47 AM	1		1		1	1									1				1	1											
199	Jun 10 2020 10:36 AM	1		1	1	1	1		1	1	1				1					1		1										
200	Jun 10 2020 10:33 AM	1		1	1				1			1																				
201	Jun 10 2020 08:40 AM	1			1															1			1									
202	Jun 10 2020 07:33 AM	1																											1			

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
203	Jun 09 2020 11:10 PM	1																												1	1	
204	Jun 09 2020 09:48 PM	1		1			1			1	1						1			1												
205	Jun 09 2020 05:41 PM	1		1		1			1			1											1			1						
206	Jun 09 2020 05:08 PM																															1
207	Jun 09 2020 02:54 PM	1		1	1										1	1	1															
208	Jun 09 2020 11:15 AM			1	1					1																						
209	Jun 09 2020 10:24 AM	1		1								1					1					1										

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
210	Jun 09 2020 10:11 AM	1		1										1	1							1					1	1			
211	Jun 09 2020 10:08 AM	1		1	1	1	1					1										1	1			1					
212	Jun 08 2020 10:29 PM	1		1			1														1	1				1	1			1	
213	Jun 08 2020 07:48 PM	1		1									1	1	1	1	1		1			1									
214	Jun 08 2020 07:10 PM	1											1																		1
215	Jun 08 2020 07:01 PM	1																													
216	Jun 08 2020 01:53 PM	1		1						1	1									1	1	1				1					

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
217	Jun 08 2020 01:17 PM	1				1																							1	1	
218	Jun 08 2020 12:36 PM																														1
219	Jun 08 2020 11:51 AM	1																										1			
220	Jun 08 2020 11:16 AM	1		1	1					1																					1
221	Jun 08 2020 11:08 AM	1			1					1										1			1								
222	Jun 08 2020 08:51 AM	1														1															
223	Jun 08 2020 08:43 AM	1		1		1	1			1	1									1			1								

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
224	Jun 07 2020 09:25 PM	1		1				1						1																		
225	Jun 07 2020 06:59 PM	1																					1			1						
226	Jun 07 2020 05:18 PM			1	1				1	1										1		1										
227	Jun 07 2020 02:50 PM	1		1				1	1					1																	1	
228	Jun 07 2020 02:21 PM	1		1		1		1			1			1	1																	
229	Jun 07 2020 01:59 PM	1		1			1	1	1						1	1																
230	Jun 07 2020 01:26 PM				1	1				1										1												

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
231	Jun 07 2020 11:51 AM	1		1	1	1	1		1	1	1	1	1			1				1	1	1										
232	Jun 07 2020 10:48 AM																														1	
233	Jun 07 2020 09:09 AM	1			1	1				1										1			1									
234	Jun 07 2020 08:43 AM	1		1			1					1																		1		
235	Jun 07 2020 07:43 AM	1																					1			1						
236	Jun 06 2020 11:20 PM				1															1			1									
237	Jun 06 2020 11:08 PM	1		1	1	1	1			1	1					1				1			1									

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
238	Jun 06 2020 10:41 AM	1		1	1	1	1			1					1							1										
239	Jun 06 2020 10:36 AM	1		1	1	1	1		1	1				1						1		1							1	1		
240	Jun 06 2020 09:38 AM	1		1		1	1			1										1		1			1							
241	Jun 06 2020 08:26 AM				1															1												
242	Jun 06 2020 07:47 AM	1		1			1		1			1			1																	
243	Jun 06 2020 12:12 AM	1		1		1	1	1		1													1									
244	Jun 05 2020 11:24 PM		1																													1

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
245	Jun 05 2020 08:10 PM			1					1																							
246	Jun 05 2020 06:30 PM		1						1																							
247	Jun 05 2020 03:52 PM			1										1															1		1	
248	Jun 05 2020 03:15 PM	1		1				1				1																	1			
249	Jun 05 2020 02:50 PM	1		1																							1					
250	Jun 05 2020 01:39 PM	1		1		1	1						1				1			1			1									
251	Jun 05 2020 12:25 PM																															1

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
252	Jun 05 2020 10:59 AM	1		1	1	1				1	1						1												1		
253	Jun 05 2020 10:25 AM	1				1																	1								
254	Jun 05 2020 10:22 AM	1		1			1		1	1		1																			
255	Jun 05 2020 09:58 AM	1		1				1						1															1		
256	Jun 05 2020 08:40 AM	1		1																							1				
257	Jun 05 2020 08:12 AM	1		1		1				1		1								1		1									
258	Jun 05 2020 07:59 AM	1																					1								

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
259	Jun 05 2020 07:37 AM	1		1	1					1										1												
260	Jun 05 2020 05:44 AM	1		1		1	1								1	1												1	1			
261	Jun 04 2020 10:26 PM	1																											1			
262	Jun 04 2020 10:10 PM	1		1		1			1													1										
263	Jun 04 2020 09:54 PM	1		1		1				1										1												
264	Jun 04 2020 08:48 PM	1		1				1						1															1		1	
265	Jun 04 2020 08:45 PM	1		1			1			1	1					1				1												

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
266	Jun 04 2020 07:46 PM																															1
267	Jun 04 2020 06:54 PM																			1												1
268	Jun 04 2020 06:31 PM			1					1																							
269	Jun 04 2020 05:58 PM	1		1										1	1													1	1			
270	Jun 04 2020 04:28 PM	1				1	1			1							1			1												
271	Jun 04 2020 04:26 PM	1		1			1			1	1						1			1			1									
272	Jun 04 2020 04:12 PM	1		1		1	1			1										1		1										

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
273	Jun 04 2020 03:21 PM	1		1								1										1										
274	Jun 04 2020 02:46 PM	1		1		1	1					1																				
275	Jun 04 2020 02:35 PM	1		1		1	1		1	1		1			1																	
276	Jun 04 2020 02:23 PM	1		1	1	1	1		1	1										1		1										
277	Jun 04 2020 02:23 PM	1		1		1				1										1												
278	Jun 04 2020 02:10 PM	1		1	1					1						1																
279	Jun 04 2020 02:03 PM					1														1												

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
287	Jun 04 2020 01:29 PM	1		1										1						1	1	1									
288	Jun 04 2020 01:25 PM								1											1											
289	Jun 04 2020 01:22 PM	1																					1								
290	Jun 04 2020 01:21 PM			1			1																								
291	Jun 04 2020 08:53 AM													1	1														1		
292	Jun 04 2020 07:39 AM	1							1											1										1	
293	Jun 04 2020 07:19 AM	1																											1		

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
294	Jun 03 2020 10:33 PM																															1
295	Jun 03 2020 09:07 PM	1			1	1				1										1											1	
296	Jun 03 2020 08:06 PM			1																												1
297	Jun 03 2020 11:56 AM	1																					1								1	
298	Jun 03 2020 09:32 AM	1		1		1				1	1				1					1								1		1		
299	Jun 03 2020 07:38 AM			1					1	1						1				1												
300	Jun 02 2020 11:23 PM	1		1			1		1	1	1				1					1	1							1				

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
301	Jun 02 2020 09:33 PM	1		1	1	1	1			1										1										1	
302	Jun 02 2020 08:13 PM			1								1				1						1									
303	Jun 02 2020 08:03 PM	1			1	1														1										1	
304	Jun 02 2020 07:45 PM	1		1			1					1			1													1			
305	Jun 02 2020 07:44 PM						1		1																						1
306	Jun 02 2020 06:55 PM	1																		1			1							1	
307	Jun 02 2020 06:52 PM		1																												1

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
308	Jun 02 2020 06:35 PM	1		1										1	1	1												1	1		
309	Jun 02 2020 06:22 PM	1		1		1										1						1							1		
310	Jun 02 2020 06:14 PM		1																												1
311	Jun 02 2020 06:05 PM	1				1							1							1											
312	Jun 02 2020 05:48 PM			1								1								1											
313	Jun 02 2020 05:44 PM			1	1	1				1										1		1								1	
314	Jun 02 2020 05:36 PM	1			1															1										1	

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
315	Jun 02 2020 05:29 PM	1				1														1										1	
316	Jun 02 2020 05:17 PM								1	1																					
317	Jun 02 2020 05:03 PM			1	1	1														1											
318	Jun 02 2020 04:54 PM			1								1								1		1									
319	Jun 02 2020 04:32 PM	1		1										1		1													1		
320	Jun 02 2020 04:09 PM			1			1									1						1			1						
321	Jun 02 2020 04:04 PM			1				1		1	1					1				1											

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments
322	Jun 02 2020 03:47 PM	1		1	1	1	1		1	1		1		1	1	1				1		1						1	1	1	
323	Jun 02 2020 03:43 PM			1	1					1						1				1											
324	Jun 02 2020 03:38 PM		1																												1
325	Jun 02 2020 03:36 PM	1		1				1						1														1			
326	Jun 02 2020 03:32 PM			1				1																							
327	Jun 02 2020 03:20 PM																				1										1
328	Jun 02 2020 03:19 PM	1		1			1			1		1				1				1		1							1		

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
329	Jun 02 2020 02:19 PM			1				1																								
330	Jun 02 2020 02:16 PM																															1
331	Jun 02 2020 02:16 PM	1																		1		1					1			1		
332	Jun 02 2020 02:07 PM	1						1												1										1		
333	Jun 02 2020 02:03 PM	1												1																		
334	Jun 02 2020 01:57 PM			1	1								1							1		1										
335	Jun 02 2020 01:47 PM				1	1			1											1												

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
336	Jun 02 2020 01:37 PM	1														1				1			1							1		
337	Jun 02 2020 01:36 PM	1		1			1	1					1						1	1												
338	Jun 02 2020 01:32 PM	1		1																1			1								1	
339	Jun 02 2020 01:24 PM	1																													1	
340	Jun 02 2020 01:22 PM	1			1															1											1	
341	Jun 02 2020 01:22 PM	1		1		1						1								1		1									1	
342	Jun 02 2020 01:21 PM			1			1		1			1			1																	

Categorized Comments from All Comments captured in Question 20

Table Key: Change Desired | Safety/Erosion Concern | Safety Issues | Boat Identified with Concern | Desired Change Noted | Other Comments

Respondents	Response Date	Change is Desired	No Change is Desired	Safety Concern Noted in Comment	Shoreline Erosion Noted in Comment	Proximity to Shore	Proximity to Other Watercraft	Impaired Driving	Volume of Traffic	Large Wake/Waves	Swamped Boats	Speed	Noise	Lack of Enforcement	Lack of Education	Boat Lighting / Night Boating	Lack of Respect	Fishing Boats	Pontoon Boats	Wake Boats	Speed Boats	Jet Skis	Wake Boat / No Wake / Surf Zones	Water Skiing Zone/Time	Designated Swimming Zone	Speed Limits	Increased Markings and Signage	Increased Education/Training	Increased Enforcement	Limit / Ban Type of Boat or Activity	Other Comments	
343	Jun 02 2020 01:12 PM		1	1											1		1			1												
344	Jun 02 2020 01:09 PM	1		1	1	1	1			1		1								1	1		1									
345	Jun 02 2020 01:02 PM	1								1										1			1							1		
346	Jun 02 2020 12:51 PM	1			1					1										1												
347	Jun 02 2020 12:34 PM	1		1	1	1	1			1					1		1			1			1									
348	Jun 01 2020 03:48 PM			1	1	1	1			1	1									1												
	Tabulated Categorized Data	230	17	190	75	81	72	32	65	98	24	56	19	32	48	4	59	2	10	128	9	55	76	2	2	22	13	33	42	36	85	

**SECTION 3:
DESCRIPTION OF THE PROBLEMS TO ADDRESS
THROUGH VORR**

3.1 IDENTIFYING THE PROBLEMS TO ADDRESS THROUGH VORR

Through feedback collected in the Public Consultation Process, the Committee was able to define the areas of most significant concern affecting safety and shoreline erosion on the Pinawa Channel and Lee River. These areas are high traffic, speed, conflicting activities and uses, a lack of boating education and etiquette that leads to an undesired behavioural culture, and large waves created by wake boats.

3.1.1 LARGE WAVES

The introduction of wake boats on the Pinawa Channel and Lee River has created a significant and contentious issue among recreation users on both bodies of water. Wake boat ownership and use along these bodies of water have been increasing over the past five years. The primary issue is the enhanced wake created by wake boats when travelling at low speeds with full, or partially full, ballasts. 1,000 to 3,000 pounds of water can be taken into the ballast tank, depending on its size, to increase the boat's displacement, shape the wake and create artificial waves for surfing.

The continued use of wake boats, specifically on the Pinawa Channel and the narrow sections of the Lee River, has contributed to accelerated shoreline erosion, caused damage to personal property, swamped boats of other recreational users, and created a growing safety concern along the waterways.

3.1.2 SPEED

Speeding concerns were another problem identified during the Public Consultation Process. In particular, respondents reported speeding concerns related to personal watercraft operators. Speed is of a general concern when hundreds of recreational users are enjoying the bodies of water at a time. The safety concern of speed, combined with high traffic congestion at narrow points of the bodies of water, is an accident waiting to happen.

The speed of vessels is also of a noted concern in two crossing points.

First, is where the Lee River meets the Pinawa Channel at Coordinates 50° 16' 12" N – 95° 52' 46" W; under the PTH 313 bridge. Granite outcroppings, make this a very narrow passing and is the only entrance onto or exit from the Pinawa Channel. The water is also very shallow, and further reduces the passable course vessels can take. Increasing the safety hazard, is a lack of sight, as the pathway curves southwest.

The second point is on the Lee River at Coordinates 50° 18' 41" N – 95° 51' 29" W. All vessels south of this point use this passing to reach the broader parts of the Lee River or travel to Lac du Bonnet Lake. All vessels north of this point use this passage to reach the southern part of the Lee River. Two granite outcroppings jut out of the water. The river on either side of these outcroppings is very shallow, with a granite riverbed, forcing all traffic to travel between them.

3.1.3 CONFLICTING ACTIVITIES AND USES

Participants identified several conflicts, including conflicts between high impact water sports and leisurely recreation activities, the impact of towing activities and personal watercraft use activities (erratic driving, proximity to shore and other vessels, and speed), and the potential for danger arising from hundreds of users

participating in all possible recreational activities during peak periods, specifically along the Pinawa Channel and the narrow sections of the Lee River.

3.2 UNDERSTANDING THE CAUSES OF THESE PROBLEMS

Several aggravating factors contribute to the safety concerns present on the Pinawa Channel and Lee River. The VORR specific issues are large waves, speed, proximity to shore, and conflict between user groups. The causes of these problems are defined next.

3.2.1 LARGE WAVES

In terms of large wakes and waves generated along the Pinawa Channel and Lee River, research and the Public Consultation Process has produced the following causes:

- Since the introduction of wake boats on waterways across the globe, wakeboarding and wake surfing have become contentious issues worldwide. Many communities are struggling with the enhanced waves created by these vessels, which on the Pinawa Channel and Lee River, have been reported to be between three feet and six feet high.
- Wake boat ownership is on the increase, and the sport of wake surfing continues to increase in popularity.
- As wake boats and the watersports associated with wake boats, such as wake surfing and wakeboarding, become more popular, and technology is further developed, the boats being manufactured and purchased are getting larger. Manufacturers are providing the ability to accommodate even more displacement value by increasing ballast, with some models boasting up to 5,000 pounds of water taken into the boat, which further increases the size of the wake, or wave, being created.
- Years ago, these boats were a high-ticket item. While some models can still cost more than \$200,00, lower-cost options have been hitting the market, coming in around \$56,000. The lower price ticket makes wake boats more accessible to more people resulting in increased usage.
- The use of wake boats for wake surfing is the direct cause of the large wake and wave problem identified.
- Wave height is one of the most important factors in shoreline erosion. Observations made by the Minnesota Department of Natural Resources have shown that:
 - a wave that is 12.5 cm high (the height of a compact disk case) when it reaches the shore does not cause significant shoreline damage. Waves this high are created by boats operating at speeds under 10 km/h – a speed that is generally considered reasonable when operating close to shore
 - a wave that is 25 cm high is four times more destructive than a 12.5 cm wave
 - 62.5 cm high waves are 25 times more destructive
- Wake boats, specifically for wake surfing, are creating waves that are 91 cm high to 183 cm high.
- The size of a waterway affects the potential for erosion to occur. The greater the distance generated waves are from shore, the more opportunity they have dissipate before reaching shore, and therefore reduce the effect they have on shoreline erosion.
- The composition of the shoreline is also a determining factor in how a shoreline will be impacted and affected by natural and human causes of erosion.

Specific operating behaviours contributing to the cause of the problem include:

- Wake boat operators operating too close to shorelines and other watercraft, creating large, unsafe waves, for wake surfing, creating hazardous conditions for other users.
- Wake surfers prefer the calm waters of the Pinawa Channel and Lee River over the larger and safer areas to operate.

3.2.2 SPEED

In terms of vessel operation speed on the waterways, research and the Public Consultation Process has produced the following causes:

- Technology is a leading factor in this problem whereby motorized vessels on the waterways today are more prominent and faster than they were even 20 years ago.
- Lack of education and proper waterway etiquette are contributing factors where speed is concerned.
- Speed often became a safety concern when operating vessels near shorelines and other watercraft and during times when impaired driving is observed.
- Many vessel operators exceed the governed speed of 10 km within 30 m of the shoreline.

Specific operating behaviours contributing to the cause of the problem include:

- Personal watercraft users continue to drive at high speeds, weaving through other waterway traffic in times of congestion.
- Motorized user groups do not alter their speed while approaching and passing non-motorized vessel (canoe, kayak, paddleboard) users.
- Personal watercraft users are a leading contributing factor with speed concerns, particularly in regards to the ability these vessels have to change direction quickly, the erratic driving patterns the operators make while weaving in and out of other boat traffic, crisscrossing across the waterway, or driving in circles around other users, and near shorelines.

3.2.3 CONFLICTING ACTIVITIES AND USES

In terms of conflicting activities and uses on the waterways, research and the Public Consultation Process has produced the following causes:

- An increase in users since the 1990s, along with an increased diversity of usage, with the addition of larger and more powerful boats, has compounded this problem.
- There are more intensive and varied recreational activities on the waterways, which is continually evolving.
- Increased usage of the relatively static, narrowly confined water surfaces, is placing more demands on these resources.
- There is a drastic variation in water users' and craft operators' experience, skill levels, education, interests and consideration for and understanding of other user groups.
- There is enhanced visibility and prominence of safety and environmental issues.
- There are varied attitudes and perceptions about recreation activities, waterway safety, water resources, and environmental impact.

Specific operating behaviours contributing to the cause of the problem include:

- Personal watercraft users travel close to other vessels to jump wakes and waves.
- Wake surfers are creating large waves, swamping and capsizing other watercraft.
- Vessel operators travel too closely to tow activities; if a skier or tube occupant is sent into the water, there is significant concern that they will be run over by other vessels.
- There is an increase in the number of operators who travel too close to other vessels, especially in times of high traffic.

3.3 THE CAUSE AND EFFECT RELATIONSHIP

The problems addressed in Section 2.1, along with the causes and behaviours addressed in Section 2.2, contribute to the unsafe conditions of the Pinawa Channel and Lee River. Both bodies of water are navigable waterways, which means that equitable access for all users and activities is required by Federal law. Understanding the shared values and interests held by all of the users of these waterways is essential for:

- Lawful compliance and enforcement,
- Equality for users and the various recreational activities that take place on the waterways; and
- Support successful efforts to build and sustain behaviour changes and safety outcomes.

In terms of developing solutions, a multi-level approach is required to address the causes and correct the problems that are making these waterways unsafe for recreational users and harming the environment.

The enforcement of current regulations needs to increase. The education and etiquette deficits need to be addressed through training and a cultural shift on the waterways. Additional regulations need to be put in place to protect the users and set the tone of all safety measures put in place.

3.3.1 THE PINAWA CHANNEL SUMMARY

The Pinawa Channel is a very narrow body of water with a maximum width of 240 meters; most of the channel is between 100 and 200 meters wide. It is a highly desired place for water sport activities because of its calm waters, and leisurely boating activities because of the scenic views and access to the Pinawa Dam Provincial Heritage Park, where the decommissioned dam is located, bringing much traffic to the channel, therefore, increasing the risk for all users.

Wake surfing, excessive wakes, erratic driving during tow activities, and high speeds are the contributing risk factors. An increased number of residents and visitors have expressed safety concerns, and inequality of access for all users and activities is present on the Pinawa Channel.

The reality of the situation is that the Pinawa Channel is too narrow to continue to support the high impact sport of wake surfing and tow activities at peak use times for the following reasons:

1. Wake surfing along the Pinawa Channel is having a detrimental effect on the shorelines.¹

Waterski and Wakeboard Canada strongly recommends that wakeboard boats stay a minimum of fifty meters from any shoreline and in a minimum of two meters depth of water to reduce the effect of shoreline

degradation and turbidity. While a 2014 study, *Impact of Waves Created by Wake Boats – Canada*, suggest that the energy produced by enhanced waves from wake boats dissipates completely before reaching the banks (and therefore have no significant effect) when the passages of wake boats occur 300 meters, or more from shore (Mercier-Blais, Prairie 2014).

In general, the Pinawa Channel has a sloping shoreline with marsh vegetation alternate with areas of bedrock characterized by a combination of rip rap, natural rock formations, natural and fallen vegetation, sand, silt, cobble gravel, and boulder.

2. Wake surfing is disrupting too many other recreational users, causing property damage and increasing safety risks along the Pinawa Channel.¹

The waves created by wake surfing, between three and six feet high, are leading to a negative impact on the safety of other users, who are experiencing swamped boats, are being knocked off their docks, are being capsized into the channel when operating non-motorized vessels. With the waves needing 50 to 300 meters to dissipate, there simply is not enough room on the channel for wake boats to safely coexist with all other users safely and enjoyably.

3. Heavy weekend use is making tow activities unsafe.²

The popularity of the Pinawa Channel as a tourist destination is continuing to increase weekend traffic along the Pinawa Channel. When combined with residential use, and a wide variety of conflicting recreational activities, towing activities along the Pinawa Channel are becoming dangerous, especially for those people being towed.

Other vessel operators drive too close to and too erratically around people being towed on tubes, skis, and wakeboards. There is a genuine and growing concern that someone will be hurt, either through a collision or being accidentally hit or run over should those being towed fall into the water.

In addition to this concern, there has also been consideration given to the operators of tow vessels, who, in the name of adding fun and excitement to tow activities, will themselves operate at erratic, high speeds, to drop those being towed into the water on purpose.

¹ With regards to the points directly related to wake surfing, in which the Pinawa Channel, in its entirety, and the narrow part of the Lee Rive rare just too narrow to handle the enhanced wakes created by wake boats for wake surfing. It is important to note that when wake boats are operating, without full ballasts, to travel from one destination to another, or towing skiers and wakeboarders, they are creating a wake that is comparable to any other boat operating for the same purpose. To this end, wake surfing should not occur on the Pinawa Channel or the narrow section of the Lee River. There is ample space north of coordinates 50° 18' 41" N, and into Lake Lac du Bonnet, where wake surfing can occur at the recommended 300 meters from shorelines, and provide enough distance between other waterway users to not impact the safety or enjoyment of others.

² When considering the increased weekend traffic and the tow activities, it should be noted that a large number of tow activities and Pinawa Channel users currently move to the Lee River for these activities as the channel is too busy with other traffic during the weekends.

3.3.2 THE LEE RIVER SUMMARY

By general comparison, the Lee River is a much larger body of water than the Pinawa Channel. With a typical width range between 300 meters and 1.5 kilometres, and 14.8 river kilometres to travel, more vast spaces can be utilized by the recreational user. The Lee River is much better suited to handle water sports and leisure activities, so long as they are conducted safely and respectfully.

Wake surfing becomes a contributing risk factor along the narrow portion of the Lee River starting from coordinates 50° 16' 12" N – 95° 52' 46" W, where the Pinawa Channel meets the Lee River under the PTH 313 Bridge, to coordinates 50° 18' 41" N – 95° 51' 29" W, where the Lee River Falls were once located, now locally known as 'The Rock Pile.' In addition, vessel operators, in general, are participating in motorized activities too close to the shoreline.

The reality of the situation is that the narrow section of the Lee River is too narrow to continue to support the high impact sport of wake surfing and that all motorized recreational activities need to be moved further from the shoreline for the following reasons:

1. Wake surfing along the narrow section of the Lee River is having a negative effect on the shorelines.¹

Waterski and Wakeboard Canada strongly recommends that wakeboard boats stay a minimum of fifty meters from any shoreline and in a minimum of two meters depth of water to reduce the effect of shoreline degradation and turbidity. While a 2014 study, *Impact of Waves Created by Wake Boats – Canada*, suggest that the energy produced by enhanced waves from wake boats dissipates completely before reaching the banks (and therefore have no significant effect) when the passages of wake boats occur 300 meters, or more from shore (Mercier-Blais, Prairie 2014).

2. Wake surfing is disrupting too many other recreational users, causing property damage and increasing safety risks along the narrow section of the Lee River.¹

The waves created by wake surfing, between three and six feet high, are leading to a negative impact on the safety of other users, who are experiencing swamped boats, are being knocked off their docks, are being capsized into the channel when operating non-motorized vessels. With the waves needing 50 to 300 meters to dissipate, there simply is not enough room in the narrow section of the river for wake boats to safely coexist with all other users safely and enjoyably.

3. Motorized vessel operators are encroaching on the shoreline, disrupting other recreational users and creating unsafe conditions.³

This problem is occurring across the Lee River and is not limited to the narrow portion. Motorized vessel operators travelling too close to shore are having a negative impact on other users by creating continuous

³ With regard to vessel operators encroaching shorelines, both speed, inexperience, and lack of education become factors. An portion of the educational campaign will help to correct poor behaviours that have developed, but a VORR will help create a safe space for swimmers and non-motorized vessel operators; therefore, developing a balance and equality for all users of the Lee River.

wakes that roll into the shoreline and vessels travelling at excessive speeds in close proximity to shoreline users.

Shoreline users, such as swimmers, and non-motorized users are experiencing unsafe swimming conditions where continuous wake makes the water too choppy, and close travel has resulted in people, and pets being run over by vessels. Canoe, Kayak and paddleboard users have been capsized, or have been forced from their vessel in order to avoid oncoming, fast-moving traffic.

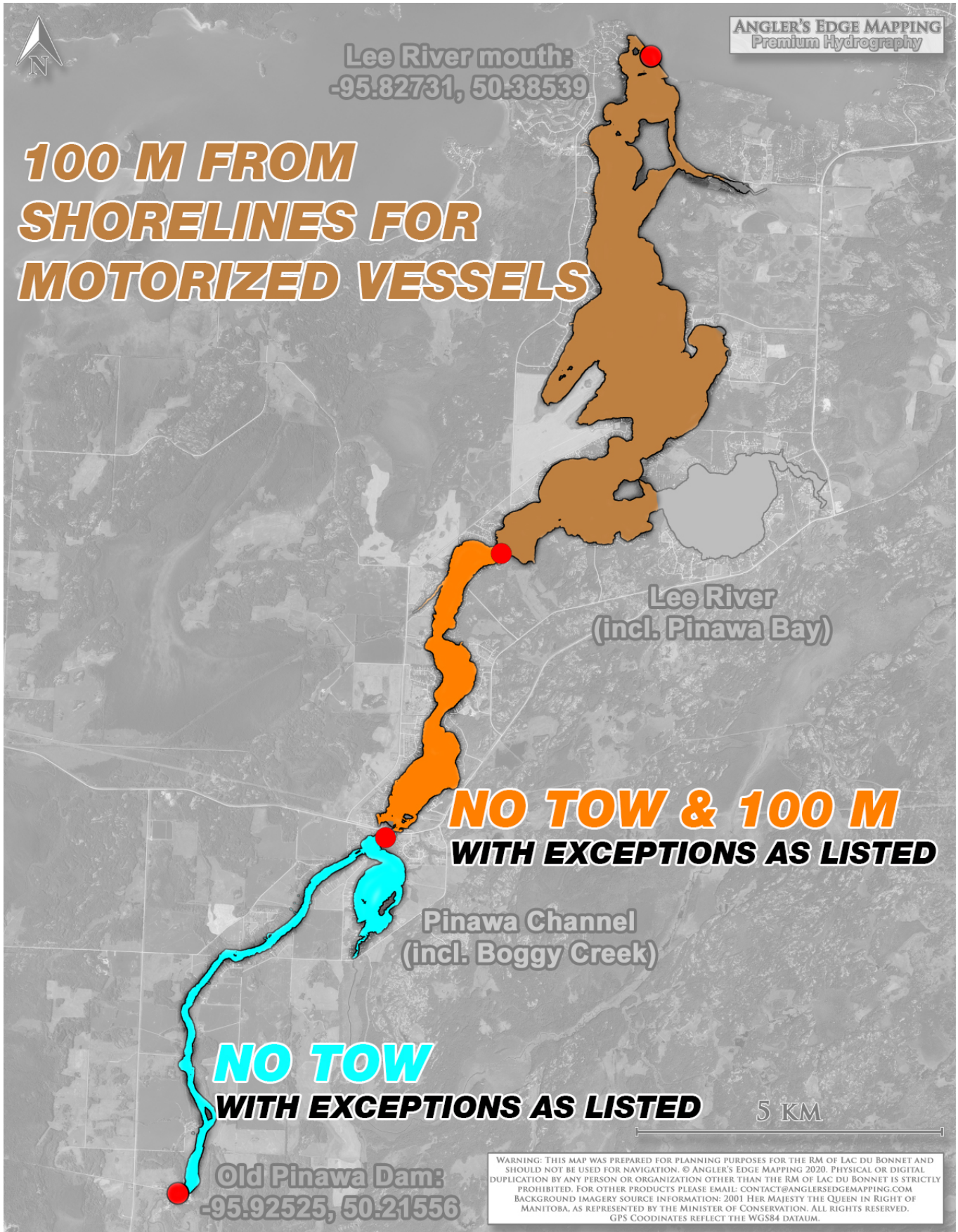
3.4 VORR REQUEST FOR THE PINAWA CHANNEL AND LEE RIVER

It is with careful consideration that the Committee seeks a VORR request to help define the rules and regulations for safe operations on the Pinawa Channel and Lee River to become part of a wider process that will increase the safety and equality for all recreational users.

To that end, VORR Schedule 7 is proposed to be applied as follows:

1. No person shall operate a power-driven vessel or a vessel driven by electrical propulsion in the waters described in Schedule 7 for the purpose of towing a person on water skis or on any other sporting or recreational equipment, or for the purpose of allowing a person to wake surf, except during the permitted hours along the Pinawa Channel from coordinates 50° 21' 55" N – 95° 92' 52" W to coordinates 50° 16' 12" N – 95° 52' 46" W with the following exceptions
 - a. Tubing, Waterskiing, and Wakeboarding will be permitted Monday to Friday from 8:00 AM to 8:00 PM, or between one hour after sunrise and one hour before sunset.
 - b. Tubing, Waterskiing, and Wakeboarding will be permitted on Saturday and Sunday from 8:00 AM to 2:00 PM.
2. No person shall operate a power-driven vessel or a vessel driven by electrical propulsion in the waters described in Schedule 7 for the purpose of towing a person on water skis or on any other sporting or recreational equipment, or for the purpose of allowing a person to wake surf, except during the permitted hours along the Lee River from coordinates 50° 16' 12" N – 95° 52' 46" W to coordinates 50° 18' 41" N – 95° 51' 29" W with the following exceptions
 - a. Tubing, Waterskiing, and Wakeboarding will be permitted Monday to Sunday from 8:00 AM to 8:00 PM, or between one hour after sunrise and one hour before sunset.
3. No person shall operate a power-driven vessel or a vessel driven by electrical propulsion in the waters described in Schedule 7 for the purpose of towing a person on water skis or on any other sporting or recreational equipment, or for the purpose of allowing a person to wake surf, except during the permitted hours along the Lee River from 50° 16' 12" N – 95° 52' 46" W to 95° 82' 73" N 50° 38' 53" W coordinates with the following exceptions:
 - a. The vessel is being operated at a distance of 100 meters or more from shorelines.

Figure 31: Map of VORR Options



SECTION 4: DESCRIPTION OF ALTERNATIVE OPTIONS

4.1 DESCRIPTION OF ADDITIONAL SAFETY CONCERNS ON THE PINAWA CHANNEL AND LEE RIVER

In addition to the problems addressed in Section 2, two additional underlying themes emerged and were explored at great length by the Committee.

4.1.1 GENERAL BOATER BEHAVIOUR – EDUCATION AND ETIQUETTE

Throughout the Public Consultation Process, feedback was consistent with respect to issues related to how operators behave on the water, ranging from a general lack of boating education, etiquette and knowledge of boater safety to the careless operation of boats. This commonly manifested itself as ignorance of speed limits, environmental impact, boating safety, music noise, operating too close to the shoreline and other watercraft, and dangerous operations of watercraft due to poor behaviour and impairment from alcohol. These safety issues were reinforced by research and conversations with experts who confirmed that this trend is common across North America.

When explored further, the following causes and effects stem from this problem:

- The perceived notion that enforcement occurs sparingly along the Pinawa Channel and Lee River has allowed a haphazard culture among waterway users that are lacking in regard for boating safety and respect for others on the waterways.
- A lack of understanding between the various user groups has resulted in animosity among users, with some groups starting to villainize other groups.
- An entitlement issue over ownership of the waterways has stemmed back from the '80s and worsened over time.

Specific operating behaviours contributing to the cause of the problem include:

- Motorized vessel users are driving too close to other non-motorized vessels such as; canoes, kayaks and paddleboards.
- Vessel operation during tow activities and personal watercraft users driving in random, unpredictable patterns, which creates confusion for other users, increases vessel interactions and increases the risk factor for accidents to occur.
- Personal watercraft operators jumping wakes too close to other boats.
- Wake surfers are creating unsafe, large wakes for others on the waterways.
- Vessel operators are driving too close to the shoreline or docks, creating unsafe conditions for swimmers.
- Impaired driving and open alcohol consumption on boats are frequent occurrences.
- Tow activities are performed without a spotter in place.
- Personal watercraft users participate in tow activities while overcapacity of their vessel.
- Personal watercraft vessels are being operated by underaged drivers.
- Inexperienced non-motorized vessel operators are putting themselves in harm's way by travelling in high-traffic, fast-paced, and overly saturated motorized vessel areas.
- Tow operators choose poor areas of the waterways (example: highly congested, or too close to shorelines) to participate in tow activities, or teach a technique to new towers.

- Showboating is a common problem, whereby tow activities and wake surfing, are conducted closer to shore, especially if property owners, and guests, are in the vicinity of the shoreline.
- Vessel operators are playing music too loudly at all times of the day and well past the acceptable hour of 11:00 PM.

4.1.2 VOLUME OF TRAFFIC

While there is no agreeable solution to reducing the volume of traffic on the Pinawa Channel, and Lee River, the volume of traffic is important to note among the safety concerns, as these bodies of water are increasing in popularity with each passing year.

When explored further, the following causes are contributing to the volume of traffic problem:

- Permanent and seasonal residents no longer own a single boat, the on-site research conducted supports this, with many docks having two or more vessels on display.
- Tourism to this area has continued to and will continue to increase.
- Boating is becoming a more popular and sustainable activity, whereas forty-two percent of Canadians participate in boating (National Marine Manufacturers Association, 2016). This research also suggests that boating is a vacation close to home and that eighty percent of Canadians live less than an hour from a navigable body of water.
- Users of the Pinawa Channel and Lee River, prefer the narrow, calm waters, which increases the volume of traffic in these areas. Currently, users stay within their preferred area, as opposed to seeking low volume sections of the waterways to use for recreation.

As these bodies of water are navigable waterways, which means that equitable access for all users and activities is required by Federal Law, the challenge is to create a culture and behaviour of safety.

4.2 DESCRIPTION OF ALTERNATIVE REGULATORY OPTIONS

Once all the results from the Public Consultation process had been reviewed, and as previously stated, the changes on the waterway will only be effective with a multi-level approach to address the causes and correct the problems. General boater behaviours, combined with a lack of education, poor etiquette, and an uncontrollable amount of waterway users, had made waterway safety, with all users in mind, a challenge.

4.2.1 REGULATORY OPTIONS

Through discussion, feedback, and public input, it was deemed that the following alternative regulatory options need to be put in place in addition to the proposed VORR:

1. Enhance the RCMP presence along the Pinawa Channel and Lee River to enforce existing federal vessel regulations, regulations under the Small Vessels Act, and infractions of the Provincial Liquor Control Act.
2. Increase the presence of enforcement on the Pinawa Channel and Lee River by using Peace Officers and enhancing their capacity by obtaining added federal vessel regulation authorization and training.

4.2.2 NON-REGULATORY OPTIONS

Through discussion, feedback, and public input, it was deemed that alternative non-regulatory options need to be put in place to ensure that safety is always top of mind while using the waterways for any purpose.

1. Create a Waterway Safety Campaign that includes a variety of informative touchpoints with the users to inform and educate all user groups on safe boating; safe waterway uses, best practices, and good waterway etiquette. This would include a variety of methods and mediums that include but are not limited to: a website, social media posts with a dedicated channel for boater safety, educational videos, newspaper and magazine advertising, brochures, or other materials that can be handed out to the public.
2. Engage the public Rural Municipality of Lac du Bonnet Boat Launches and through Cottage Owner Cooperatives to promote safety protocols on a one-on-one basis to ensure maximum visibility.
3. Partner with Lac du Bonnet's Emergency Management Program, Tourism Committee, and Community Development Corporation to increase the reach all safety measures for waterway safety.
4. Add appropriate signage to high risk, frequently travelled and easily congested areas, such as the area where the Pinawa Channel meets the Lee River under the PTH 313 Bridge, or the area known locally as The Rock Pile to encourage operators to slow their speed and use caution when travelling through these locations.
5. Work with specific user groups to enhance safety protocols among their user and advocate for safe waterway use.
6. Install physical site-specific signage at high-risk areas, such as crossing points or waterway attractions that are known to lead to congestion.
7. Develop a user enforced flagging system whereby boaters can alert other vessel operators of towers that have been dumped into the water. In addition, a user enforced flagging system could be explored to alert other vessel operators that a towing activity is occurring so that other vessels will leave ample space.
8. Transition the Committee established to explore VORR changes into a Waterway Safety Steering Committee to support safety measures and education.

4.3 ALTERNATIVE OPTIONS CURRENTLY IN PLACE

There are limited alternative options currently in place for the Pinawa Channel and Lee River.

4.3.1 ENHANCED ENFORCEMENT ALONG THE PINAWA CHANNEL AND LEE RIVER

Due to budgeting and operational constraints, there was a time when enforcement along the Pinawa Channel and Lee River was extremely lacking. The lack of enforcement allowed users to operate unsafely for too long and develop bad habits, poor safety judgement, and an overall attitude that they could do whatever they desired.

Since 2018, the RCMP from the Lac du Bonnet Detachment, along with support from the RCMP Marine Section, has conducted enforcement on the concerned waterways over 15 times. Numerous deficiency notices have been issued over these patrols under the Small Vessels act, which has an estimated value of over \$100,000 in possible fines. Several charges have been laid under the Small Vessels Regulations for various infractions, and the Provincial Liquor Control Act charges exceed 20.

This level of enforcement has been noted and welcomed by the public users of the Pinawa Channel and Lee River. While behaviour corrections have already been observed, enforcement cannot take another step backwards. In fact, the next logical step would hopefully include delivering fines for unsafe operations, so that the users do not fall into the perceived notion that enforcement will only continue issuing notices.

4.3.2 THE RURAL MUNICIPALITY OF LAC DU BONNET'S VORR COMMITTEE

The very existence of the VORR Committee, along with the Public Consultation Process, has had a minimal yet positive effect on the safe operations of vessels on the Pinawa Channel and Lee River. The Committee itself has made the safety concerns a heavily talked about issue in the community and has provided users with a platform in which they can voice their concerns and be heard. As the Committee began advocating for safer waterways, even without having an idea on what that may mean, the waterway users began listening, with some altering behaviours, to operate in a safer manner. This cultural behaviour shift will take time to fully progress, but it is encouraging to see that it is starting.

4.3.3 A MORATORIUM ON DEVELOPMENT TO KEEP BOAT NUMBERS IN CHECK

The outcome of the 1988 Lee River Study was that the Lee River has a maximum instantaneous boat capacity (the number of boats that can be accommodated on a water surface at any given time and assumes the equal distribution of boating activity) of 231 boats.

In part, the Moratorium on Development was put in place to help limit the number of vessels operating along the Pinawa Channel and Lee River; however, this has done nothing to dissuade use. With sight counts as high as 298 vessels crossing a solitary point in one hour, the Lee River has clearly exceeded the capacity as set out in 1988.

While the number of dwellings did not drastically increase, the Study did not capture tourists, which is a large and growing component of users on both bodies of water, nor did it assume that property owners along these bodies of water would change their vessel purchasing habits, or make assumptions on the changes in vessel speed, size, technology, or recreational activities.

4.4 PROPOSED VORR AS PART OF THE SOLUTION

While much of the safety concerns and issues can be corrected, over time, with enhanced enforcement, education, and increased safety culture; the proposed VORR is the only legal and enforceable way to:

1. Stop wake surfing along the narrow shores to prevent accelerated shoreline erosion and return equality for users in these areas;
2. Stop people from participating in towing activities, when traffic congestion is at its peak, and towing activities create dangerous situations for multiple users; and,
3. Create a safe zone of 100 meters from shorelines for leisure activities, like swimming, shoreline fishing, and participating in non-motorized recreational activities.

The scope of the proposed VORR is limited as not to strip away any rights or access to the waterways but instead define safer user areas so that everyone can enjoy the waterways.