

Twin Lakes Boating Safety and User Conflict Committee Meeting Minutes and Notes Of May20, 2005

This is a draft subject to approval and reformatting in the appropriate village format.

1. The meeting was called to order at 7:12 p.m. by Tom Porps.
2. Members present: Hass, Baratti, Vardon and Porps.
Members absent due to schedule conflicts: Baxa, Walsh and Meyer.
3. Guests Present: Mike Moran, Robert Livingston

Motions Made:

- A.** Motion to approve submission of the “**Amended and Expanded Comprehensive Recreational Use Plan for Twin Lakes Phase 1**” document as amended on May 20th with action requested by the Village Board as noted in appendix F. Made by a Hass, seconded by Baratti, motion carried unanimously. Hass noted for the record, emails had been received from Walsh and Baxa supporting submission of the plan.
- B.** Motion to adjourn at approximately 8:21pm by Baratti, Seconded by Vardon; Approved unanimously.

Meeting Notes:

1. Hass reviewed amendments and appendices to **The Comprehensive Recreational Use Plan for Twin Lakes** section by section and a discussion on each was conducted. This resulted in select wording changes and clarifications to the attached document. The key points are:
 - a. The document sets forth a planning calendar, a process and strategic initiatives for improving the quality and governance of the lakes that can be refined over the next 3 years with elector input and feedback at annual meetings.(see appendix A and E)
 - b. The document represents a summary of almost 3 years of considerable work and actual accomplishments by Lake District committees and an action plan going forward.
 - c. Specific immediate action and guidance is needed by the Village Board to move the plan forward.
 - d. If all supporting documents for the plan were included, the plan would represent a pile of paper over 6 inches tall. The typical boiler plate has been eliminated and use of the book “**How’s the Water: Planning for Recreational Use on Wisconsin Lakes and Rivers**” is suggested as the key source of guidelines and

educational material for lake management and conflict resolution in the future.

2. Immediate action and guidance from the Village Board is suggested as reflected in the motion to move forward with the four points noted in Appendix F (below). It was the consensus of the committee that the plan should be presented directly to the Village Board as soon as possible.

1. That the No-wake ordinance No. 2003-8-3 of August 18th, 2003 limiting wake activity to the earlier of 8pm or sunset be rescinded immediately to allow working people the opportunity to enjoy the full recreational benefit of the lakes from 9am until sunset.

Rationale:

- A). A great number of people had their evening lake recreational time cut in half during prime recreation months of June and July in 2004.
- B). Increasing no-wake hours as done in 2004, is believed to increase congestion on weekends during the peak midday hours causing a safety hazard.
- C). Electors at the July 17, 2004 annual Lake District meeting voted 4 to 1 to have it rescinded.
- D). Sunset times are published in the Wisconsin Boating Regulation Brochure and other lakes in the region use sunset as the "Statewide" logical time to begin no-wake time.
- E). The boating season in southern Wisconsin is very short (June, July, and August) and unnecessary regulations have hurt local businesses and commerce.

2. That the Steering Council of the Lake District be authorized to finalize the draft of a Courtesy & Safety code and sticker to be distributed to boaters at all launch ramps and by the Twin Lakes police. Said Courtesy & Safety Code Sticker should be presented to electors at the 2005 Annual Lake District Meeting.

Rationale:

- A). A draft has been provided. See Appendix C.
- B). Education is believed to be more effective than regulation in many cases.

3. That the Steering Council of the Lake District be authorized to develop and recommend a revised boat trailer parking policy for Lance Park that would reduce congestion on Lake Mary during peak weekends and improve safety. Said recommendations should be presented to electors at the 2005 Annual Lake District Meeting.

Rationale:

- A). A draft of preliminary suggestions has been provided. See Appendix E.
- B). Better control of weekend boat trailer parking can reduce congestion and increase revenue.

4. That the Steering Council of the Lake District be authorized to develop and recommend a revised boat trailer parking plan for Musial Drive that would meet DNR guidelines for Lake Elizabeth. Said recommendations and alternatives should be presented to electors at the 2005 Annual Lake District Meeting.

Rationale:

- A). A draft of key issues has been provided as part of the comprehensive recreational plan.
- B). Better more controlled boat trailer parking is available at a minimal cost.

Comprehensive Recreational Plan for Twin Lakes

Lake Protection and Rehabilitation District (Phase 1)

Background: Much Elector input from Twin Lakes over the last 2 years provides the basis for this plan. The Village Board and Steering Committee are asked to endorse this plan so that details can be further developed.

1. Six Lake District Committees were formed to provide input to the Lake District Commissioners (Village Trustees) and the Village. Much information by those who have participated has been gained. We ask that: *The steering committee make a motion to require the DISTRICT COMMISSIONERS to follow the recommendations of the Lake District Committees and mandates of electors as part of this comprehensive plan. Committee recommendations were presented at the annual Lake District meeting and the presentations are made a formal part of this comprehensive plan.*

Official Committees of the Lake District (see official minutes of the 2004 Annual Meeting)

Lake District committees include with a brief description:

- ___ Boating Safety & User Conflicts (policy for lake use & grandfathered docks)
- ___ Aquatic Plants, Natural Invasive Species (policy for chemically treating lakes)
- ___ Communication, Education & Youth (web-site and publications)
- ___ Lake Habitat, Water Quality, Fish & Fishing (tracks fish and lake levels)
- ___ Shoreline Protection & Rehabilitation (lake levels, reducing runoff, etc)
- ___ Storm water Protection & Non-Point Pollution (protects water quality, lake levels)

2. Additional data was gathered by the Boating Safety & User Conflicts committee to support better and safer use of the lakes. Data concerning the repeal of the no wake ordinance were presented in a 3 ring binder to lake commissioners prior to the annual meeting. The executive summary is made a formal part of this plan. Additional surveys and observations were made by committee members after the annual meeting and this data consisting of hundreds of observations support the original findings of the committee and the plan elements below. These include:

2a. Rescind the 8pm NO WAKE ordinance immediately, allowing more family and safer boating time.

2b. Use historic lake levels (and not a few complaints) to set no wake restrictions to promote local commerce and encourage home owners with problem areas to improve their shoreline at their expense. Begin planning for a Spillway.

2c. Focus on remediation efforts rather than regulation of current lake users and property owners. Note that major remediation investments were approved by electors on two sites included in the 2005 budget and most electors spoke against any form of additional regulation on piers, rafts and watercraft at the last 2 annual meetings. Any new regulations should be presented for a vote by electors at an annual or special meeting of the Lake District. The process outlined in the book How's the Water, Pages 170-174 should be followed in considering any new regulations.

2d. The book How's the Water: Planning for Recreational Use on Wisconsin Lakes and Rivers, 2002, by the Wisconsin Lakes Partnership should be required reference for all disputes and completion of the detailed implementation of this comprehensive recreational use plan and is make a part of this plan and planning process.

2e. Following the spirit and recommendations of the electors, there should be no sale of public lands within 500 feet of the lakes without approval of the steering committee or the electors.

2f. Following the spirit, comments, votes an/or recommendation of the electors at the last two annual meetings of the lake district and the findings of this committee, the 4 motions in the meetings of the Boating Safety & User Conflicts committee of August 20th and September 17th are part of the comprehensive plan. These involve votes at annual meetings, establishing a user safety code and courtesy sticker, pier identification for safety purposes, and use of an attendant at Lance Park on weekends to control access and collect maximum fees.

3. Follow the Sprit and guidance of the book How's the Water: Planning for Recreational Use on Wisconsin Lakes and Rivers, 2002, by the Wisconsin Lakes Partnership to build community spirit and resolve future conflicts.

Unanimously approved this 22nd day of October 2004, by the following duly elected members of the Boating Safety & User Conflicts committee as noted below and amended unanimously with appendices this 20th day of May 2005.

- Tom Porps
- Ed Vardon
- Mario Baratti
- Jim Baxa (approved plan of May 20th by email)
- Ken Meyer (absent vote of May 20th only)
- Bill Hass
- Jim Walsh(approved plan of May 20th by email)

References that are Part of the Comprehensive Recreational Plan for Twin Lakes Lake Protection and Rehabilitation District(Phase 1)

Note: Hundreds of pages of committee work are on file with the Village of Twin Lakes and are documented on the New Lake District website. These include alternatives considered and input from electors. Only key highlights from those reports and committee work are included in the attached summary documents.

1. Committee plans and input to the Comprehensive Plan is included in the Six Lake District Committee reports summarized in the slide copy attached as presented at the 2004 annual meeting.

Official Committees of the Lake District (also read official minutes of the 2004 Annual Meeting)

- ___ Boating Safety & User Conflicts (policy for lake use & grandfathered docks)
- ___ Aquatic Plants, Natural Invasive Species (policy for chemically treating lakes)
- ___ Communication, Education & Youth (web-site and publications)
- ___ Lake Habitat, Water Quality, Fish & Fishing (tracks fish and lake levels)
- ___ Shoreline Protection & Rehabilitation (lake levels, reducing runoff, etc)
- ___ Storm water Protection & Non-Point Pollution (protects water quality, lake levels)

2. Executive Summary of the Boating Safety & User Conflicts committee report to support better and safer use of the lakes. The executive summary is made a formal part of this plan.

3. Extracts from the book: *How's the Water: Planning for Recreational Use on Wisconsin Lakes and Rivers, 2002, by the Wisconsin Lakes Partnership: Pages 170-174* should be followed in considering any new regulations.

4. The 4 motions in the meetings of the Boating Safety & User Conflicts committee of August 20th and September 17th are part of the comprehensive plan. The approved minutes of August 20th and September 17th, 2004 are included here with support. These involve:

- Votes at annual meetings,
- Establishing a user safety code and courtesy sticker,
- Pier identification for safety purposes, and
- Using attendants at Lance Park on weekends to control access and collect maximum fees.

5. Selections from the book, *How's the Water: Planning for Recreational Use on Wisconsin Lakes and Rivers, 2002, by the Wisconsin Lakes Partnership* to build community spirit and resolve future conflicts.

- **Managing Conflict – Pages 184-186**
- **Positive Planning – Pages 217-218**
- **Grants needed to support additional planning– Page 225**
- **Monitoring and modifying comprehensive plans– Page 269**

6. Appendices containing additional background, analysis and recommendations.

- **A- Planning Calendar and Planning Process**
- **B- Carrying Capacity Analysis**
- **C- Safety Sticker and Courtesy code**
- **D- Suggestions for boat trailer parking**
- **E- Suggestions for lake District Priorities for 2005-06**
- **F- Suggested Immediate action and Guidance form the Village Board**

Reference 1

That is Part of the Comprehensive Recreational Use Plan for Twin Lakes Lake Protection and Rehabilitation District

1. Committee plans and input to the Comprehensive Plan is included in the Six Lake District Committee reports summarized in the slide copy attached as presented at the 2004 annual meeting.

Official Committees of the Lake District (Also read official minutes of the 2004 Annual Meeting)

- **Boating Safety & User Conflicts** (policy for lake use & grandfathered docks)
 - Continue to find ways to improve water safety and reduce conflicts
 - Mediate user conflicts
 - Monitor lake use and safety issues
- **Aquatic Plants, Natural Invasive Species** (policy for chemically treating lakes)
 - Continue to find ways to improve ecosystem
 - Continually evaluate policy for chemically treating the lakes
 - Monitor changes in ecosystem
- **Communication, Education & Youth** (web-site and publications)
 - Maintain website
 - Develop and distribute fact-based information
 - Plan events and meetings
- **Lake Habitat, Water Quality, Fish & Fishing** (tracks fish and lake levels)
 - Continue to improve water quality
 - Oversee lake habitat, fish stocking and monitor fishing
 - Educate community on key water quality and fishery issues
- **Shoreline Protection & Rehabilitation** (lake levels, reducing runoff, etc)
 - Continue to reduce and monitor runoff
 - Maintain adequate lake levels
 - Coordinate shoreline demonstration projects
- **Storm Water Protection & Non-Point Pollution** (protect water quality, lake levels)
 - Continue to reduce runoff and non-point pollution
 - Identify ways to control storm water
 - Educate community on self-management and pollution control

Reference 2

That is Part of the Comprehensive Recreational Use Plan for Twin Lakes Lake Protection and Rehabilitation District

2. Executive summary of the Boating Safety & User Conflicts committee report to support better and safer use of the lakes. The executive summary is made a formal part of this plan.

Key Points:

- **Little or no formal evidence of written requests for expanding no-wake hours for all watercraft.**
- **Tremendous opposition to the No-wake ordinance and additional unnecessary regulation of the lakes.**
- **Our lakes are unique and should be governed by needs or problems of surrounding communities.**
- **Surrounding communities in the area do not have insights into our lake issues or have uniform no-wake hours.**
- **Information submitted to the DNR as part of the condition report was biased.**
- **The proper process was not followed in passing the No-Wake ordinance and this has created significant conflict in the village.**
- **Prior village administration has ignored the mandates of the electors and prevented key issues from getting on the annual meeting agendas.**

Reference 3

That is Part of the Comprehensive Recreational Use Plan for Twin Lakes Lake Protection and Rehabilitation District

3. Extracts from the book: *How's the Water: Planning for Recreational Use on Wisconsin Lakes and Rivers, 2002, by the Wisconsin Lakes Partnership: Pages 170-174 should be followed in considering any new regulations.*

Reference 4

That is Part of the Comprehensive Recreational Use Plan for Twin Lakes Lake Protection and Rehabilitation District

4. The 4 motions in the meetings of the Boating Safety & User Conflicts committee of August 20th and September 17th are part of the comprehensive plan. The approved minutes of August 20th and September 17th, 2004 are included here with support. These involve:

- Votes at annual meetings,**
- Establishing a user safety code and courtesy sticker,**
- Pier identification for safety purposes, and**
- Use of an attendant at Lance Park on weekends to control access and collect maximum fees.**

Reference 5

That is Part of the Comprehensive Recreational Use Plan for Twin Lakes Lake Protection and Rehabilitation District

5. Selections from the book, *How's the Water: Planning for Recreational Use on Wisconsin Lakes and Rivers*, 2002, by the Wisconsin Lakes Partnership to build community spirit and resolve future conflicts.

- **Managing conflict – Pages 184-186**
- **Positive planning – Pages 217-218**
- **Grants needed to support additional planning– Page 225**
- **Monitoring and modifying comprehensive plans– Page 269**

**Appendix “A” - Part 1
Preliminary Draft of the
Comprehensive Recreational Use Plan**

Planning Calendar

The Lake Committees shall develop refinements to the Comprehensive Recreational Plan –Phase One as part of their presentations to the Annual Lake District meeting scheduled for July 2005. The following is a preliminary planning calendar for continuous improvement to the Lake District plans.

2003 – Annual Lake District Meeting --- Form and Elect Lake Committees

2004 – Annual Lake District Meeting --- Present Committee Reports and receive mandates from the electors

2005 – **Annual Lake District Meeting – Present Phase One – Comprehensive Recreational Plan and get feedback from Electors**
--- Present refined Committee Plans
--- Gather more data and refine Phase One plan with SEWRPAC data

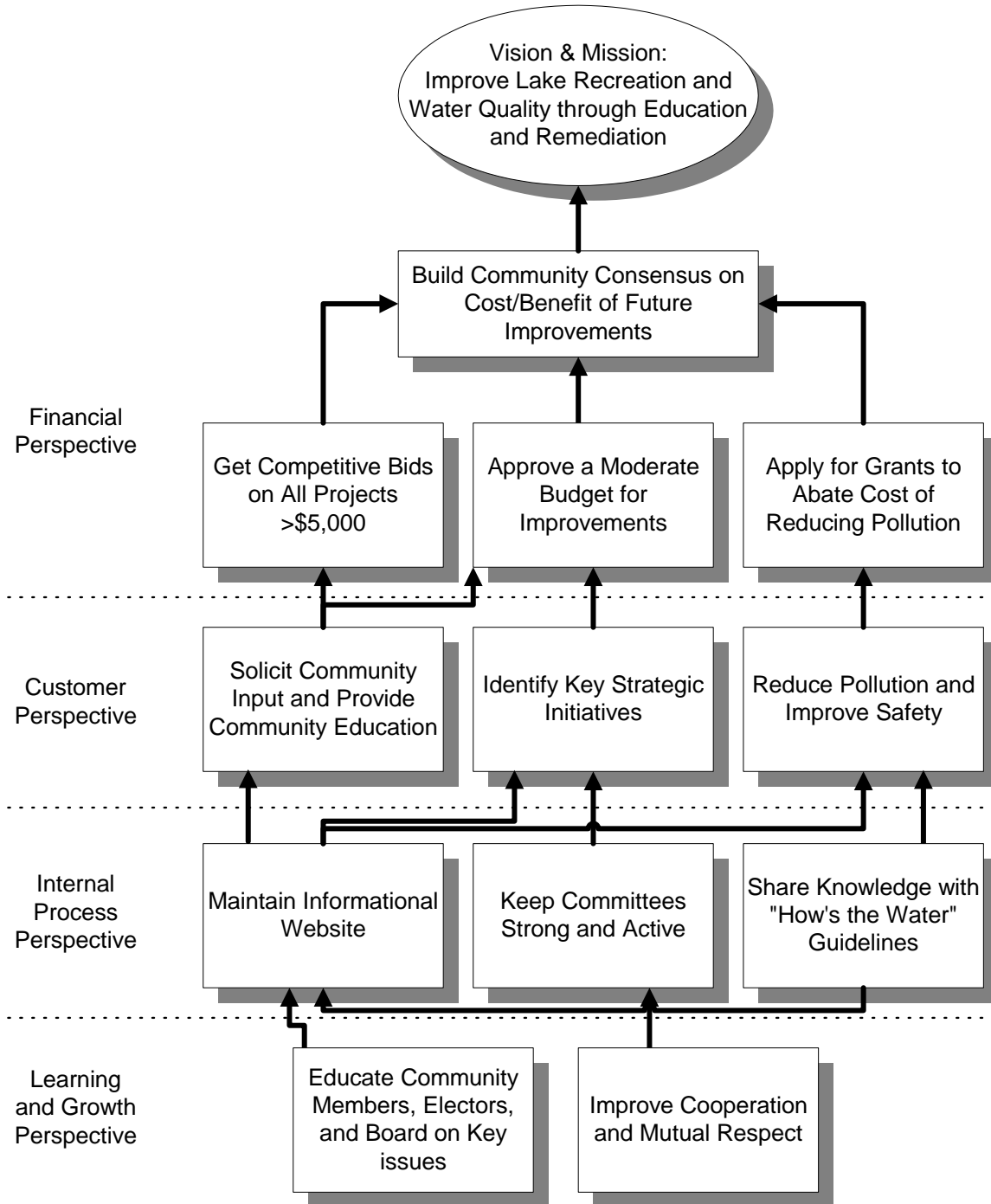
2006 – **Annual Lake District Meeting** – Present Phase Two – Update Comprehensive Recreational Plan and get feedback from Electors
--- Present SEWRPAC recommendations

2007 – **Annual Lake District Meeting** – Present Phase Three – Update Comprehensive Recreational Plan and get feedback from **Electors**

Appendix "A" - Part 2

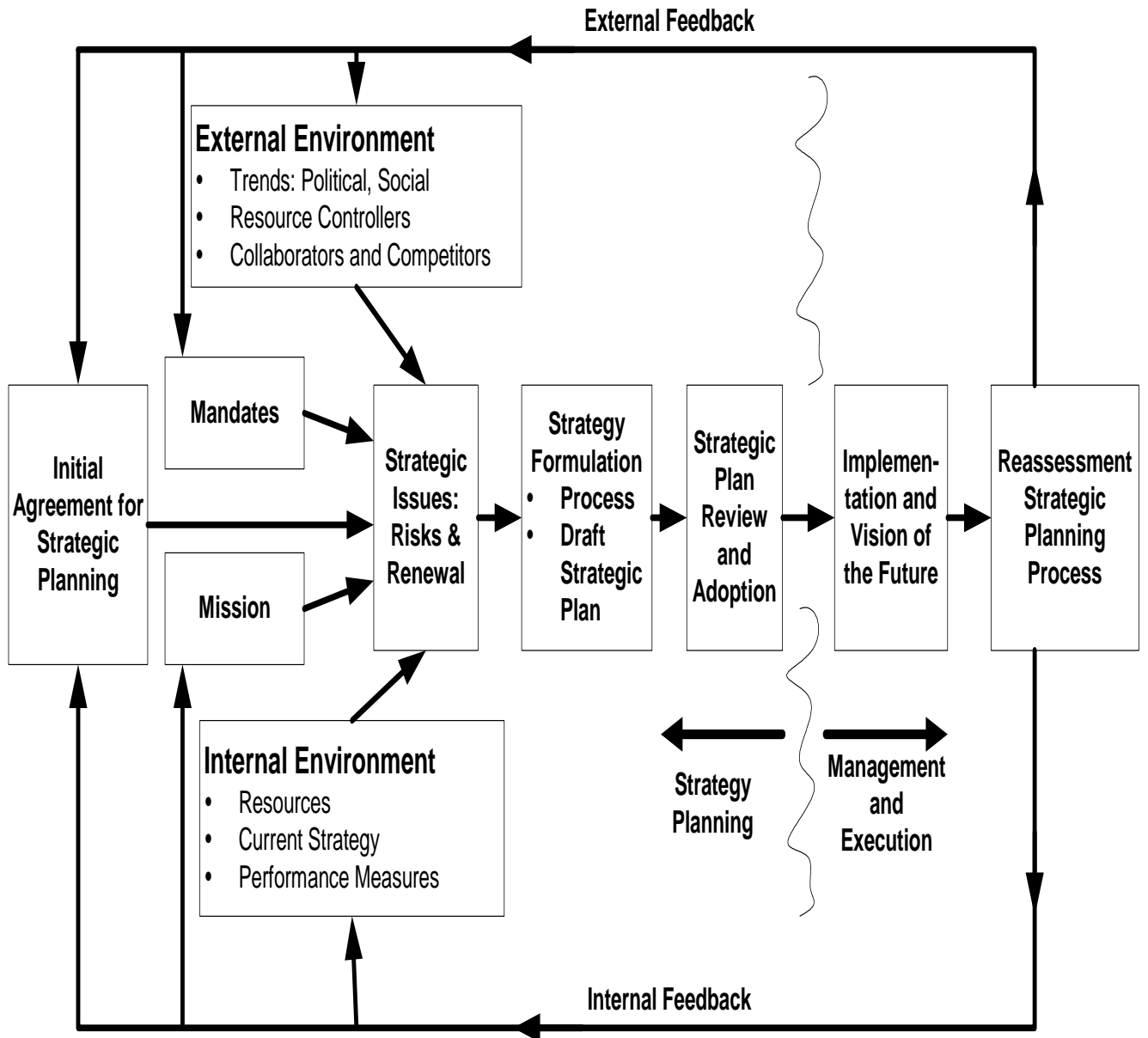
Preliminary Draft of a Strategy Map for the Lake District

Comments: A strategy map identifies the key strategic initiatives of an organization on one page. This "Draft" is meant to guide the thinking of the Lake District committees going forward as they continue to refine the Comprehensive Recreational Plan.



Appendix "A" - Part 3

Developing a Comprehensive or Strategic Plan Requires Feedback and Several Cycles



© Board Resources, 2004. Adapted from John M. Bryson, Strategic Planning for Public and Not-for-Profit Organizations, 3rd Edition,

Appendix B

to Comprehensive Recreational Use Plan for Twin Lakes

..Draft for discussion.. 5-20-05 to be used with data gathered and survey summaries

Please note the following:

1. The Lake Ripley Recreational Carrying Capacity Analysis Report is the "culmination of many years of study on Lake Ripley, involving significant public input and citizen participation." (see page1 –Lake Ripley Watercraft Census and Recreational Carrying Capacity Analysis, 2003)

Comment: we did not have “many years” to study our lakes but did receive significant public input and citizen perceptions of desired Use.

2. The Lake Ripley Recreational Carrying Capacity Analysis Report had professional staff support.

Comment: SEWRPC has been engaged to do much of the detailed data gathering and over the next two years will present similar findings. It would be unreasonable for the Commissioners to expect a study similar to the Lake Ripley Recreational Carrying Capacity Analysis Report to be completed in the time frame given in without staff and financial support. We believe the all the new lake committees and Boating Safety and User Conflict Committee created a more comprehensive report and did a commendable job and in the time given and without financial support .

3. Much of the commentary contained in the Lake Ripley Recreational Carrying Capacity Analysis Report appears to be background comments from other reports and similar to the material and comments contained in the much broader book "How's the Water." Testimony and notes from various meetings and previous studies of Twin Lakes are part of our report.

Comment: Our purpose in **The Comprehensive Recreational Use Plan** was to present the key issues and public desires. Our purpose was not to recreate pages of material contained in:

1. The book we suggested be used as guidelines for further Plan development,
2. The findings other previous reports,
3. The Committee reports made and plans presented at the 2004 annual meeting of the Lake District

4. User opinions are different between Lake Ripley and Twin Lakes. Similar to the Lake Ripley Recreational Carrying Capacity Analysis Report, we obtain significant public input at the annual Lake District meetings in of 2003 and 2004 as well as information gathered and presented and the three-ring binders.

Comment: However, contrary to the Lake Ripley Recreational Carrying Capacity Analysis Report, most of the electors of Twin Lakes expressed strong feelings against additional regulation of the Lakes and encouraged and voted against additional regulations with a 4:1 Margin. In our data gathering for Twin Lakes, only personal watercraft were viewed as a significant problem.

The wide majority of Twin Lakes electors are opposed to increasing the no wake restrictions which is opposite to the findings of the Lake Ripley report. This difference

is significant and could be due to the way surveys were created and data were gathered. We believe the town hall meeting format which was used to gather much of the data for the Twin Lakes Recreational Use Plan is superior to a printed mail survey which does not provide the opportunity to ask questions or provide two sides of every issue.

Improving water quality and reducing pollution run off, **as well as reduced regulation**, were the key findings of the majority indicated by our surveys and public meetings.

5. Existing "Lake-Use-Zoning" is substantial on the Twin Lakes. Substantial areas of both Lake Mary and Lake Elizabeth are designated as NO wake by local ordinance providing both active and passive use of the lakes at all times.

Comment: A new ordinance **increasing** the no-wake hours from sunset to 9 A.M. to the earlier of 8:00 p.m. or sunset to 9 A.M. created a significant public outcry and numerous requests that it be rescinded.

6. Watercraft factors and user conflict must not be based on averages. Reducing the hours for higher intensity activities such as water skiing and motor boating has the effect of forcing more intense activities into a shorter more concentrated period of time in the busiest portion of the day.

Comment: We believe this causes a severe and unnecessary safety hazard. In effect water sports users have been denied the very access they are entitled to under the Wisconsin Public Trust doctrine.

Although all public use of Lakes has an impact on the aquatic ecosystem, incremental increases in boat traffic from the hours of 8 PM to sunset is not believed to have a significant damage impact on the lakes relative to Natural factors such as waterfowl, wave action, the freeze the thaw cycle and rainwater runoff.

In fact, the difficulty of policing the slow no-wake limitations on all watercraft makes most boaters lawbreakers. Lake observers see high-powered fishing boats speeding across Lake before 9:00 a.m. and most pontoon boats traveling at well above no-wake speeds well into the evening.

7. Recreational carrying capacity is a unproven or developing concept that is highly dependent upon on subjective values. From the Ripley report: " Carrying capacity should not be perceived as a measure but instead a range of estimates which also reflect the demands of users and the level of Environmental Quality that they are willing to accept .

"(p. 9, ibid)

Comment: Various authorities agree that, " Carrying capacity differs for each water body. It depends on both natural characteristics and the acceptable limits of and viral disturbances and activity conflict. Determination of the former requires objective factual studies, definition of later is a **subjective weighting of values**. " *(p.9, ibid)*

" Wagner (1991) concluded that the impacts of motorized watercraft appear to be largely density dependent; increased use translates into increased potential for impact. .. no universal boating density standard will satisfy all lake users in all situations. Carrying capacity will undoubtedly very depending upon a given lake's physical

characteristics, its susceptibility to environmental damage, the manner in which it is used, and the demands that perceptions of its users. While the first three variables can be scientifically measured or estimated, the fourth requires more subjective interpretations, which can be aided by lake user opinion surveys and applicable research on social carrying capacities." (p9-10,ibid)

In the case of Twin Lakes, the vast majority of the public has made it known that increasing no-wake hours is an unacceptable alternative for managing the lakes. It has only increased user conflict.

Rather than relying on an unproven carrying capacity conceptual formulas and analysis, the Boating Safety and User Conflict Committee decided to use common sense. As the saying goes " It is hard to define pornography, but you know it when you see it." In the case of carrying capacity, it is hard to define carrying capacity, but you know it when you see it.

8. Data methods: An "On-Lake" Watercraft census was used and combined with broader experience and observation. Twin Lakes has the additional problem of performing data analysis on both lakes which are significantly different in size, shape, public access and use.

A partial copy of the data obtained is enclosed with a summary of survey data. Because the Twin Lakes were closed to wake activity during a substantial part of the summer and the fact that the summer of 2004 was colder than the average, periods of data gathering were limited. However the main reason for not getting a detailed gathering of data was the engagement of SEWRPC shortly after the 2004 Lake District Annual Meeting.

We did not obsess on large numbers of boat counts as both the Village Police Department and the members of the Water Safety and User Conflict Committee were involved in observing the lakes on a regular basis. Regardless of the amount of data gathered, members of the committee felt that they had enough feel for the data. The committee did do enough sampling to determine:

A. There are no traffic or capacity problems on practically all weekdays on either lake.

B. On a few summer weekends and holidays with good weather, lake use on both lakes is very high and high intensity activities are concentrated in the 11:00 a.m. to 4:00 p.m. time frame. At these times it becomes even difficult to count the number of boats. Peak period boat use on the 4 to 6 highest use days of the season could identify 30 to almost 40 or 50 Watercraft in various activities. We identified this --40 or 50 Watercraft -- as the plausible carrying capacity range of both lakes.

C. Because of lower launching fees and ample parking, as well as the amount and number of subdivisions with community piers, in combination with the smaller size of Lake Mary, Lake Mary is significantly more congested than Lake Elizabeth. Lake Mary reaches its carrying capacity on a few selected summer weekends and holidays with good weather more frequently than Lake Elizabeth.

9. Utilization of public boat launching facilities is different on Mary and Lake Elizabeth.

A. Lake Mary Observation: Lake Mary has a large easy to find launching ramp with ample parking both in a parking lot and up the street (Lance Drive) far exceeding DNR guidelines. On weekdays boat parking is not a problem but on warm summer holidays and weekends, the parking lot is congested and trailers are parked on Lance Drive.

Suggestion: A proposal should be developed and presented to Lake District Electors. For Example: An attendant should be placed at Lance Park on weekends and holidays to instruct users on Lake Regulations and collect launch and parking fees. Parking fees should be increased on weekends to pay for the attendant to the maximum permitted by Wisconsin law. Because the launching ramp has both an attendant and a public toilet, a 40% premium over the state park entrance fee for residents is permitted. Consideration should be given to charging Non-residents an additional \$2 per hour for weekend parking. Consideration should be given to limiting the number of parking spots dedicated to boat trailer parking at Lance Park to the minimum required by Wisconsin law. This would do a great deal to reduce congestion on Lake Mary during peak weekend and Holiday periods and may increase revenue to cover the cost of operating the boat launch and water safety patrol. See appendix D.

B. Lake Elizabeth Observations: Lake Elizabeth has two public boat launches. The Musial Beach launch is on the West side of the lake and is used by smaller boats which do not have to pay a launch fee. Parking is available on Musial Drive and with a good (400 to 500 foot) walk at West Park. Mad Dan's operates a marina and bait shop at the and Southeast corner of the lake. Because Mad Dan's charges a \$8 launch fee, it does not satisfy DNR requirements but it does have trailer parking for over 20 boats and trailers which also exceeds minimum DNR guidelines

Suggestion: A proposal should be developed and presented to Lake District Electors. For Example: Consider charging for launching at Musial and providing boat trailers adequate parking to satisfy DNR requirements along Musial Drive and/or at West Park.

10. Land Use Zoning: To curb further congestion on both Lakes, the Village of Twin Lakes should consider new land-use zoning that would limit the number of units that could be built on any parcel within 500 ft. of the lake.

11. Carrying capacity findings should not be based on averages. The Lake Ripley Report does use an average weekend boat count. We believe that this is dangerous since the data shows peak usage only from 10 A.M. to 4:00 p.m. on weekends and holidays. We believe that "average" weekend boat traffic should not be used to set regulations for a week days or weekends as the traffic patterns vary by day of the week and hour of the day.

Conclusion: A proposal should be developed and presented to Lake District Electors. Following the guidance of the public, efforts should be directed at passing ordinances that control lake usage on peak periods rather than increasing the no-wake hours. The 8 PM no-wake ordinance should be rescinded before it causes accidents due to greater concentration of use during peak periods. Attempts to contact the minority of electors who are advocates of increasing no-wake hours further were unsuccessful despite numerous documented and public requests.

On File: a. Sample 2004 On-Water Boat Count Summaries
b. Sample of Twin Lakes Boating Use Surveys

Appendix C

to Comprehensive Recreational Use Plan for Twin Lakes – Safety and Courtesy Code Sticker Draft

..Draft for discussion as of May 20, 2005...Presented and discussed in 2004 Boating Safety and User Conflict Committee meetings and refined for presentation to steering Council.

OBJECTIVE: Educate PWC and Boat users of existing regulations.

GOAL: Reduce PWC Abuses as education is better than over regulation.

MECHANICS: Stickers are produced on a roll and can be distributed at launch ramps.

Twin Lakes

Boating Courtesy & Safety Code:

As a courtesy to all lake users...

You Must...

1. Travel at slow-no-wake speed* within 200 feet or more of the shoreline.
2. Travel at slow-no-wake speed* within 100 feet or more of a watercraft, swimmer, dock, raft or pier.
3. Operate your watercraft at slow-no-wake speed* between the hours of sunrise to 9am.
4. After sundown PWCs must not operate and all other watercraft MUST operate at slow-no-wake speed* with approved running lights.
5. Obey all waterway markers and no-wake zones.

The Law states...

- All Children under 13 must wear a USCG approved Lifejacket or approved PFD. All others must have a USCG approved Lifejacket or approved PFD onboard.
- Boats over 16' must carry a USCG approved Fire extinguisher.
- Watercraft registration must be up to date.
- Obey all State and Local Boating Regulations.

**Respect your neighbor's peace and quiet
Please do not operate for long periods of
time in the same area.**

** Note: Slow-no-Wake means the slowest speed needed to maintain steering control.*

Presented by the Twin Lakes Boating Safety and User Conflicts Committee. **PRACTICE SAFE BOATING. Always!**

This is only a summary of Boating laws, please contact the WI DNR Or local water patrol for a complete set of regulations.

Appendix D to Comprehensive Recreational Use Plan for Twin Lakes

Preliminary Suggestions for Non-Resident Boat Trailer Parking at Lance Park

Improve Safety Conditions on the Lakes.

1. Control congestion on the Lakes through limiting maximum boat trailer parking to minimum requirements. (DNR Suggested minimum parking : Lake Mary=10 + 1Handycap; Lake Elizabeth=18+ 1Handycap.)
2. Control number of parking spaces at Lance Park **AND USE AN ATTENDANT ON WEEKENDS AND HOLIDAYS** to collect fees and provide safety and courtesy stickers.
3. Establish the minimum number of DNR required parking spaces in the Lance Park parking lot and add a boat scrub.
4. You must have a Village resident/elector parking sticker to park in the Lance Park parking lot.
5. Street parking is metered only for vehicle with trailer, i.e., \$2 per hour with a 2 or 4 hour limit.
6. Vehicle parking (without boat trailers) will not pay parking fee or require a sticker.
7. Village parking stickers will be issued to all Village electors: Two Village parking stickers will be issued per family (good for 3 years).
8. Village parking stickers will be available at the Village Hall and police station.
9. Taxpayers will need to show proof that they are a taxpayer in Twin Lakes to get a sticker.
10. Each parking sticker will be coded to a specific license plate number.
11. Consider controlling the number of boats launched on holiday weekends to safer levels. (eg. Maximum 50 launches)
12. Safety and courtesy code sticker must be affixed to each craft.
 1. Taxpayers will be issued stickers at a cost of. i.e., \$1 per sticker. (Good for 3 years).
 2. Non-taxpayers cost will be \$5.00 per sticker.
 3. If possible extend Buoyed swim areas and set as a high priority enforcement of “no wake” areas.

Appendix E to Comprehensive Recreational Use Plan for Twin Lakes

Preliminary Suggestions for Lake District Priorities 2005-06

- **Improve Water Quality.**
 - **Maintain highest lake water quality in County**
 - **Control Abuses**
 - **Limit runoff**
 - **Maintain constant water levels**
 - **Install Boat Scrubs at Launch Ramps**

- **Improve Safety Conditions on the Lakes.**
 - **Reduce congestion on weekends**
 - **See Appendix C**

- **Improve Public Access and Use.**
 - **Return No-Wake Hours to Sunset per State Guidelines**
 - **Provide public walk-in access to public piers**
 - **Evaluate public launch options**

- **Improve Lake District Revenue Without Raising Mil Rate.**
 - **Revenue from trailer parking, launch fees, tickets and boat scrubs should go to Lake District.**
 - **Introduce water safety patrols(retired police and fire fighters and school teachers) to lakes to reduce cost and increase coverage.**

Appendix F

to Comprehensive Recreational Use Plan for Twin Lakes

Suggested Immediate Action and Guidance from the Village Board:

Whereas, the Committees of the Twin Lakes Protection and Rehabilitation District hereafter the "Lake District" have done considerable research on and drafted Phase I of a Comprehensive Recreational Plan for Twin Lakes, the Boating Safety Committee and/or the Steering committee of the Twin Lakes Protection and Rehabilitation District requests the following:

1. That the No-wake ordinance No. 2003-8-3 of August 18th, 2003 limiting wake activity to the earlier of 8pm or sunset be rescinded immediately to allow working people the opportunity to enjoy the full recreational benefit of the lakes from 9am until sunset.

Rationale:

- A). A great number of people had their evening lake recreational time cut in half during prime recreation months of June and July in 2004.
- B). Increasing no wake hours as done in 2004, is believed to increase congestion on weekends during the peak midday hours causing a safety hazard.
- C). Electors at the July 17, 2004 annual Lake District meeting voted 4 to 1 to have it rescinded.
- D). Sunset times are published in the Wisconsin Boating Regulation Brochure and other lakes in the region use sunset as the "Statewide" logical time to begin no-wake time.
- E). The boating season in southern Wisconsin is very short(June, July, and August) and unnecessary regulations have hurt local businesses and commerce.

2. That the Steering Council of the Lake District be authorized to finalize the draft of a Courtesy & Safety code and sticker to be distributed to boaters at all launch ramps and by the Twin Lakes police. Said Safety Sticker to be presented to electors at the 2005 Annual Lake District Meeting.

Rationale:

- A). A draft has been provided. See Appendix C.
- B). Education is believed to be more effective than regulation in many cases.

3. That the Steering Council of the Lake District be authorized to develop and recommend a revised boat trailer parking policy for Lance Park that would reduce congestion on Lake Mary during peak weekends and improve safety. Said recommendations to be presented to electors a the 2005 Annual Lake District Meeting.

Rationale:

- A). A draft has been provided. See Appendix D.
- B). Better control of weekend boat trailer parking can reduce congestion and increase revenue.

4. That the Steering Council of the Lake District be authorized to develop and recommend a revised boat trailer parking plan for Musial Drive that would meet DNR guidelines for Lake Elizabeth. Said recommendations and alternatives to be presented to electors a the 2005 Annual Lake District Meeting.

Rationale:

- A). A draft of key issues has been provided as part of the comprehensive recreational plan.
- B). Better more controlled boat trailer parking is available at a minimal cost.