

# Monitoring Human Use on the Upper Columbia River

Project Update for CWSP AGM May 2022

Joan Gallaway



# Outline

- Review reasons for project initiation
- Summary of project activities
- Results
- Project achievements
- Questions

# Reasons for doing the project

- River traffic had not been measured
- Need to understand what is happening in reaches valuable to wildlife
- There was a sense that human use was increasing but no data
- Is motorized traffic a concern?
- Are there patterns in usage we can learn from?

# Potential impact of increasing human use

- **Wildlife disturbance**
- **Garbage**
- **Pollution: lack of sanitary facilities**
- **Parking and traffic problems**
- **Erosion on access points**
- **Safety concerns, access for rescues**
- **Trespassing on adjacent private lands**
- **Degradation in enjoyment of the experience**

# Reaches monitored 2019 – 2021

May 1 – Sept 30

**Nicholson to Golden 2019**

**Spillimacheen north 2021**

**Brisco to Spillimacheen 2021**

**129 boats, 208 people**

**Edgewater to Brisco 2020**

**208 boats, 345 people**

**Radium to Edgewater 2019**

**Athalmer to Radium**

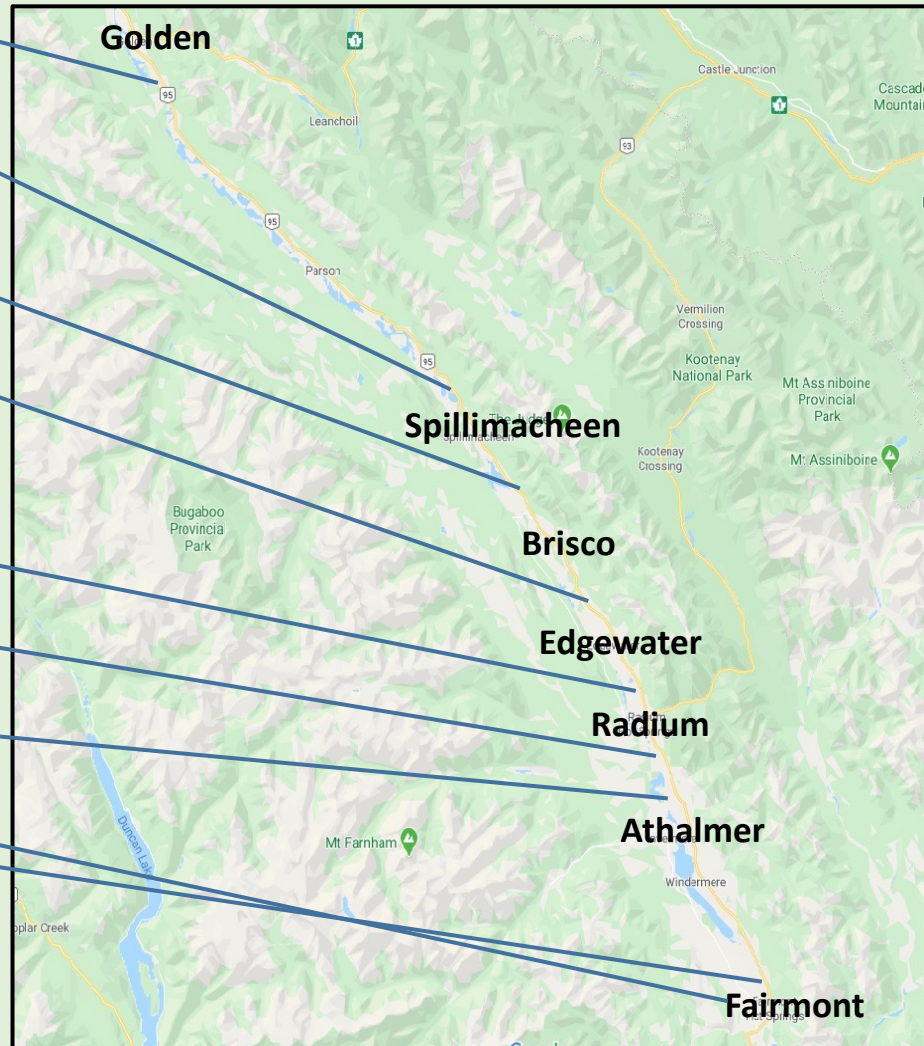
**Athalmer Slough/Wetlands 2019**

**10982 boats, 15280 people**

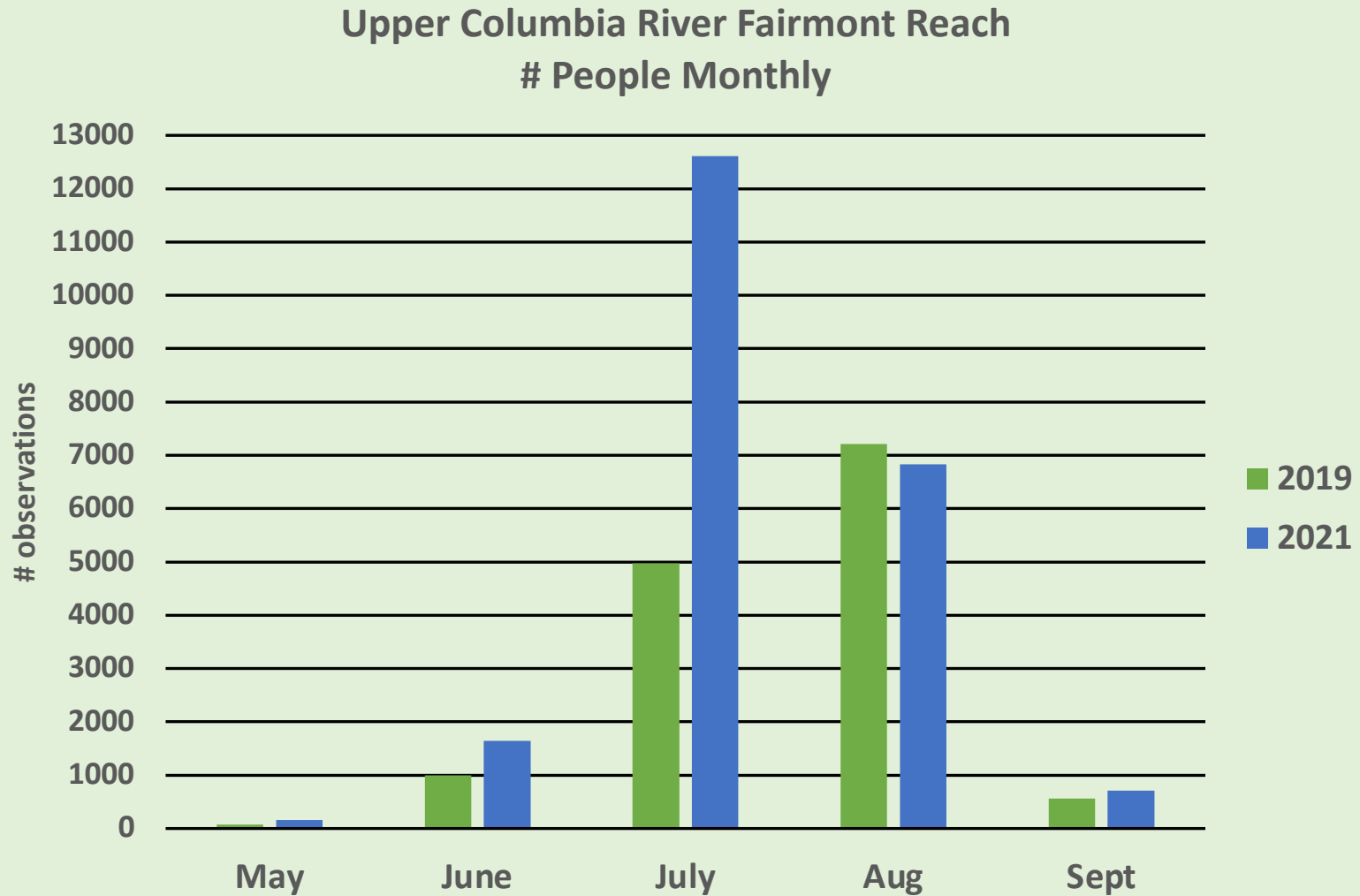
**Fairmont through golf course**

**2019: 10796 boats, 13819 people**

**2021: 17302 boats, 21954 people**



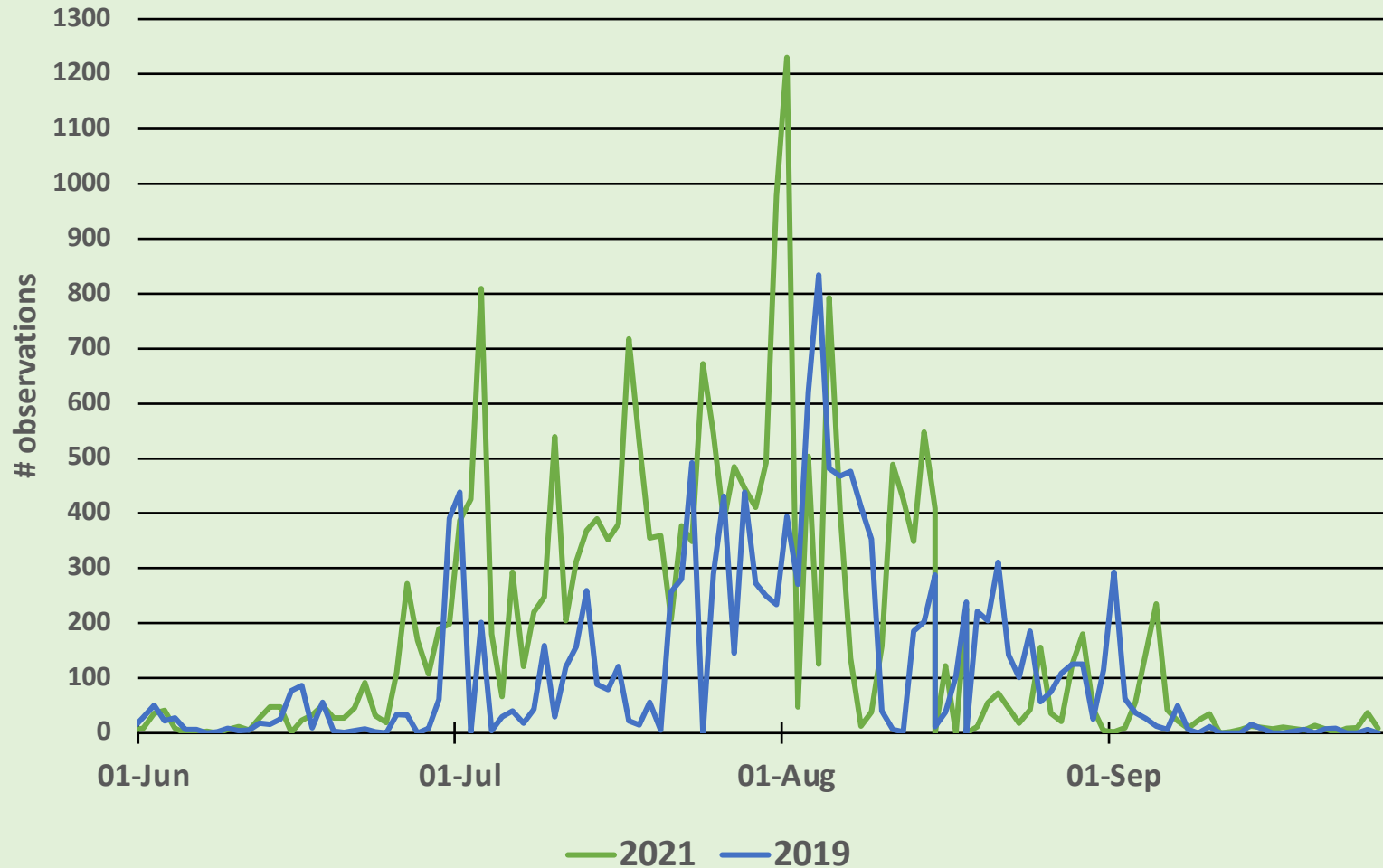
# Fairmont Multi Year Comparison



**Total 2019: 13,816 People    Total 2021: 21,954    ( ~60% increase )**

# Fairmont Multi Year Comparison

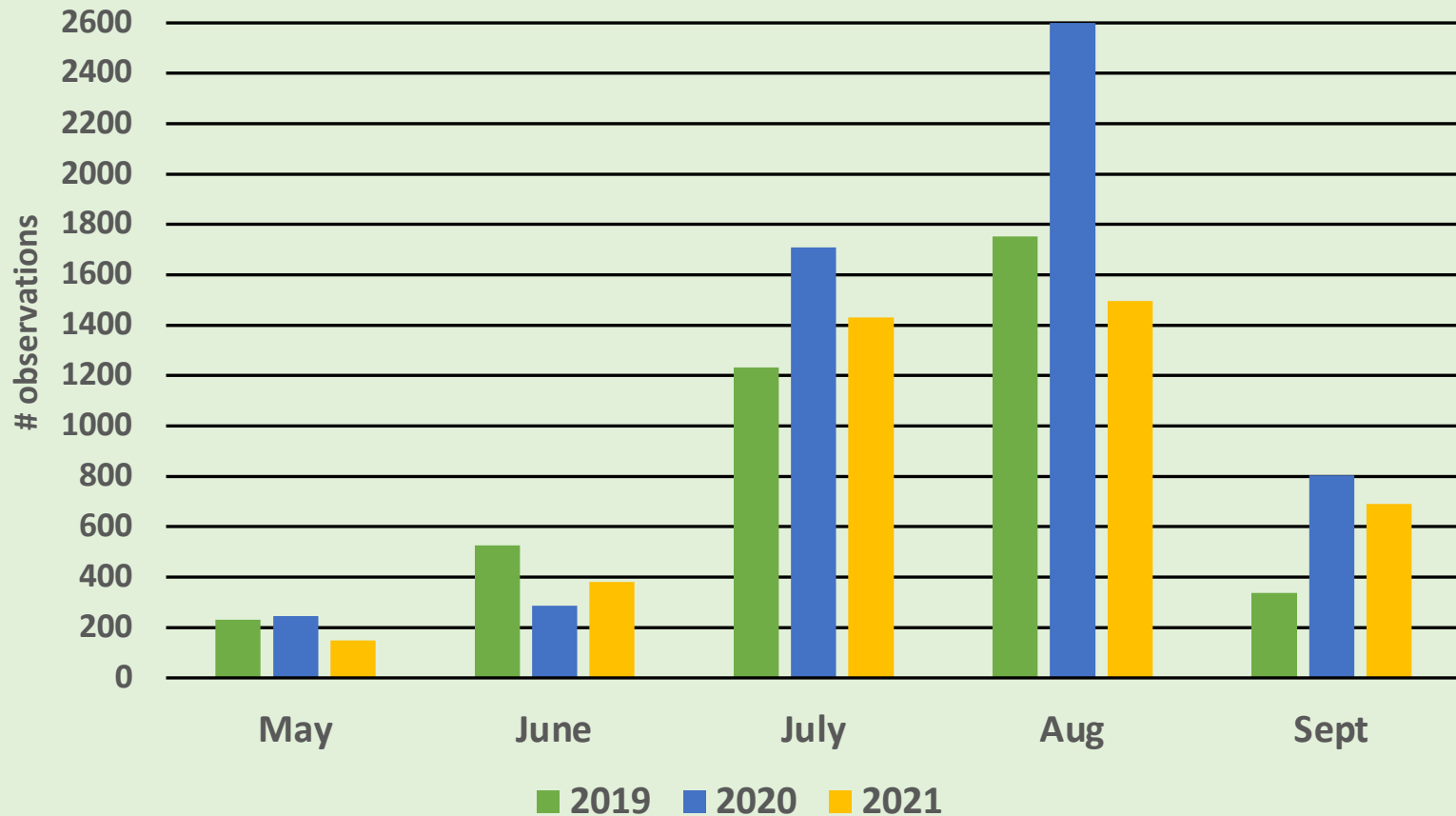
Upper Columbia River Fairmont Reach  
# People Daily by Year





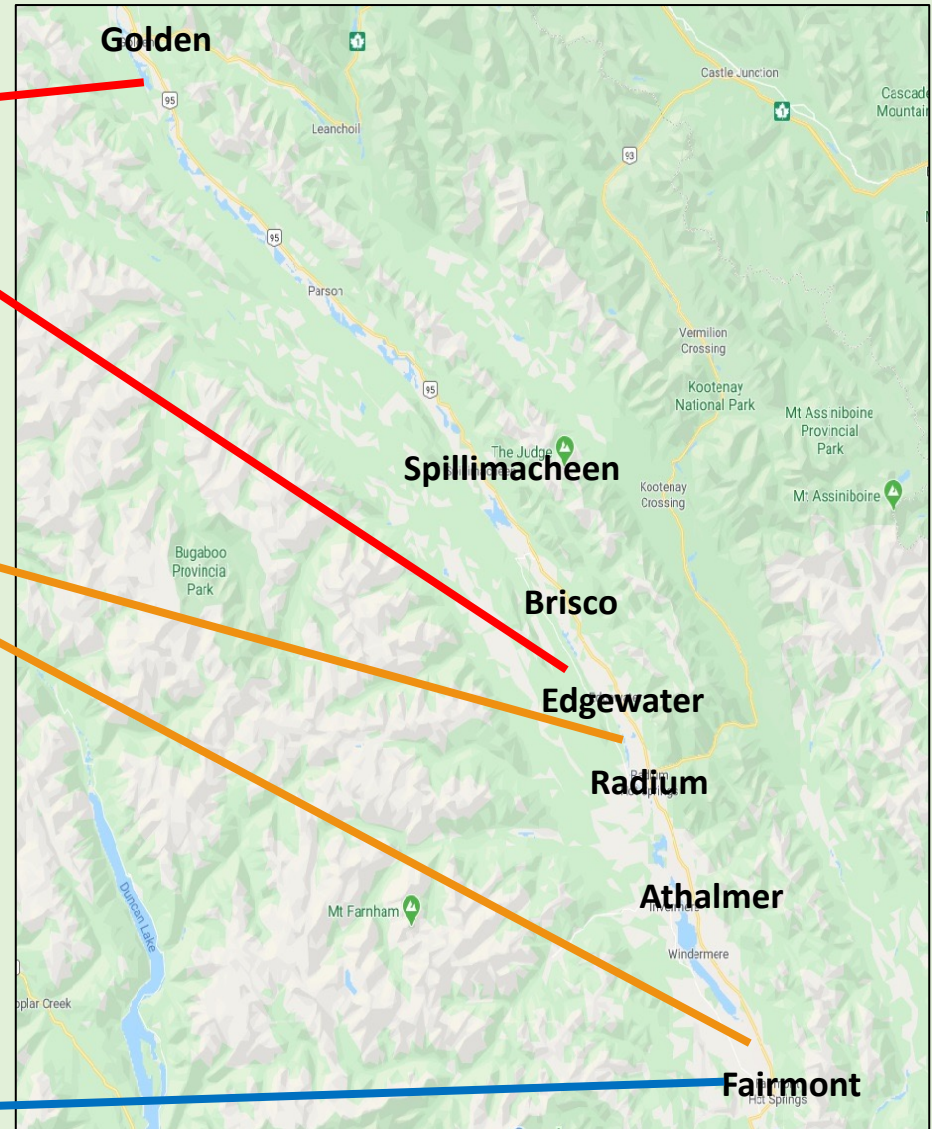
# Athalmer – Radium Multi Year Comparison

Upper Columbia River Athalmer-Radium Reach  
# People Monthly



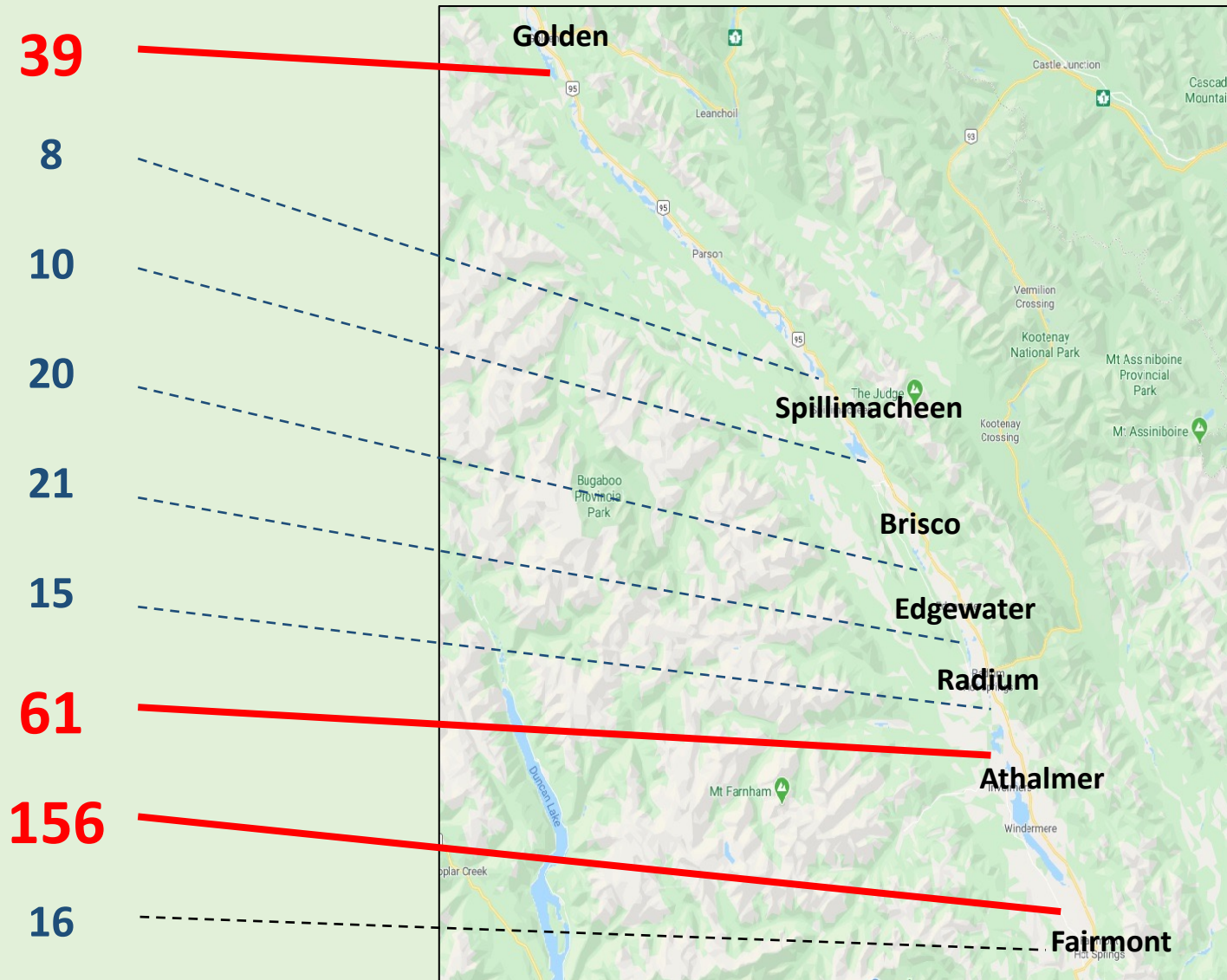


# The Boats of Choice





# The Motorized Story



Note: bi-directional counts of motor boats

# What the project achieved

- Quantified river traffic volumes for multiple reaches
- Seasonal, weekly, hourly usage profiles available for multiple reaches
- Highlighted reaches needing infrastructure & safety considerations
- Boat type distribution by reach suggests types of users
- Showed that motorized traffic is greatest in reaches adjacent to urban areas

# **Data useful for many audiences:**

- **Environmental – those concerned & those who manage**
- **Search & Rescue and others responsible for safety**
- **Tourism industry**
- **Infrastructure & service providers**

# **CWSP is grateful to the following for their assistance:**

- **Columbia Lake Stewardship Society**
- **Lake Windermere District Rod & Gun Club**
- **LUSH Charity Pot Foundation**
- **Brian Gustafson (Wildsight Golden)**
- **Golden District Rod & Gun Club**

# Questions

