

**Boats and Boating Regulation  
on  
Big Cedar Lake and  
Seven Comparison Lakes**

A White Paper Report

by

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# Highlights

This report is one lake resident's attempt to contribute to the current discussion on boating regulation on Big Cedar Lake. It summarizes information from 22 interviews with officials on seven comparable lakes, and from 27 scientific studies covering all eight lakes, including Big Cedar. The PRD and DNR contributed 2018 data on Cedar Lake. **Here are some facts you'll find in the pages that follow.**

- 1) In the 1990s, under DNR pressure, public access evolved. Today, each of these eight lakes has at least one public ramp, with trailer parking equivalent to 1 slip per 20-40 acres of lake area.
- 2) Seven of the eight lakes (but not Pewaukee) suspend launch activity whenever the DNR parking lot is full (Table 1). On some lakes, no one may launch at these times. Others allow "launch-and-park elsewhere". One gives residents sticker-access to a reserved lot.
- 3) A 2018 PRD count found 1138 motorized boats moored on Cedar's shoreline (Table 3). 10.5% of these were on properties where four or more boats were being moored (Table 5).<sup>1</sup>
- 4) Motorized boats-on-the-water on weekend days rose on Cedar over the last half-century. **1968:** an average of 47 and a "peak count" of 85. **2018:** average 113, peak 220<sup>2</sup>.
- 5) Over the course of eight 2018 weekend days, total launches from the 3 public Cedar Lake ramps averaged 74 boats a day (Table 6). The PRD has no data on launches at the Cedar Hill or Cedar Lake Yacht Club ramps.
- 6) Asked whether boat congestion is a problem, 5 of the 7 comparison lakes said "No" or "Mild". Okauchee and Pewaukee rated the problem "serious" or "moderate".
- 7) No lakes reported recent fatalities. Wisconsin (all waterways, all watercraft, all causes) averaged 19.2 annual deaths per year (2009-2018) (<https://dnr.wi.gov/topic/boat/crashInfo.html>). Fewer than 5% of these boating deaths were collision-related.<sup>3</sup>
- 8) On every lake but one, pier slip rental is believed to occur. Two lakes (Okauchee and Pewaukee) expressed concerns about this activity. Five did not. Okauchee imposes a \$230 annual fine for each boat in excess of the DNR rule.

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<sup>1</sup> PRD 7/16/2018 count. Some unknown number of these piers have full DNR approval or secure easements.

<sup>2</sup> **1968:** DNR, **Big Cedar Lake – An Inventory** (Lake Use Report 67, 1972) p13. **2018:** PRD boat counts (Table 6)

<sup>3</sup> One collision fatality was on Nagawicka (2017: 52, female, motorboat/pontoon boat collision, ejected, trauma, drowning). One death was on Cedar (2011: 72, male, fisherman found floating near his grounded boat).

## Introduction

Last summer, around the time that the PRD was considering the Gonring Drive launch ramp ordinance, a vigorous conversation was occurring on a website popular with Cedar Lake fishermen. It included postings like these:

**Imagine what this lake must have been like 100 years ago. Beautiful wooded shorelines, gigantic Pike, Cisco, lake trout maybe. Unfortunately everyone wants a piece of the beauty and we end up where we are today with a gorgeous lake just stuffed to the teeth with houses and boats everywhere. Derelict2**

**I have been boating on Big Cedar for about the last 20 years, primarily on weekends. Fishing, boating, tubing, jet skiing – everything...To me, nothing has changed...I have not seen any actual facts reported...SHOW ME THE NUMBERS! There should be a methodical, analytical approach...I would bet that the numbers would reveal that no “solution” is necessary, as no problem exists. Thinking Man**

**Checked out the Gonring Dr. launch and surrounding roads about 2pm yesterday. The lots were full. I found only 1 illegally parked truck and trailer. Then I cruised the lake. IT WAS PACKED! Over 100 boats anchored in the sandbar. Over 200 boats anchored near Penny Island for the barge party. The majority of the boats anchored were pontoons. How many pontoon trailers were in the Gonring Dr. lots? Two. Conclusion? People using the public launch are not the ones causing the “perceived” overcrowding of the lake. Derelict 2**

Thinking Man and Derelict2 assert that numbers matter in a discussion – that if you can't measure something, it's hard to talk usefully about it. Discussion of possible boating regulations can easily become heated. But facts can shed light, and a generally accepted body of facts can dispel heat. The PRD has recently distributed a survey to all its members, and that will generate an important body of information. Cedar Lake has a resilient center – in particular, the conversations and relationships that developed among the Survey Committee members. This report is dedicated to that thoughtful center, from within which compromise and sensible solutions will surely emerge.

The report was put together in the following fashion. A list of 14 lakes was created using <https://dnr.wi.gov/lakes/>. All were within an hour of Milwaukee, and most were between 450 and

1250 acres. The list was sent to multiple lake residents, including the PRD commissioners, all members of the PRD Survey Committee, and some POA Directors, asking: “Please pick the six lakes that you believe are most comparable to Big Cedar – most likely to have useful lessons.” The ten respondents led to a list of seven lakes: Beulah, La Belle, Nagawicka, Oconomowoc, Okauchee, Pewaukee, and Pine (Appendix A shows more details about this selection process). A questionnaire (Appendix B) was prepared, with feedback from the same group. Phone interviews were conducted with 22 residents at those lakes - town and village personnel (often the police chief), and PRD commissioners (see page 17: List of Interview Subjects). The typical interview ran 30 minutes. Verbatim notes resulting from those interviews comprise Appendix C. Most were typed during the interview itself.

The report also draws on 27 scientific studies, mostly by the DNR and SEWRPC (see Sources), information from DNR and SEWRPC staff members, and 2018 boat count data generated by the PRD and the DNR. When this report presents as fact something that might not be “common knowledge”, a footnote shows where the information comes from.

**Section I** explores the concept of regulation, briefly mentions legal aspects of regulation, and identifies boat congestion as a policy target. **Section II** summarizes information from the surveyed lakes. **Section III** presents 2018 information about Big Cedar: counts of boats-on-shore, counts of boats-on-water, and pier and launch ramp data. **Section IV** asks: What policy tools are available? Throughout, the goal is to provide the PRD Commissioners and the community with an initial set of facts on which all can agree, as a basis for informed and productive policy discussion.

## Section I. Why Regulate?

Merriam-Webster defines “regulation” as “an official rule or law that says how something should be done”. Boating regulation refers to rules about who, how, what, where and when boats can be launched, moored and used. Regulations curb activities that some individuals enjoy, but that may harm others. Regulation often provokes controversy, because the gains and losses don’t fall evenly over everyone. Some may be net losers.

Wisconsin state law allows local governments and PRDs “**to enact local boating regulations in the interest of public health, safety or welfare, which includes the public’s interest in preserving the state’s natural resources.**”<sup>4</sup> Any local ordinance is subject to DNR advisory review. One knowledgeable lake informant warns that a local ordinance that’s not endorsed by the DNR is unlikely to survive a

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<sup>4</sup> Wisconsin’s Water Law (Source 18), DNR Bureau of Enforcement p5.

challenge in circuit court.<sup>5</sup> Some regulations can **only** be enforced by the DNR, which shies away if there's too much resistance. Here's the implication: regulations need to have broad support. Benefits that are widely recognized. Costs that are widely shared.

If the PRD survey finds that Cedar Lake is regarded as congested, the PRD's will have to sort out which boating regulations will have the largest benefit in reducing congestion, at the least cost in terms of restricting boater freedoms. To do this, facts will be helpful.

## Section II. Information from Seven Comparison Lakes

The seven comparison lakes have much in common with Big Cedar. All are an hour or less from Milwaukee, and each provides public access via at least one launch ramp. Like Cedar, they were big enough to lead the DNR in the 1990s to insist on recreational access for off-lake boaters. But they're not huge lakes: with the exception of Pewaukee (2437 acres), they range in size from 700 to 1200 acres. On each lake, a PRD or Sanitary Commission or Management District deals with some combination of lake patrol, weed harvest, and water quality protection, in conjunction with local governments (town, village, city or county). All seven have active sailing communities.

Cedar and Pine benefit from being largely spring-fed. The rest are drainage lakes, more threatened ecologically. This is especially true for the lakes in the Oconomowoc River Watershed. The lakes differ greatly in shape and depth, which influences the types of boating activity that each lake favors. Oconomowoc is one large round body of water, with a single bay to the northeast. Okauchee, at the other extreme, has more arms than a starfish, often shallow and restricted to slow-no-wake. Both Cedar and Nagawicka are long and narrow, but Cedar is cut by the Peninsula. To bring these lakes into focus, take a tour, using these links.

<http://www.mappingspecialists.com/store/big-little-cedar-lakes-enhanced-wall-map/>

<http://www.mappingspecialists.com/store/lake-beulah-enhanced-wall-map/>

<http://www.mappingspecialists.com/store/lac-la-belle-fowler-lake-enhanced-wall-map/>

<http://www.mappingspecialists.com/store/nagawicka-lake-enhanced-wall-map-copy/>

<http://www.mappingspecialists.com/store/oconomowoc-lake-enhanced-wall-map/>

<http://www.mappingspecialists.com/store/okauchee-lake-enhanced-wall-map-copy/>

<http://www.mappingspecialists.com/store/pewaukee-enhanced-lake-wall-map/>

<http://www.mappingspecialists.com/store/pine-lake-enhanced-wall-map/>

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<sup>5</sup> Don Weimer (33 years' experience as Oconomowoc police chief)

To find out whether these lakes are viewed as congested, each interview asked: **Do you view the current boat pressure on your lake as (a) a serious problem (b) a moderate problem (c) a mild problem (d) no problem at all.** The responses varied. La Belle, Oconomowoc and Pine informants chose (d). Two of these three lakes are incorporated villages, with an enhanced ability to restrict development and access. Pine incorporated in 1928, and has only 600 or so residents. Tight deed restrictions and ordinances “protect and preserve the lake”.<sup>6</sup>

At the other extreme, Lake Okauchee falls within four jurisdictions: Town of Oconomowoc, Town of Merton, Waukesha County and the DNR. “We don’t pass any ordinances; it’s done by the county. We don’t have any enforcement; it’s done by the Waukesha County sheriff.”<sup>7</sup> Similarly, the Pewaukee Sanitary District’s funding is split between the **City** of Pewaukee and the Town of Delafield, and the **Village** of Pewaukee has a separate management operation in its section of the lake. These are large, metropolitan lakes - Okauchee with over 1100 riparian owners, and Pewaukee with ten launch sites. Pewaukee rated congestion “(b): bad on weekends”, and the two informants from Okauchee (who were asked to imagine the “ten busiest days of the summer”) rated congestion “right below serious”.

Bruce Mueller, a Commissioner for the Okauchee Lake Management District, said:

**We probably have more boats put into our lake than any lake in Wisconsin...Weekends and holidays it gets crazy. We’re a unique lake: a lot of the big ski boats are on this lake. And pontoons. The speed boats we have a problem with, in busy times. They need so much space. I tell my kids, ‘Ski during the week’. On the weekend, even driving my pontoon boat, you have to have your head on a swivel.**

What can be done on Cedar Lake, if congestion is a concern? From the interviews, it emerges that the options are logically limited to just three. First, **limit boats launched** onto the lake on busy weekends. Second, **limit moored boats-on-shore**, through restrictions on piers and moorings. Third, when boats are out on the lake, **set rules to ensure safety**: speed limits, boating hours, all the what, where, when, who and how of boating. Sections A-C present information about what these comparison lakes do in these three areas.

**A - Launch Ramps and Restrictions.** As Table 1 shows, every comparison lake except Pewaukee does what Cedar in 2018 decided to do: suspend launches whenever the trailer parking lot is full. For most, this policy has been in place for decades. It emerged through the DNR’s use of carrots and sticks. With the exception of Oconomowoc and Pine, all these lakes

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<sup>6</sup> Jo Villavicenzo, President, Village of Chenaqua

<sup>7</sup> Bruce Mueller, Town of Oconomowoc Representative on the Okauchee Management District.

ended up with public parking that falls within the DNR’s “normal range” of 20-30 lake acres per trailer stall.

**Table 1: Parking and Launch Restrictions on Cedar & Comparison Lakes**

Lake	Ramps (Pub/Priv)	Trailer stalls	Acres	Acre/stall	Does a full lot = launch suspension?
Cedar	5(4/1)	37	937	25	Yes
Beulah	1	28	812	29	Yes
La Belle	1	40	1154	29	Yes
Nagawicka	2(2/0)	52	981	20	Yes
Oconomowoc	1	20	804	40	Yes
Okauchee	2(1/1)	40	1154	29	Yes
Pewaukee	10(4,6)	108	2437	23	No
Pine	1	19	711	37	Yes

**Notes: Labelle:** “There’s no trailer parking at the launch ramp. A community center not far off has room for perhaps 20 trailers if no one else is parked there. After that, trailers park on residential streets. When the launch staff count reaches 40, we close; then if some boats come off, we let some boats on.” (Froemming) **Okauchee:** The public ramp has 23 trailer slots. Through negotiation with the DNR and the Golden Mast (private ramp), the Golden Mast is limited in 17 trailers, and then capped. But anecdotally, on busy weekends more than 17 go in there (Godar, Mueller). **Oconomowoc:** A DNR lake study (Oconomowoc, p212) says that this lake’s target should be “23 to 33 car/trailer units”. But see Don Weimer’s interview, below. **Yacht club ramps** are not included in column one, but Cedar has one and probably every other lake does as well.

On Beulah, for example, there has always been just one launch ramp, and originally no parking was provided. Trailers were parked on nearby streets, and were often ticketed. Roughly twenty years ago, at a time when the Town of Troy wanted to make repairs to the ramp, the DNR pushed for more access. A compromise was reached: the DNR contributed to the construction of a new ramp, including parking for 28 trailers. The policy of closing the launch when the lot is full originated at that time<sup>8</sup>.

For Oconomowoc Lake, Police Chief Don Weimer explained:

**The Village owns our launch ramp. It was constructed by the DOT when they needed our ramp for a frontage road. So they built a half million dollar ramp, turned it over to the village...It was designed to DNR launch-per-acreage specs...The DNR formula kicked out 20 trailer stalls for our size of lake. We have a person there on weekends and holidays. (Only) residents can launch-and-leave. People who are not going to park have to identify themselves. The ramp attendant is in touch with the office so they can run the boat license if necessary. At first (mid-1990s, when this went into force), folks from off the lake pushed back, but they learned.**<sup>9</sup>

Pewaukee was an outlier. A DNR survey in May 1976 identified 32 public access sites, with a total of 330 parking spaces for car-trailer units.<sup>10</sup> That access declined over time, until today

<sup>8</sup> Various Beulah informants, in particular Jon Sonderegger.

<sup>9</sup> Don Weimer, who served as Village of Oconomowoc Police Chief for 33 years

<sup>10</sup> A Lake Management Plan for Pewaukee Lake (SEWRPC, 2003) p122

there are 10 ramps and 108 stalls. Pewaukee is also the only lake that doesn't suspend launching when parking is full. The following comment from Tom Koepp (Manager, Pewaukee Lake Sanitary District) suggests that boat congestion on Pewaukee sometimes rises to what could be called a "congestion equilibrium", the point at which even the most congestion-tolerant boater chooses not to launch.

**I have no records of any launches ever being shut down on Pewaukee Lake. I do remember it getting awfully busy some years ago and I think the crowd dispersed because the actual boaters felt it's too busy and they went to other lakes....**

**B - Regulating Piers and Moorings.** One question in the interview form asks: "Do any private pier owners rent out moorings?" A later question asks: "Does any entity (including the DNR) enforce DNR regulations<sup>11</sup> regarding the number of watercraft moored per 50 feet of frontage?" Table 2 presents verbatim responses to these two questions for each lake.

**Table 2: Pier Rentals and DNR Enforcement**

<b>Question/ Lake</b>	<b>Do any private pier owners rent out moorings?</b>	<b>Does any entity (including the DNR enforce DNR regulations regarding the number of watercraft moored per 50 feet?</b>
Beulah	Yes. For friends	No. DNR abdicated responsibility to localities in 2012.
La Belle	It could be happening but I haven't noticed that it's an issue.	No. Not an issue. There are one or two shared piers, serving a half dozen homes each.
Nagawicka	Not that I'm aware of.	No. DNR doesn't enforce. DNR is most active when they get a complaint.
Oconomowoc	It does happen. It's minimal. hasn't become a problem.	Only the DNR has this authority. They don't enforce it.
Okauchee	Yes.	It's mainly peer pressure that works best. Enforced by neighbors: If they call us, we forward it to the police or DNR and they'll enforce it.
Pewaukee	Yes! It's problematic, against the law, and nobody is doing anything about it.	No. A big problem and growing. People renting out slips (homeowners to 2 <sup>nd</sup> party).
Pine	No	The Village police.

**Source:** Interviews. The Okauchee District annual assessment is \$230 for 50 front feet. This sets the enforcement fine. "If they don't comply, they'll be billed with an extra \$230 if they have an extra boat."

<sup>11</sup> "The number of boat slips – the total of all watercraft docked at a pier or wharf including boats in a boat lift or hoist – is limited to 2 boat slips for the first 50 feet of the riparian owner's shore frontage and no more than 1 boat slip for each additional full 50 feet of shoreline. In addition to the boat slip allowance listed here, a riparian owner can secure up to 2 personal watercraft for the first 50 feet of the riparian owner's shoreline frontage and one additional personal watercraft for each additional full 50 feet of shoreline." Pier Planner August 2012

From these interviews, it's not clear whether the DNR ever enforces its "excess boats" rule, or whether localities can do that for themselves. It may be that the issue is simply grey. As for properties where the pier owner is renting to others, a second Wisconsin state law comes into play.<sup>12</sup> There's evidently some difference in this area between laws-on-the-books and enforcement on the ground.

Summary: of these seven lakes, only the Pine Lake Village President ruled out the possibility that people were renting out pier slips. Renting has grown over time, with the advent of sites like Craigslist, and the general rise in boat ownership (but see the surprising Table 4 numbers). The only respondents who felt strongly about this issue were on Pewaukee. The rest seemed to be content to ignore the issue. Some report that the DNR will enforce the rule; some say it won't. With the increasing use of GetMyBoat (the VRBO-equivalent app for people who want to rent a boat on a lake), pier rentals may rise.

**C - Ordinances Regulating Boating Activity**. One question asked "In what ways, if any, does your lake regulate boat pressure? (Launch ramp closure? Speed limits? Prescribed traffic pattern? Slow-no-wake areas? Other?). Speed limits on the 8 lakes vary from 35 to 45 mph. (Pewaukee: 50 on weekdays.) Slow-no-wake varies from 150' to 300' from shore. Only Pewaukee and Cedar prohibit PWCs from executing tight circles. Boating ordinances for these lakes are available via <https://dnr.wi.gov/lakes/>. A careful comparison would be useful.

## Section III. Cedar Lake: Boat Counts & Other Data

Both SEWRPC and the DNR frequently produce reports on individual lakes, each one involving hundreds of staff hours and running for hundreds of pages. This White Paper made use of reports (the most recent and relevant ones) on six of these eight lakes: Pewaukee (1995, 2000), Okauchee (2000), Nagawicka (2001), Oconomowoc (2005), La Belle (2007) and Cedar (1972, 2014). Four include counts of boats-on-shore or boats-on-water. Aside from Cedar, these reports **all predate 2008**. The Cedar PRD and the DNR also counted boats and piers on Cedar Lake, in 2018. Tables 3, 5 and 6 present all this data.

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<sup>12</sup>" Beginning on April 9, 1994, and except as provided in s. 30.1335, no owner of riparian land that abuts a navigable water may grant by an easement or by a similar conveyance any riparian right in the land to another person, except for the right to cross the land in order to have access to the navigable water. This right to cross the land may not include the right to place any structure or material, including a boat docking facility, as defined in s. 30.1335 (1) (a), in the navigable water." **Wis. Stat.** 30.133(1)(1)

**Table 3: Boats-on-Shore**

	Pewaukee July 1995	Pewaukee Aug 2000	Okauchee July 2000	Oconomowoc 2005	La Belle 2001	Cedar Aug 2018
Motorized	963	1193	1571	348	726	1138
Non-Motorized	259	370	402	46	241	Not Recorded
Total Boats	1212	1563	1973	166	967	n/a
<b>Acreage</b>	<b>2437</b>	<b>2437</b>	<b>1210</b>	<b>818</b>	<b>1154</b>	<b>981</b>

**Sources:** For the four comparison lakes: SEWRPC lake studies, various tables. For Cedar: PRD boat count 6/17/2018. Based on DNR video data from 2018, Cedar’s moored boats are about 45% each pontoon and motorboat, and 10% PWC.

Table 3 shows a sharp rise for Pewaukee, 1995-2000: in five years, 24% for motorized boats and 43% for non-motorized. The numbers also permit comparisons among lakes. Factoring in size differences, Cedar in 2018 had 2.36 times as many motorized boats-on-shore as Pewaukee had in 2000. [The math is:  $(1138/1193) \times (2437/981) = 2.36$ .] In 2000-2001, Okauchee had more than twice as many motorized boats-on-shore as La Belle or Pewaukee.

Did the 1995-2000 Pewaukee surge continue? Table 4 shows that Wisconsin’s registered boat population rose rapidly up to 2005, **but not thereafter**. It may be that the 2008 financial crisis led to a pause in purchases of recreational boats in Wisconsin.

**Table 4: Wisconsin Boat Registrations 1995-2017**

Year	1995	2000	2005	2010	2017
Boats (1,000)	535	574	636	616	611

**Sources:** for 2017, US Coast Guard (2017), **Recreational Boating Statistics** p. 71; earlier years from Wisconsin DNR (2010), **Wisconsin Boating Program** Report, p.10. For both sources, the data are for “all motorboats and sailboats greater than 12 feet”

Some portion of Cedar’s 1,138 boats-on-shore in 2018 consisted of boats that were owned, not by the pier owner, but by a friend or a renter. One way to estimate the size of this portion is to identify properties where many boats are moored. Table 5 presents the results of the PRD’s 2018 census of such piers, for piers with 4 or more boats moored.

**Table 5: Properties with More than 3 Moored Motorized Boats**

# of Boats Moored	# of Such Properties	Total Boats	Feet of Frontage	"Excess Boats"	Notes
4	5	20	50 for each	5	
5	3	15	50; 150 (Oak Lodge); swamp	4	
6	0	0	---	--	
7	3	21	50, 50, 30	12	
8	1	8	25 (easement)	5	
9	1	9	50	6	
14	1	14	50	11	Cedar Lake Resort
15	1	15	50	12	Linden Inn
18	1	18	275 (approximate)	11	Timmers
Totals		120		66	

**Source:** PRD census, 7/16/2018 (Monday), 7am-noon. **Excludes Cedar Lake Hills (63 boats).** This census counted all motorized boats, including PWCs (jet skis). "Excess boats" = column (3) – 3 (for a 50' frontage). This calculation assumes that every property moors 1 and only 1 PWC. **Note:** Some of these moorings are fully authorized, by DNR permits and/or legal easements.

What does Table 5 say about the contribution of pier rentals, and/or "DNR-excess" boats, to Cedar's boats-on-shore total? Make the extreme assumption that **all the boats shown are rentals**. For this exercise, the DNR "3-boats per pier" rule is irrelevant. Then, in a world where pier rentals disappeared, boats-on-shore would fall by 120 or 10.5% of the 1138 total. (In the real world, some of the 120 boats are owned by the pier owners, and regulating pier rentals is problematic.

**Now make the extreme assumption that none are rentals**, and none have been legitimized, and that it's possible to enforce the DNR rule. Now boats-on-shore fall to 66 (column 5), or 5.8% of the 1138 total. A **very approximate** take-away from this exercise: If the PRD were to successfully identify and eliminate all pier rentals and all excess boats, boats-on-shore might be **5% to 10% lower**.

**Summary:** only a fairly tortured set of assumptions allow us to get from the available data to a bottom line on **boats-on-shore numbers**. This shows how important it is to get more and better data.

Congestion actually hinges not on **boats-on-shore** but on **boats-on-water**. The SEWRPC and DNR studies don't give usable information on this for the other lakes. Fortunately, the PRD in 2018 collected a data set (Table 6) covering sixteen weekend days, showing boats launched at Goring, Hacker and Boettcher, and motorized boats-on-water.

**Table 6: Boat launches and boats-on-water: Big Cedar, 2018**

1)Date	2)Gonring	3)Hacker	4)Boettcher	5)Total Launches	6)Boats-on-water
7/14	40	6	14	60	72
7/15	74	14	27	115	161
7/21	--	2	7		
7/22	8	5	8	21	
7/28	66	6	12	84	140
7/29	--	6	8		
8/4	72	7	8	87	220
8/5	--	14	19		
8/11	--	7	--		
8/12	51	8	--		84
8/18	47	5	9	61	76
8/19	77	9	20	106	
8/25	46	2	10	58	
8/26	50	--	7		
9/1	18	--	--		62
9/2	40	--	--		91

**Source:** BCLPRD. For Hacker and Boettcher: motion-sensitive cameras. For Gonring: a physical count. Boats-on-water were recorded between 1:30 and 2 pm, by going the length of the lake.

These numbers allow us to make four conclusions. **First:** Both Hacker and Boettcher are in regular use, with Hacker averaging 7 per weekend day and Boettcher 13: a one-third/two-thirds split of the public launch activity outside Gonring. **Second,** consider the six days for which we have both launch data and boats-on-water data. Except for 8/4, the boats-on-water total moves up and down with launch activity: the boats launched from the three ramps total between 60% and 83% of the on-water total.

**Third:** The boats-on-water shown in Table 6 that are **not** coming from the three public launches are coming from two other launch ramps (Cedar Hills, Yacht Club), plus moored boats that have gone out onto the water. On five days, there’s data in both Column 5 (launches) and Column 6 (boats-on-water). On average, there are 53 more boats on the water than were launched.<sup>13</sup> How does this number split up? If cameras could be installed at those two launch ramps, the numbers they recorded would show the division. Using the numbers we have, a rough guestimate is that on average, perhaps 10-15 boats were launched from those ramps, and the balance (perhaps 35-45 boats) came from boats-on-shore.<sup>14</sup>

**Fourth:** The eight boat counts in column (6) combine with a 1972 DNR study to show that boats-on-water on Cedar have **more than doubled** in the last fifty years. The 1972 DNR report gives, for

<sup>13</sup> This underestimates, because some of the “total launches” surely left the lake before the boat count at 1:30 pm.

<sup>14</sup> SEWRPC, **A Lake Management Plan for Oconomowoc** (2009), p113-114 cites a DNR “rule of thumb” that on any day, between 2% and 5% of boats-on-shore will be in use. The calculation assumes 3.5%.  $53 - (1138 \times 0.035) = 13$  (Recall that the 1138 boats-on-shore number **includes** the 63 boats in Cedar Lake Hills moorings.)

weekends in 1968, “an **average of 47** boats in use at one time...Use level has been observed to be **as high as 85** boats at one time”<sup>15</sup>. The 2018 **average is 113**, and the **high is 220**. Future boat counts will show whether boats-on-water have now plateaued for our lake or are still rising.

The data presented in the preceding sections needs to be supplemented. Here are some gaps.

1)On how many summer days does the Gonring lot fill? Which months? When in the day does it fill, and for how long? The PRD has a small amount of 2018 data, and plans to obtain more in 2019.

2)Does Cedar Lake have more boats-on-water (adjusted for size) than the comparison lakes? The DNR or SEWRPC may have numbers in their files.

3)Boats flow onto the lake from six launch sites, plus some percentage of boats-on-shore. On days of peak boat traffic, how many boats come from each source? Cedar Hills and CLYC could generate numbers by installing cameras like those at the other ramps.

4)What’s the **mix** of boats, and of activities? Pontoon boats moored for swimming need less space than pontoon boats towing skiers. Power boats with skiers need more space than people on a booze cruise. Canoes, kayaks and paddle boards are vulnerable; are they numerous, at peak boating times? The 2019 CLYC Fleet Directory lists 89 registered sailboats. How many are on the water, and when? The PRD staff could record this data when they do boats-on-water counts.

## Section IV. Policy Options

Later this year the PRD will have survey responses. They may clearly show that the PRD members are comfortable with the current level of congestion. The PRD could accept that response, and adopt a relaxed regulatory regime. Alternatively (or if the results are mixed), the PRD could generate objective measures of congestion, like Recreational Carrying Capacity (RCC).

An RCC is individualized to a lake’s specific characteristics. Size of the lake is just the beginning. What’s the shape of the shoreline? What areas are too shallow for some activities? What’s the particular mix of activities that our community seems to enjoy? (Skiing takes more room than boats anchored for swimming/partying.) Calculating Cedar Lake’s RCC could be part of a PRD-sponsored study by qualified professionals. Two studies on the **Sources** list describe the RCC approach<sup>16</sup>.

The lakes that reduce congestion most successfully do so via gradual and appropriate adjustment using many different levers, including measures that compensate for any new restrictions,

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<sup>15</sup> WDNR, “Big Cedar Lake – An Inventory with Planning Recommendations” (1972)

<sup>16</sup> “Four Township Recreational Carrying Capacity Study” and “Lake Ripley Watercraft Census”.

monitoring each year's movement toward a defined and measurable goal<sup>17</sup>. Here is a partial list of levers.

**To reduce congestion:**

- 1) Register all piers and all moored boats on the lake. The Lake Buelah ordinances (12.02: "Regulation of Moorings and Piers") does this, and other lakes as well.
- 2) Enforce the laws on the books regarding boats and pier rentals, or press for DNR enforcement.
- 3) Respond as new pressures emerge. For example, the **GetMyBoat** app may quickly grow into the boating equivalent of VRBO house rentals, which the Town of West Bend recently moved to regulate.
- 4) Regulate traffic patterns. For example, Little Cedar requires all traffic to go clockwise.
- 5) Regulate time-of-day. For example, a slow-no-wake rule until 10 a.m. is one way to accommodate our large community of fishermen, with whom high-speed boating competes.
- 6) Use pricing to nudge behavior: launch fee, parking fee, mooring fee.

**To compensate for new restrictions:**

- 1) Accommodate PRD members or Town residents who have no boat mooring. For example, allow "launch-and-leave": anyone who doesn't need trailer parking can launch, even during the peak weekends when the DNR lot fills. Or issue a "resident sticker" that restricts "launch-and-leave" to Town residents, or PRD members.
- 2) Grandfather some or all of the existing "excess boat" population. (Beulah does this.)
- 3) Listen closely to complaints, in order to learn other ways to compensate.

**Think outside the box:** Could energetic communication via a monthly PRD Newsletter change the conversation and gradually change behavior? Might some homeowners voluntarily restrict boat use to, say, less than ten weekend days? In return for some recognition? (Membership in the **Less Than Ten** club. Gold star on the bow of the boat.) Could a public brainstorming session sponsored by the PRD come up with other unexpected ways to help the lake?

## Conclusion

This study does **not** aim to give a conclusion. It's meant to supplement the survey.

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<sup>17</sup> This is a summary of comments from six different interviews.

## SOURCES

All these works can be found via an Internet title search, except (3), which is on the POA website.

- 1)Asplund, Tim and Chad Cook, “Can no-wake zones effectively protect littoral zone habitat from boating disturbance?”, **Lakeline** (March 1999) p16
- 2)Barry, Richland and Ross, **Four Townships Recreational Carrying Capacity Study** (May 2001)
- 3)Big Cedar Lake PRD, **Reference Information for a Technical Assistance Application to the DNR** (December 1974)
- 4)DNR (Wisconsin Department of Natural Resources), **Big Cedar Lake Aquatic Plant Management Plan**, 2014
- 5)DNR, **Big Cedar Lake – An Inventory with Planning Recommendations** (Lake Use Report 67, 1972)
- 6)DNR, **Boater Attitudes and Experiences** (1992)
- 7)DNR, **Boating Pressure on Wisconsin’s Lakes and Rivers** (1991)
- 8)DNR, **The Effects of Motorized Watercraft on Aquatic Ecosystems** (2000)
- 9)DNR, **A Guideline for Creating Local Boating Ordinances** (2018)
- 10)DNR, **The Handbook of Wisconsin Boating Laws** (2011)
- 11)DNR, **Limnological Characteristics of Wisconsin Lakes** (1983)
- 12)DNR, **Paleoecological Study of Big Cedar Lake** (2003)
- 13)DNR, **Wisconsin’s Water Law: A Guide** (DNR, Bureau of Law Enforcement, 2001)
- 14)Hill, David, “The Effects of Boat Propeller Wash on Shallow Lakes” (2018 Powerpoint)
- 15)Kent, Paul, “Wisconsin Water Law” (2001)
- 16)Lake Ripley Management District, **Lake Ripley Watercraft Census and Recreational Carrying Capacity Analysis** (2003)
- 17)Lake Ripley Management District, **Lake Ripley Watercraft Census – Appendix C; The Economics of Lake Protection and Rehabilitation** (2003)
- 18)Lakeline: Wake Board issue (Vol. 37, No. 3, Fall 2017)
- 19)SEWRPC (Southeast Wisconsin Regional Planning Commission), **A Lake Management Plan for Nagawicka Lake** (2001)

- 20)SEWRPC, **A Lake Management Plan for Pewaukee Lake** (2003)
- 21)SEWRPC, **A Lake Protection and Aquatic Plant Management Plan for Pike Lake** (2017)
- 22)SEWRPC, **A Lake Protection Plan for Silver Lake** (Memorandum Report No. 123 2018)
- 23)SEWRPC, **A Water Quality Protection and Stormwater Management Plan for Big Cedar Lake** (2001)
- 24)SEWRPC, **A Water Quality Management Plan for Lac La Belle** (2007)
- 25)SEWRPC, **A Lake Management Plan for Oconomowoc Lake** (2009)
- 26)SEWRPC, **A Water Quality Management Plan for Okauchee Lake** (2003)
- 27)Wisconsin Statutes, **Chapter 30: Navigable Waters, Harbors and Navigation** (June 2018)

## Interviews

19 of these interviews were by phone, and the other 3 by email. Interview notes (usually a verbatim transcript) appear in Appendix C.

**1)Alger, Stan:** 10 years on Lake Beulah PRD (currently VP and weed harvesting chair); previously, 10 years on Beulah POA (262-642-3476)

**2)Bauer, Dan:** 7 years on the Lake La Belle PRD as City of Oconomowoc Representative

**3)Buchanan, Kim,** Chenaqua Town Secretary (262-642-5386)

**4)Bunk, Heidi,** DNR

**5)Clark, Tim,** La Belle Village president

**6)Douglas, Robert,** Chenaqua Village Police Chief (262-367-2239)

**7)Froemming, Jennifer,** City of Oconomowoc Parks Department

**8)Gordon, Tom,** Secretary, Oconomowoc Lake Management District (608-577-9235)

**9)Hausman, Chris,** Nagawicka Lake Welfare Committee Chair (630-240-8604)

**10)Kendra,** Waukesha County Parks Department (262-548-7790)

**11)Kim,** Town of East Troy Secretary (262-642-5386)

**12)Koepp, Tom,** Manager, Pewaukee Lake Sanitary District

**13)Kubicek, Chris,** Beulah Lake Management Commission

**14)Mueller, Bruce,** Okauchee Lake Management District (262-569-7690)

**15)Phalin, Nick,** City of Pewaukee Parks Department (262-691-0770)

**16)Rich,** Waukesha County Parks Department foreman (262-646-3555)

- 17)Slawski, Thomas**, Southeast Wisconsin Regional Planning Commission
- 18)Sonderregger, John**, Beulah PIA former chair (262-642-5716)
- 19)Steckart, Brad**, Washington County Parks Department
- 20)Villavicenso, Joann**, President, Pine Lake Village
- 21)Weimer, Don**, Oconomowoc Police Chief (retired), 414-881-9726
- 22)Wilson, Carol**, Chair, Lake Okauchee Management District (262-367-7363)

## Appendix A: Selecting the Comparison Lakes

**Table A1: Target Lakes for the Comparison Group:** 450-1250 acres, near Milwaukee

Lake	Acres	Distance (minutes)	County	Homes w/in ½ Mile**	Votes**
Beulah*	812	51	Walworth		Ng,cm,dc,br,db,mc,bb,sb
Big Cedar*	981	50	Washington	1788	
Como	955	62	Walworth		
Crystal	525	39	Dane		
Eagle	529	45	Racine		
Elizabeth	725	72	Kenosha		
Lac La Belle*	1154	51	Waukesha	4950	Ng,tk,cm,db,br,lb,mc,bb
Lake Ripley	420	33	Jefferson		
Nagawicka*	981	42	Waukesha	2306	Dc,bb,lb,mc,br,bb,sb
North	440	42	Waukesha		Lb,sb,dc,
Oconomowoc	818	42	Waukesha	1118	Ng,cm,dc,lb,br
Okauchee*	1210	42	Waukesha	1902	Ng,dc,lb,mc,sb,br
Pewaukee*	2437	24	Waukesha	3575	Ng,tk,dc,lb,bb,sb,br
Pike	461	46	Washington	1236	Ng,db
Pine	711	43	Waukesha	?200?	Dc,db,br,mc,sb
Powers	451	66	Kenosha		
Silver*	516	59	Kenosha		tk

\*These lakes were listed as “most-visited inland waters, Southeast District, 1989” (DNR, 1991)

\*\*There were one or two votes each for Little Cedar, Little Muskego, and Beaver Dam

## Appendix B: Interview Form

Lake: \_\_\_\_\_ Date: \_\_\_\_\_ Informant:

### Boat Pressure Indicators:

1) Number of launch ramps:

3) Number of boats launched in 2018: \_\_\_\_\_ 2017: \_\_\_\_\_ 2016: \_\_\_\_\_

Approximate maximum boat count on a busy summer day

4) Launch fee: \_\_\_\_\_ Total launch fee revenue in 2018: \_\_\_\_\_

5) Approximate number of riparian landowners on the shoreline:

6) Number of properties on the PRD tax rolls:

7) Approximate number of moored boats on the lake:

(If a full boat count or census is available, for any year, please secure a copy of it!)

8) Is there a commercial operation where boats can be rented? If so, describe.

9) Do any private pier owners rent out moorings? If so, explore this issue.

10) Yacht club membership: \_\_\_\_\_ Registered sailboats: \_\_\_\_\_ Number of races per week: \_\_\_\_\_

Number of sailboats moored or parked on yacht club grounds: \_\_\_\_\_

11) Are you aware of accidents or fatalities on your lake in recent memory? Explain

**Subjective Measures of Boat Pressure:**

1) Do you view the current boat pressure on your lake as: a) a serious problem b) a moderate problem c) a mild problem d) no problem at all Explore the response.

2) Is there significant competition for space on your lake? When, among what sorts of uses?

3) Do you believe that boating activity has an impact on the environmental values of your lake? (for example: wake action eroding shoreline or marsh; propeller action increasing water turbidity)

4) In what ways, if any, does your lake regulate boat pressure? (launch ramp closures? Speed limits? Prescribed traffic pattern? Slow-no-wake areas? Other?)

5) Does any entity (including the DNR) enforce DNR regulations regarding the number of watercraft moored per 50 feet of frontage?

**Profile and Role of the PRD:**

1) Year founded:            2) Annual Budget:            3) Main budget items:            4) Staff structure:

5) Describe the role of local government (town, city, county) in lake governance.

6) What are the main difficulties/challenges currently facing your PRD – short-term long-term - and how will you deal with them?

7) What have we not covered? What advice do you have for Big Cedar Lake?

## **APPENDIX C: Interview Transcripts\***

**Alger, Stan:** 10 years on Lake Beulah PRD (currently VP and weed harvesting chair); previously, 10 years on Beulah POA (262-642-3476)

**Bauer, Dan:** 7 years on the Lake La Belle PRD as City of Oconomowoc Representative

**Beal, Paul\***, La Belle Policy Chief (262-569-6190)

**Birnbaum, Joe\***, President, Oconomowoc Village

**Buchanan, Kim\***, Chenaqua Town Secretary (262-642-5386)

**Bunk, Heidi**, DNR

**Clark, Tim**, La Belle Village president

**Douglas, Robert**, Chenaqua Village Police Chief (262-367-2239)

**Froemming, Jennifer**, City of Oconomowoc Parks Department

**Gordon, Tom\***, Secretary, Oconomowoc Lake Management District (608-577-9235)

**Hausman, Chris**, Nagawicka Lake Welfare Committee Chair (630-240-8604)

**Kendra**, Waukesha County Parks Department (262-548-7790)

**Kim**, Town of East Troy Secretary (262-642-5386)

**Koepp, Tom**, Manager, Pewaukee Lake Sanitary District

**Kubicek, Chris**, Beulah Lake Management Commission

**Mueller, Bruce**, Okauchee Lake Management District (262-569-7690)

**Phalin, Nick\***, City of Pewaukee Parks Department (262-691-0770)

**Rich**, Waukesha County Parks Department foreman (262-646-3555)

**Slawski, Thomas\***, Southeast Wisconsin Regional Planning Commission

**Sonderregger, John**, Beulah PIA former chair (262-642-5716)

**Steckart, Brad\***, Washington County Parks Department

**Susan\***, City of Oconomowoc Parks Department (262-646-6220)

**Villavicenzo, Joann**, President, Pine Lake Village

**Weimer, Don**, Oconomowoc Police Chief (retired), 414-881-9726

**Wilson, Carol\***, Chair, Lake Okauchee Management District (262-367-7363)

. \*These notes have not been typed up or are very brief.



1) Do you view the current boat pressure on your lake as: a) a serious problem b) a moderate problem c) a mild problem d) no problem at all Explore the response.

**No problem at all.**

2) Is there significant competition for space on your lake? When, among what sorts of uses? **Not a lot.** Q: What about sailing days? **Oh yes. But there are 3 main areas on the lake. The sailing occurs in the "big lake". At that time there are other areas where the skiers can go. So the sailing doesn't seem to bother anybody a lot.**

3) Do you believe that boating activity has an impact on the environmental values of your lake? (for example: wake action eroding shoreline or marsh; propeller action increasing water turbidity) Discuss

**There has been this kind of damage. Different people will complain, depending on their particular priorities. But at the Mill Lake end we took action. Mill is about 55 acres. Vulnerable to wave action. So we made it slow-no-wake except for a 200-wide area. And so now the wake boards and skiers don't use it. Elsewhere, a limit keeping the boats 200' from shore works OK because the wave action is damped by the time it reaches shore.**

4) In what ways, if any, does your lake regulate boat pressure? (launch ramp closures? Speed limits? Prescribed traffic pattern? Slow-no-wake areas? Other?)

**15-20 years ago, on the weekends, at least 100-150 boats would launch onto the lake. This was out of a bar/restaurant at one end of the lake. It was crazy. And dangerous. There was a clear risk of accidents. But the lake patrol (which was all-volunteer at that time) kept things under control. Then a group of us got together, bought him out, closed it down. Then we built the launch ramp and the DNR parking lot. We close the launch when the lot is full.**

**This completely solved the problem. Even the fishermen finally realized it was a good thing. So we got no blow-back.**

**The town may have done some actions to limit boat pressure. Some years back, the town did a pier census and said all piers had to be registered and no new piers could be built. But Governor Walker, about 2013-2015, did us the unkind favor of telling the DNR to pass an edict: "Anything that's in the water now, is legal.**

**For more information go to Mr. Clarkowski, who has been the Town Chairman forever.**

5) Does any entity (including the DNR) enforce DNR regulations regarding the number of watercraft moored per 50 feet of frontage?

**No**

**Profile and Role of the PRD:**

1) Year founded: 1970s, as a Sanitary District.

2) Annual Budget:

3) Main budget items:

4) Staff structure: Use the website to get this.



6)Number of properties on the PRD tax rolls: **We are financed by a direct tax levy, disbursed from the three municipalities. Amount depends on the levy in the district. \$38K budget, the last two years. The County does the math.**

7)Approximate number of moored boats on the lake: **No census.**

8)Is there a commercial operation where boats can be rented? If so, describe. **Yes, very small operation. Two or three pontoon boats. The city has paddle boats for kids.**

9)Do any private pier owners rent out moorings? If so, explore this issue. **No. A few houses are rented, but must be rented for at least 30 days at a time, passed a few years ago to avoid weekend parties. It could be happening but I haven't noticed that it's an issue.**

10)Yacht club membership:                      Registered sailboats:      Number of races per week:

Number of sailboats moored or parked on yacht club grounds:

11)Are you aware of accidents or fatalities on your lake in recent memory? Explain. **No. Only accident is 4-5 years ago, elderly gentleman had a heart attack. And one of the boat companies here tested a boat, sharp turn, thrown out of the boat.**

#### **Subjective Measures of Boat Pressure:**

1)Do you view the current boat pressure on your lake as: a)a serious problem b)a moderate problem c)a mild problem d)no problem at all      Explore the response. **I would take d, no problem at all.**

2)Is there significant competition for space on your lake? When, among what sorts of uses? **No**

3)Do you believe that boating activity has an impact on the environmental values of your lake? (for example: wake action eroding shoreline or marsh; propeller action increasing water turbidity) **We are starting to get questions and have conversations about wake boats, and how close they get to shore, if they get close, the wave is huge. There has been some discussion. We participate in Clean Water Clean Boats. At one recent meeting: "What can we do about wake boats?" A recommendation went to the state (but did not pass): increase "from shore" distance from 200 to 300'.**

4)In what ways, if any, does your lake regulate boat pressure? (launch ramp closures? Speed limits? Prescribed traffic pattern? Slow-no-wake areas? Other?) **Other than reminders in the newsletter about the rules, no. Distance. Be respectful of others. One yearly newsletter.**

5) Does any entity (including the DNR) enforce DNR regulations regarding the number of watercraft moored per 50 feet of frontage? **No one does this. Generally not an issue. A few places have a "shared pier": a half dozen homes that share a pier area. 40 feet, ten boats. Just one or maybe two.**

**Profile and Role of the PRD:**

1) Year founded: **60s-70s??** 2) Annual Budget: **\$38K** 3) Main budget items: **shoreline restoration program (residents can sign up, based on the plantings we subsidize up to 75% up to \$2K. Goose roundup: 3-4K/year. Carp roundup is 5-10K per year, as needed, maybe 4-5 years. We took out 40,000 pounds some years back. Buffalo carp is saleable.** 4) Staff structure: **Only volunteer board members.**

5) Describe the role of local government (town, city, county) in lake governance. **We are governed by the City of Oconomowoc, Town of Oconomowoc and Village of Lac LB. Sometimes it gets a little challenging to get cooperation from everybody. About a half of the lake belongs to the town. The rest, city and village. We are focused on water quality. The municipalities pass ordinances. The Village has a boat on the water almost every weekend. Memorial Day 4<sup>th</sup> of July other holidays the City will sometimes drop some boats in. These jurisdictions don't pass their own ordinances, they simply enforce the DNR laws.**

**We have carp fishermen at night. Very bright lights. Once or twice a week. Our lake property is close to lake level. And they play music. We complained. City and Town replied: "there's no rule against it". But there is a rule not to use docking lights. But we can't get anyone to do anything about it.**

6) What are the main difficulties/challenges currently facing your PRD – short-term long-term - and how will you deal with them? **Biggest challenge is watershed. Development, highways keep going in. Supposedly rules ensure that we don't have contaminants, but... Farms to the north, we are working with them (thru Tall Pines and Oconom watershed). Also Tall Pines is doing sorghum seeding in the fall: plane seeding by air. It takes hold in the fall, provides root system, holds back runoff, farmer just plows it in as compost.**

7) What have we not covered? What advice do you have for Big Cedar Lake? **Aquatic invasive species is the hot button. Make sure you have clean boats coming in and out. We're very concerned. Stuff coming in from overseas, Michigan lakes. Zebra mussels are in the lake. Pop has decreased.**

(BLR comment: There's a puzzle here. A lake just our size, but seemingly no boat pressure problems. Is it because Pewaukee and Okauchee are right next door? That's what he suggests.)

DNR Networking Heid Bunk response

**Bunk, Heidi J - DNR**

1:15 PM (6  
hours ago)

to me, Daniel, Mitchell, Roger

Hi Bruce – I am responding on behalf of myself, Craig, Kevin, Ali, Michelle, Mary and Sue. I am the appropriate contact for Washington County.

Attached are four other studies that I have access to. One is quite recent.

I will also mention that many lake management plans, especially ones completed by SEWRPC, have compiled data on boat counts. This helps to quantify or measure potential “boat pressure” as you state below.

<http://www.sewrpc.org/SEWRPC/DataResources.htm>

In terms of regulating boating activities on lakes, there are state boating laws that must be followed. I believe that the District is already working with the Recreational Safety Warden, Mitch Groenier. Please see the attached guide regarding what can and cannot be done with local ordinances.

<https://dnr.wi.gov/files/PDF/pubs/le/LE0317.pdf>

Let me know if you have any follow up questions after reading the materials I provided.

Have a great week!

Heidi

## Phone call from Tim Clark, Lac Labelle village president.

On La Belle there are three communities: Lac Labelle Village, and Town of O and City of O. The City has the public launch and they manage it. It's my understanding that they allow 40 launches a day. When someone comes off they will let someone back on.

Call city hall. I do know they have a serious parking problem. The actual launch area has 15 vehicle slots with trailers.

Last summer one of the wake boats' wake hit a pontoon broadside, knocked someone off her chair and into a table, she had stitches.

So we're looking at giving them a channel. Problem: average depth is 9 feet, so churning is a big problem.

I've talked with the major O City and Town people, if we can all get on the same page we hope we can get something done.

# ROBERT DOUGLAS

Lake: Pine

Interviewee: Village of Chenaqua Police Chief Robert Douglas 262-367-2239

Do you suspend launch activity when the launch ramp lot is full? **Yes. But only if you're parking. Launch-and-leave is OK. We don't check on whether you are a resident.**

How long has that policy been in effect? **Oh gosh. A long time. "At least 20 years?" Oh at least. It goes back to when the state said you had to have a public launch. I've been here since 2005 and it had been in force for a while then.**

**So the question always is who owns the land, who pays taxes. So for us, the parking fees go into a separate fund, a line item, it can only be used for upkeep, portajohns, maintenance of the site.**

**On a hot summer day that lot can generate \$2k. It can turn over six times.**

What's the authority for the policy? (ordinance? DNR agreement? Tradition, tacit acceptance? Other?)

**We have an ordinance. Go to the website: [chenaqua.org](http://chenaqua.org). Click on Lake. Then on ordinances. Look at ordinance 4.3 to 4.5**

## JENNIFER FROEMMING

Labelle Launch Site information – Jennifer Froemming, City of Oconomowoc Parks Department

Phone conversation 9/30/2019

We have launch sites on two lakes. Fowler Lake is small. There are 10-15 trailer slips, and a drop box where you put the money in the envelope and tear off a flap for the windshield.

Lac Labelle site is larger. It's adjacent to our beach and our lake operations. On weekends it's staffed 7 am to 8 pm. They pay the staffer, using the standard DNR schedule. There is no trailer parking there. There's street parking, or at the community center (room for maybe 20).

We count the boats as they launch. When it reaches 40, we shut down. When 4 or 5 come off, we let 4 or 5 on.

This is functional. Not ideal. We need to reconfigure and redo our launch. But we share across three communities, and so it's complicated.



nail against over-regulating. Last year, a proposal to limit wake boat. I am not inclined to measure certain wakes. Mem Day to Labor day, speed limit is 25 mph from 10 to 4. 45 mph at other times. This structure has been in place more than 20 years ago. In other words, when the lake is likely to be congested they impose a lower speed limit.

### Subjective Measures of Boat Pressure:

1) Do you view the current boat pressure on your lake as: a) a serious problem b) a moderate problem c) a mild problem d) no problem at all Explore the response. **C or d. Depends on who you ask and the time of day, July 4, you can walk across the lake. But we do the fireworks and the whole bit. It comes with the territory. So I guess, d.**

2) Is there significant competition for space on your lake? When, among what sorts of uses? **No not perceived competition. I am a slalom skier. Don't do it between noon and 4 on weekends.**

3) Do you believe that boating activity has an impact on the environmental values of your lake? (for example: wake action eroding shoreline or marsh; propeller action increasing water turbidity) **Discuss Yes: but if people follow the rules (SNW within 100-200 feet of shore; protected areas...) The DNR has labeled some areas sensitive: SNW, can't mess with the bottom**

4) In what ways, if any, does your lake regulate boat pressure? (launch ramp closures? Speed limits? Prescribed traffic pattern? Slow-no-wake areas? Other?)

5) Does any entity (including the DNR) enforce DNR regulations regarding the number of watercraft moored per 50 feet of frontage? **Not besides the DNR. It is violated. DNR doesn't enforce. I see some areas. 3-4 areas. Deeded access for properties across the street. DNR is most active when they get a complaint.**

### Profile and Role of the PRD:

Everything goes through Delafield. We are managed by the city of Delafield. Overseen by the mayor and the city. The good news is that we have access to the tax base and resources. We've looked at other management structures. So you're answerable to people who don't live on the lake. Does that every get in your way? Of course; absolutely. "Off the lake" vs "on the lake". "You rich people want to close the lake." Delafield is growing, so there's pressure to get onto the lake. But we have more resources. And we're successful in arguing that we are protecting the tax base via preserving the value of the lake.

1) Year founded:            2) Annual Budget:            3) Main budget items:            4) Staff structure:

We do weed harvesting. Two harvests a year. The City Dept of Public Works mans that. \$12K/year or so. WE do weed treatments of invasives every year. A couple of thousand dollars. And goose egg oiling and round-up to keep the geese down. I live near the mouth of the river. In untreated years, 3-4

families, up to 70 geese, float down into the lake, park on peoples' lawn. USDA gives the OK, we need approvals for going onto peoples' properties, we do the work with help from the USDA. Laying season: oil the eggs: keeps them from hatching (but they don't lay more). Molting season: find the largest groups, round them up, euthanize, feed the poor. .

5) Describe the role of local government (town, city, county) in lake governance. **The county has a public beach, camping. The most viable park in the system. They get revenue...**

6) What are the main difficulties/challenges currently facing your PRD – short-term long-term - and how will you deal with them? **We've been working with SEWRPC, every few years they do a lake assessment, we're diligent about lake quality (nutrients etc). We have a large watershed. Lots of development upstream. Weeds, geese, a constant effort. Dredging comes and goes. Invasives: Eurasian milfoil, zebra mussels.**

7) What have we not covered? What advice do you have for Big Cedar Lake? **If "too many sailboats" is your worst issue, I wish I had your problem.**

**Kendra:** (Waukesha County Parks: 262-548-7790) **Lake Nagawicka:** 30 miles W of Milwaukee. 980 acres. 25 parking stalls. The launch ramp is managed by the Waukesha County Parks Department. Information from Kendra (County Parks: 262-548-7790) and the Park foreman (262-646-3555). The ramp is staffed during the summer from early in the day to mid-afternoon, using seasonal park staff (not police). Weekends only; but also some weekdays if there's a fishing club event, or opening of the season. When the parking lot is full, we just say "sorry" and don't permit launching. No gate; the staff just enforce it. We absolutely have compliance. We don't permit parking on the road.

**Kim:** **Lake Beulah:** 30 miles SW of Milwaukee. 812 acres, 25 parking stalls at Wilmers Landing. The landing is managed by the Town of East Troy. Information from Kim Buchanan, Town Secretary: 262-642-5386. [tetclerk@centurytel.net](mailto:tetclerk@centurytel.net). More info available from Police Chief Jensen.



(If a full boat count or census is available, for any year, please secure a copy of it!)

8)Is there a commercial operation where boats can be rented? **2? 3?: Good Time Pontoons & Beachside Rentals and another.**

9)Do any private pier owners rent out moorings? **Yes, it's problematic, against the law and nobody is doing anything about it!**

10)Yacht club membership: Registered sailboats: Number of races per week:  
Number of sailboats moored or parked on yacht club grounds: **20-30, only during events.**

11)Are you aware of accidents or fatalities on your lake in recent memory? **Yes.**

**Subjective Measures of Boat Pressure:**

1)Do you view the current boat pressure on your lake as: a)a serious problem b)a moderate problem c)a mild problem d)no problem at all **A moderate problem, bad on holidays and weekends**

2)Is there significant competition for space on your lake? When, among what sorts of uses? Yes: **1)wakeboard boats vs fishng and pontoon boats; 2)a little sailing and fishing conflict**

3)Do you believe that boating activity has an impact on the environmental values of your lake? (for example: wake action eroding shoreline or marsh; propeller action increasing water turbidity) **Yes: wake boatrtd boats and wave action; water skiing in shallow areas (water ski shows)**

4)In what ways, if any, does your lake regulate boat pressure? (launch ramp closures? Speed limits? Prescribed traffic pattern? Slow-no-wake areas? Other?) **SNW areas (bouys); lake patrol (speed limits, reckless boating). Police are supported by the village and city of Pewaukee and Town of Delafield.**

**(follow-up email response): I have no records of any launches ever being shut down on Pewaukee Lake. I do remember it getting awfully busy some years ago and I think the crowd dispersed because the actual boaters felt it's too busy and they went to other lakes... I would add that there is a rising number of boat slips being rented (some Illegally) and the number of boat rentals has quadrupled in the last 2 years and I see problems arising from too busy to not paying taxes, lake fees for harvesting and clean up.**

5)Does any entity (including the DNR) enforce DNR regulations regarding the number of watercraft moored per 50 feet of frontage? **No – a big problem and growing. People renting slips (homeowners to 2<sup>nd</sup> parties)**

**Profile and Role of the PRD:**

1)Year founded: **1944** 2)Annual Budget: **\$300K** 3)Main budget items: **harvesting; studies** 4)Staff structure: **Commissioners, manager, lake/sewer super, college staff**

5)Describe the role of local government (town, city, county) in lake governance. **Pewaukee Lake Sanitary District gets \$187K/year from the City of Pewaukee, and the same amount from the Town of**

**Delafield. We provide harvesting, lake management planning, and we purchase and maintain wetlands that drain into the lake. (And sewer for Delafield??)**

**Then there's the Village of Pewaukee on the far east side: they do their own harvesting and clean up. I believe they spend about \$50K/year. It isn't enough to handle what they should be doing and they are the ones with boat slip and rentals that are causing trouble. The rental boats was insane last year and they don't pay a nickel toward lake clean up!**

6)What are the main difficulties/challenges currently facing your PRD – short-term long-term - and how will you deal ith them? **Boat slips rentals (multiplying users); hiring in September and October (need 3 to 4 people)**

7)What have we not covered? What advice do you have for Big Cedar Lake? **Help us lake managers to get the WDNR and local officials to do their job and stop the illegal boat slip issues. Create a fee for rental boat operations to contribute to lake clean-up. Wake board boating limited to 20' deep water and 500' from shore and enforce it.**

# CHRIS KUBICEK

## Interview Form for 7 Lakes Survey (Chris Kubicek, Commissioner Beulah)

### Boat Pressure Indicators:

1)Number of launch ramps: **1 public** Private: **some own private ramps, on a flat shoreline. And this makes it possible to launch when the public launch is full/closed**

2)Parking availability at the launch sites: **23 parking spots. Maybe 50 properties where they can launch for themselves.**

3)Number of boats launched in 2018:**Go to town of East Troy, Kim Buchanan Town Clerk**  
2017: 2016:

4)Launch fee: Total launch fee revenue in 2018:

5)Approximate number of riparian landowners on the shoreline: **500**

6)Number of properties on the PRD tax rolls: every riparian owner.

7)Approximate number of moored boats on the lake: **Typical 2 to 3 per property. Of which 2 are power boats. 100 sailboats on the lake. Moor on lifts, mostly. Mooring buoys are outlawed by ordinance.**

8)Is there a commercial operation where boats can be rented? If so, describe. **Maybe a place. Not very active. Fred's Tap. Not manned, rarely is anyone there. A bar on the west end of the lake. Aluminum boats for rent. The bar is closed. Also: Dockside Restaurant. Large pier, 12 slips, 6 or so boats to rent. Pontoon boats, ski boats.**

9)Do any private pier owners rent out moorings? If so, explore this issue. **This is against the ordinance, but we do have people who do that. We are in a constant struggle with Fred's Tap, he wants to rent out slips. He inherited it, very adversarial.**

10)Yacht club membership: **Go to Commodore: Joe Skipartik.** Registered sailboats:  
Number of races per week:

Number of sailboats moored or parked on yacht club grounds:

11)Are you aware of accidents or fatalities on your lake in recent memory? **More than our share of fatalities in the last ten years on the lake. Based on stupidity mostly. 3 years ago, Lake Lovers Association, on their weekend, a pontoon boat with double decker coming back into shore, a young man did a back flip, broke his neck on a rowboat. The winter before that, college age kids used a canoe as a sled down a hill, into the water at 2 am, all 4 drowned. Year before that, heart attack on a jet ski, ran it up onto shore. Then slipped, hit his head, fell into the water.**

### Subjective Measures of Boat Pressure:

1)Do you view the current boat pressure on your lake as: a)a serious problem b)a moderate problem c)a mild problem d)no problem at all Explore the response. **Over the last couple of years, issues with wake boarders. Excessive wake. What we did is: we almost restricted artificial wakes on the lake. But in one are, small bay, a particular problem. So we put the SNW buoy right out 200 feet, which is the ordinance. (And there was increased conversation). And people went to bigger areas of the lake.**

**We were drafting language with the Town Board, several meetings, people were very passionate about it on both sides, we were able to strike a compromise, the people against were mostly in the one bay area. We did receive pressure from the national association. We felt it was absolutely defensible. Consulted attorneys, they said we could prevail. The people in the bay said: it's unsafe to swim near their pier, throwing their swimmers into the pier. And pier damage. Most of the wake boarders got the message.**

2)Is there significant competition for space on your lake? When, among what sorts of uses?

**I don't think there's significant competition. Probably because I'm a sailor. I'm sure there are people who don't sail who think the sailboats dominate the lake.**

3)Do you believe that boating activity has an impact on the environmental values of your lake? (for example: wake action eroding shoreline or marsh; propeller action increasing water turbidity) Discuss. **Well, it does have an impact, but you know we love the lake and love to use it, so if it's an acceptable level.... The lake is clearer on Thursday than on Saturday-Sunday. We all protect the shorelines with riprap.**

4)In what ways, if any, does your lake regulate boat pressure? (launch ramp closures? Speed limits? Prescribed traffic pattern? Slow-no-wake areas? Other?) **Speed limits: None posted. SNW May 1-Sept. 15 on Weekend and Holidays, before 10 am and after 6 pm. Top speed might be 35 40 mph. Most people just putter around. The small bay requires a counter-clockwise traffic pattern for skiers or tubing. But with the buoys not much room for that**

5)Does any entity (including the DNR) enforce DNR regulations regarding the number of watercraft moored per 50 feet of frontage?

**For us, 3 boats if you're 50 feet or over. As long as one is on a lift on the pier. Pier counts as one, and a free lift. Chief of police regulates that. Only responds to complaints. DNR abdicated enforcement in 2012, to localities, gave it to the town board. We already have town ordinances that are more strict than DNR. Eg the SNW ordinance, before 10 am/after 6 pm.**

#### Profile and Role of the Lake Beulah Management District:

1)Year founded: **As a Sanitary District, 40+ years.** 2)Annual Budget: **go to the Website. Or I can mail it to you.** 3)Main budget items: 4)Staff structure: **3 paid seasonal employees. Primary role: aquatic harvesting and removal. Equipment: 2 weed cutters. Bought the new one 12 years ago but**

kept the old one working, do not always use it. An elevator and a truck. We pick up from piers on a regular basis. The guys learn who stacks it up. We also have 25-HP boats that they use to pick up stacks. Or they can call and someone will run out and do it that day. Some people are passionate about it.

5) Describe the role of local government (town, city, county) in lake governance. **Lake District does weed harvesting. Town does lake patrol, manages the launch. Also garbage pick-up, extra fee on peoples' tax bill. The buoys used to be owned by the town, now all are owned by the District, and we put them out. So we partnered to purchase the bay bouys, with the town.**

**Lake Lovers is a social club that goes from lake to lake every summer, get really drunk.**

**Lake Buelah Protective and Improvement Association: monthly newsletter. Organize to educate people 20 years ago, they used to hand-pick milfoil out. Recently we've been stocking smallmouth bass, splitting the cost. (The DNR does not stock smallmouth. Browntrout, walleyes...) Might be about 10. The management district has 7 commissioners. 5 elected, 1 town board, 1 county.**

6) What are the main difficulties/challenges currently facing your PRD – short-term long-term - and how will you deal with them?

**Main challenges: some individuals that go around the rules and regs. Keep them in check. Updating equipment, it's getting old. Recently repaired the dam, with the DNR. No major issues.**

7) What have we not covered? What advice do you have for Big Cedar Lake? **We achieve most by being collaborative. Good communication with owners, with guests, visitors. We want to make the lake a nice place for everyone to enjoy, welcoming as many people as we can.**



11)Are you aware of accidents or fatalities on your lake in recent memory? Explain. We haven't had any for a long time. Very few injuries.

**Subjective Measures of Boat Pressure:**

1)Do you view the current boat pressure on your lake as: a)a serious problem b)a moderate problem c)a mild problem d)no problem at all Explore the response. **Depends on when! Weekends and holidays it gets crazy. Ten busiest days: right below serious. We're a unique lake: a lot of the big ski boats are on this lake. And pontoons. The speed boats we have a problem with. In busy times. They need so much space. My kids, I say ski during the week. But even driving the pontoon on weekends you have to have your head on a swivel.**

2)Is there significant competition for space on your lake? When, among what sorts of uses? Covered already.

3)Do you believe that boating activity has an impact on the environmental values of your lake? (for example: wake action eroding shoreline or marsh; propeller action increasing water turbidity) **Well: most people we have pretty good shoreline protection. With all the fingers, you're not getting much damage. It's mostly on the big lake. Most of those are built up. Prop action: they're going slow no wake.**

4)In what ways, if any, does your lake regulate boat pressure? (launch ramp closures? Speed limits? Prescribed traffic pattern? Slow-no-wake areas? Other?) **Our launch is in Upper Oconomwooc area, where the dam is. Created in the 70s. Ranch homes. All no wake. The patrol focuses on SNW, speed limit is 40.**

5)Does any entity (including the DNR) enforce DNR regulations regarding the number of watercraft moored per 50 feet of frontage? **Covered.**

**Profile and Role of the PRD:**

1)Year founded: **a long time ago** 2)Annual Budget: **\$1M** 3)Main budget items: **Weed control**

4)Staff structure: **We have full time 2 paid people, one guy is the head guy that runs everything, another guy who's a mechanic, keeps the equipment going.**

5)Describe the role of local government (town, city, county) in lake governance. **Pretty much us and the DNR. We don't pass any ordinances. It's done by the county. We don't have any enforcement. We're just caretakers of the lake. Don't run the lake patrol. We have four bodies: Town of O (2/3 of shoreline), DNR, Town of Merton (1/3), and Waukesha County Sherriff. They don't give many citations, mainly warnings. Our main responsibility and efforts are weeds: cutting, poisoning, collecting. We have six cutters, numerous barges, Monday through Friday. We're in the Oc River watershed: starts at North Lake, through Okauchee, through Oc and over the La Belle. They have the water treatment plant, so we try to keep the lake free of pesticides, insecticides. There've been numerous laws restricting upstream farmers: don't plant within 100' of the river.**

**Usually 2 officers out on the weekends. Reimbursed from the DNR.**

6)What are the main difficulties/challenges currently facing your PRD – short-term long-term - and how will you deal with them? **Shape of the lake. Bays. Shallows. ?? More weed growth. Milfoil is an algae. You can see it grow before your eyes. Looks like a moss on rocks or the bottom. Native of Vietnam, looks like pipe cleaner. A main reed; when the leaves shake off, it replants. Poison, then harvest.**

**Wake boats? They're mainly out in the big lake. Deep area is close to 100'. A lot of the bays are no-wake zones. Everything's marked. The police enforce.**

7)What have we not covered? What advice do you have for Big Cedar Lake? **Try to control the invasives. We do a Newsletter every quarter, try to educate the residents as to what they look like. "Please tell us."**

**Our lake is always moving, brings in stuff from other lakes.**

**Rich:** (Waukesha County Parks: 262-548-7790) **Lake Nagawicka:** 30 miles W of Milwaukee. 980 acres. 25 parking stalls. The launch ramp is managed by the Waukesha County Parks Department. Information from Kendra (County Parks: 262-548-7790) and the Park foreman (Rich - 262-646-3555). The ramp is staffed during the summer from early in the day to mid-afternoon, using seasonal park staff (not police). Weekends only; but also some weekdays if there's a fishing club event, or opening of the season. When the parking lot is full, we just say "sorry" and don't permit launching. No gate; the staff just enforce it. We absolutely have compliance. We don't permit parking on the road.

**Rich** (2<sup>nd</sup> interview), foreman, Waukesha County Parks Dept: Information from the Waukesha Parks Department Park Foreman (Rich, at 262-646-3555) about **Pewaukee, Nagawicka, and Upper/Lower Nemahbin**. These lakes are 30 miles from Milwaukee, right on Highway 94. They are all three managed by the Waukesha Parks Department.

**Pewaukee:** 2437 acres – more than three and a half times Cedar Lake's size; depth 45'. Three launch sites, with three dozen trailer slots and nearly ninety car slots. Only one is staffed; the others have limited parking.

**Nagawicka:** 981 acres, 90' deep. One launch site, with two dozen parking places.

**Nemahbin:** jointly, 616 acres. One launch ramp with 15 stalls, plus an overflow gravel area with room for perhaps 15 trailers. They rarely staff this launch ramp.

During the summer weekends, the ramp is staffed from early in the day to mid-afternoon. When the parking lot is full, t's one boat off, one boat on. Boaters are welcome to wait in line. There's room for them to park to the side, one person staying with the car. When there are 10 trailers, the 11<sup>th</sup> probably faces a 2 to 3 hour wait, so they usually give up. Very busy: our summer average including weekdays is over 100 boats a day. Our rule is to put boats onto Nagawicka and Pewaukee only up to the point where the parking is full. I've never seen this policy in writing, but it's been that way since I first came here in 1991. Lot full = stop.

Sometimes we get unruly folks. They drop the f-bomb, or get mouthy with female staffers. We've never felt the need to call the police. The kids can always phone the supervisor.

**Sonderregger, John:** former Beulah PIA Board Chair – 6 8 2019 – 262-642-5716

History of the launch ramp. We didn't originally have parking there. So people who wanted to launch had to park on the street. And the town started ticketing them.

Then the DNR got after to the town of Troy. Troy wanted the launch improved. DNR wanted access for the public.

The compromise was the building of the parking lot. Maybe 20 years ago.

**Authority behind the policy?** I'm not sure. I don't know what the source of it is. I would guess it's a town ordinance. It's enforced so strictly that if you're a lake resident and the lot is full, you can't launch even if you don't need to park there.

# JO VILLAVICENSO

## Interview Form for 7 Lakes Survey

Lake: Pine Interview date 5/14/2019: Informant: Jo Villavicenso President of the Village:

### Boat Pressure Indicators:

1)Number of launch ramps: 1 public, 19 slots. Full is full. Police enforce. No place to go. They put out a sign: "lot full". On holidays, we have people who monitor. You can get a season pass to park at the launch site. Residents can launch any time –someone might check their drivers' license. "You are paying to park and use the launch site". This is all regulated by the DNR. Several years ago, we negotiated all this with the DNR. The DNR sets the price of the lot, for lakes throughout the state. Generally there's someone there.

3)Number of boats launched in 2018: **Village might have that number.** They have a log of passes. **And they know how much gets collected. Ask the village forester? Or Administrator.**

Approximate maximum boat count on a busy summer day

4)Launch fee: Total launch fee revenue in 2018:

5)Approximate number of riparian landowners on the shoreline: **W spray for milfoil etc. The company that does that sends notifications to all residents. You need 150 feet and 3.5 acres. Our village ordinances precede most of what else goes on. 1926: deed restrictions on the majority of houses as to lot size. To protect and preserve the lake. When 1928 it became a village the ordinances reflected that. Some are "legal nonconforming". 600 residents in the village: on and off lake (including on the village portions of the adjacent lakes). I would say a little over 100 on the lake.**

6)Number of properties on the PRD tax rolls:

7)Approximate number of moored boats on the lake: **I would say everyone has at least one.**

(If a full boat count or census is available, for any year, please secure a copy of it!)

8)Is there a commercial operation where boats can be rented? If so, describe. **No**

9)Do any private pier owners rent out moorings? If so, explore this issue. **No**

10)Yacht club membership: **Prams Xboats 14 MCs E-boats. 8-10** Registered sailboats:  
Number of races per week:

Number of sailboats moored or parked on yacht club grounds: **We don't have yacht club grounds. A generous resident moors all the prams.**

11)Are you aware of accidents or fatalities on your lake in recent memory? Explain We've had some collisions. No fatalities. Back to the 60s. The Village police police the lake.

**Subjective Measures of Boat Pressure:**

1)Do you view the current boat pressure on your lake as: a)a serious problem b)a moderate problem c)a mild problem d)no problem at all Explore the response. (d) to mild. Holiday, every one is out there. Eg a regatta.

2)Is there significant competition for space on your lake? When, among what sorts of uses? **No**

3)Do you believe that boating activity has an impact on the environmental values of your lake? (for example: wake action eroding shoreline or marsh; propeller action increasing water turbidity) **There was a concern when the wakeboard boats came out. So we incorporated an ordinance: have to be X feet from the shoreline.**

4)In what ways, if any, does your lake regulate boat pressure? (launch ramp closures? Speed limits? **45 from dawn to dusk I think.** Prescribed traffic pattern? **No** Slow-no-wake areas? **Yes: we have some of those, with bouys.** Other?)

5)Does any entity (including the DNR) enforce DNR regulations regarding the number of watercraft moored per 50 feet of frontage? **The village police. Most people have things on boatlifts.**

**Profile and Role of the PRD:**

1)Year founded:            2)Annual Budget:            3)Main budget items:            4)Staff structure:

5)Describe the role of local government (town, city, county) in lake governance. **The Village was incorporated in 20s. 600 residents or so, on the lake and off. Property owners. The limits encompass North Lake and Beaver Lake. And Mud/Cornell Lake. 7 elected every two years as Trustees. One runs as President.**

6)What are the main difficulties/challenges currently facing your PRD – short-term long-term - and how will you deal with them? **People are concerned about the water quality. Spring fed. We try to keep on top of that. We monitor it. The adjoining city of Delafield put in some deep water wells, when the state had no limitations. So when that happened, and one was nearby, we began to monitor lake levels. Marked and monitored high-water marks. Small creek comes from Beaver, flows into Mud. We have done several water budget studies: last one was 4 years ago. Sewrpac did it. We worked with them, got quotes, they were the most cost effective but lengthy in time to get results back. Took**

several years. But they'd done a previous study of Pine Lake. We do not have a groundwater ordinance. Do not feel a need for it. We are not on the Delafield aquifer. We looked at regeneration times, seems OK.

7)What have we not covered? What advice do you have for Big Cedar Lake? **Some lakes in our area have a concern about multiplying boat traffic, and concerns about renting out slots at their lake homes – friends, relatives and so forth. A lake can have unlimited amount of people mooring boats on private properties. All that adds to the risk of pollution, safety. If you had a lake association, with dues... You'd get a better handle on it.**



### Subjective Measures of Boat Pressure:

1) Do you view the current boat pressure on your lake as: a) a serious problem b) a moderate problem c) a mild problem d) no problem at all Explore the response. **We really see it as no problem. Because we like to cater to the fisherman. Because they take a stall that otherwise goes to a powerboat. Fish stocking. We're well known for walleye. Once they park that vehicle...**

2) Is there significant competition for space on your lake? When, among what sorts of uses?

3) Do you believe that boating activity has an impact on the environmental values of your lake? (for example: wake action eroding shoreline or marsh; propeller action increasing water turbidity) **We're seeing that with wake boats. But when God created the shoreline he had a buffer zone. The residents manicure the lawn down to the water, and so... Wake boats: we can only educate them via the newsletter. The wave rolls up over the rip rap onto the lawn. Legally you can pass an ordinance restricting wake boats but the DNR will go to court and defend the defendant.**

4) In what ways, if any, does your lake regulate boat pressure? (launch ramp closures? Speed limits? **10 MPH 1 hour after sunset to 1 hour before sunrise.** Prescribed traffic pattern? Slow-no-wake areas? **150 feet from shore Other? Jet skis must be 200 feet from shore and 150 feet from any other boat**) **It does moderate their activity. But how do you measure the violation. But the boat patrol cops: most folks know them, they're respected, they point out the violations and residents correct it. But people from out of town.... Local people are trainable.**

5) Does any entity (including the DNR) enforce DNR regulations regarding the number of watercraft moored per 50 feet of frontage? **DNR doesn't enforce it. Only DNR has the authority. Now we have some permanent piers going in: ice is mangling them. So we passed a maintenance ordinance. Whatever you pass, the DNR has to sign off or else you won't be able to enforce it in circuit court.** John Planke at Pike Lake could be a good informant on DNR regulations. Heidi B is also a great reference person.

### Profile and Role of the Village of Oconomowoc Lake:

1) Year founded:            2) Annual Budget:            3) Main budget items:            4) Staff structure: **Police Chief, 5 officers plus five part time officers. [Why SO many officers??] In 1959 the village became a village for police protection and zoning. Summit would not give us what we requested. We have 3.5M homes. We patrol the estates. Hit the driveways, private drives. Affluent community. \$60-80K a year in property taxes. They don't mind as long as they get good protection. Village plows the driveways.**

5) Describe the role of local government (town, city, county) in lake governance. **The Village runs the lake. City of Oconomowoc: they have a new leadership group, and now we get along great with them. 7 lake homes are on sewer. City population 18,000. Village 600.**

[How did you manage to get incorporated as a village?] It went to the supreme court three times . 1959 incorporated.

6)What are the main difficulties/challenges currently facing your PRD – short-term long-term - and how will you deal with them? **Our biggest issue is controlling the lake level. Okauchee collects water all the way up to the Holy Hill area. When they get full, they open the dam and drain into our lake. We drain into fowler and labelle. But Okauchee can give us more water than we can get rid of. Their dam has 11 feet of pressure. We have 1 foot between us and Fowler. If we go up too high, we have problems. In 2008 DNR told Okauchee to open up, and we got \$250K damage to Okauchee Yacht Club frontage. When Hwy 16 went through: a storm sewer drains into our lake, sodium levels continually increase. So we have cut back on salt on our roads, we do salt-sand mix.**

7)What have we not covered? What advice do you have for Big Cedar Lake? **I feel for these townships. They're just material for villages and cities to eat up. The counties hand out variances like candy. We've issued maybe 3 variances in the last five years. I'm going to put you on my prayer list. You need it. That's why Town of Summit went to Village.**