

EXHIBIT "B" TO ORDINANCE NO. 2005-34s

Lake Tapps Boat Management Plan



Ordinance No. 2005-34s, Exhibit "B"

Adopted

Effective Date



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The Lake Tapps Boat Management Plan (LTBMP) Team and Pierce County Staff would like to express our sincere appreciation to the City of Bonney Lake Police Department and East Pierce Fire & Rescue Department for graciously hosting the LTBMP meetings. Thank you.

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INTRODUCTION

Lake Tapps has, since its creation, served multiple uses such as the means for hydropower generation, municipal water supply reservoir and a facility for recreational uses such as boating, fishing and swimming. Over the past several decades, recreational use and activities on Lake Tapps have increased significantly. With this increase in use there has come a correlating decrease in the quality of the Lake environment, recreational experiences and an increase in safety issues related to boating conflicts.



Lake Tapps

The Lake Tapps reservoir was formed in connection with the White River Hydroelectric Project, which Puget Sound Energy (f/k/a Puget Power and Light Company) owned and operated from the time the project was built in 1911 to January 15, 2004. Hydroelectric generation at White River ceased after the Federal Energy Regulatory Commission required Puget Sound Energy (PSE) to comply with uneconomic terms and conditions as a condition of operations. The Lake Tapps reservoir also provides recreation opportunities for the community, and although the project is not currently producing electricity, local residents asked PSE to agree to maintain the reservoir at certain pool levels during peak recreation periods.

In March 2004, the Lake Tapps Community (later renamed to Lake Tapps Community Council) and PSE entered into an Agreement Regarding Reservoir Management of Lake Tapps. This agreement established a normal full pool level for Lake Tapps during the annual recreational period, the requirement for the community to prepare a draft boat management plan for PSE review, and other miscellaneous items related to management of the lake bottom and floating debris collection.

In response to all of these considerations, the Pierce County Council enacted Resolution 2004-91 on July 6, 2004 establishing an ad-hoc advisory committee referred to as the Lake Tapps Boat Management Plan (LTBMP) Team to develop a boat management plan for Lake Tapps. Pierce County staff and the representatives from the community who served on the team have discussed boating related topics and issues (such as safety and law enforcement, boating access and capacity, rafting, speed, and noise) and provided recommendations that are intended to address boat management on Lake Tapps. This plan does

not address lake management issues such as milfoil control and water quality, which would be addressed through other planning venues.

The plan is organized into introduction and background chapters that discuss the various issues. The final chapter contains the recommendations and necessary actions to address the issues discussed in the plan. The appendices at the end of the plan provide details on various issues such as the public workshop survey results, proposed mandatory boater education legislation, and proposed code changes.

HISTORY AND OVERVIEW

History of Lake Tapps

Prior to 1911, the Lake Tapps area was comprised of four smaller lakes and wetland areas surrounded by largely undeveloped forest and agricultural land. Lake Tapps was created in 1910-1911 by the construction of earthen embankments around this area and has since become the largest lake in Pierce County. Lake Tapps reservoir was originally formed in connection with PSE's hydroelectric operations at White River.

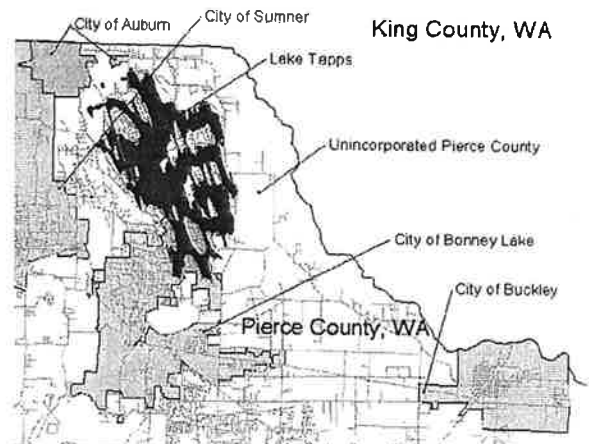


Lake Tapps prior to 1911

In the 1950s, PSE sold most of the land around the Lake Tapps reservoir to the Lake Tapps Development Company, but retained the right to modify the level of Lake Tapps reservoir as needed for hydroelectric operations. Because the Federal Energy Regulatory Commission issued an uneconomic license to PSE, hydroelectric energy production at the White River project ceased. Pursuant to an agreement between the Lake Tapps Community and PSE, the normal full pool level of Lake Tapps is being maintained at between 541.5 mean sea level (msl) and 543 msl during the annual recreation period (April 15 through October 31 each year), subject to PSE's ongoing right to manage the lake for its operations.

General Description of Lake Tapps

Lake Tapps is located in north central Pierce County, just south of the Pierce/King County line. The lake is immediately surrounded by unincorporated Pierce County and the City of Bonney Lake and is located in close proximity to the cities of Sumner, Auburn, and Buckley.



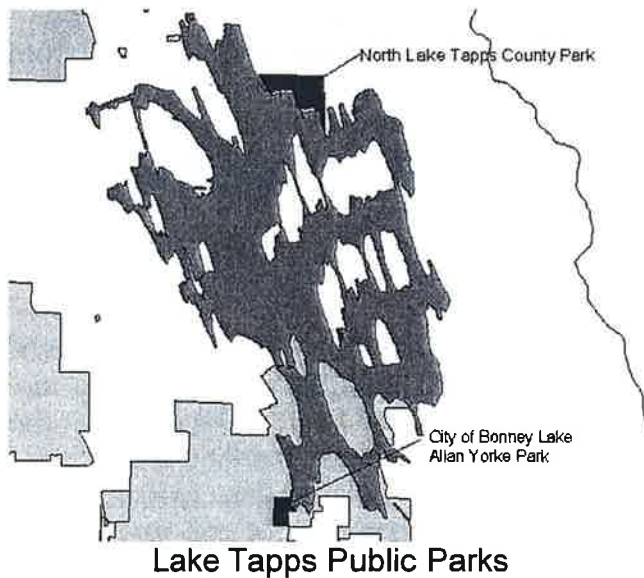
Lake Tapps Plan area

The outer-most lake shoreline edge has an irregular shape and there are numerous small islands; the largest islands are Tapps and Snag. The east side of the lake is an isolated area with a concentration of snags remaining from inundation of the original forest. On the north and northeast shorelines, several dikes are visible from the water. The southern shoreline contains another public park and the western portion of the lake is heavily developed. A 1992 report estimated that

approximately 78% of the lake's shoreline and islands were, at that time, developed with residential uses.

At its peak height, the lake contains about 2,700 surface acres. The typical reservoir high water mark is 543 msl.

Public and Private Recreational Facilities



Because of its large size and proximity to the greater Seattle and Tacoma metropolitan area, this lake is considered a regionally significant recreational resource. Primary recreational activities at Lake Tapps include boating, swimming, picnicking, fishing, and golfing. There are a number of recreational developments on the lake, including several which provide opportunities to the public. The following is a summary of the recreational facilities, both public and private, available on or near Lake Tapps.

North Lake Tapps County Park and Marina (Public)

North Lake Tapps Park is a gated, 80-acre facility with 7,000 lineal feet of shoreline along Lake Tapps managed by a year-round, on-site manager. The park is located on the northeastern edge of the main body of the lake. Facilities at this park include a boat launch, small docks, swimming area, picnic area, and separate parking lots for the boat launch and the day use parking lot. Hours of operation at the park are October 1st through March 31st from 7:30 a.m. to 4:00 p.m. and April 1st through September 30th from 7:30 a.m. to 8:00 p.m. There is a seasonal gatekeeper on duty from 9:30 a.m. to 7:00 p.m. weekdays and 7:30 a.m. to 7:00 p.m. on weekends.

Park attendance has increased steadily and significantly over the last several decades with current attendance estimated at 250,000 people per year. On a busy summer day the park can experience an average of 1,800 people and a maximum of 56 boats on the lake coming from the park. In 2000, the Pierce County Council removed the parking fee for Lake Tapps Park through Ordinance No. 2000-104. In 2003, the Parks and Recreation Department had to close the

gate over 20 times because the park had reached maximum capacity. Also, while a gatekeeper was on duty (128 days) approximately 4,050 individually paid launches and another 1,800 pass entries were recorded. The total number of average boat launches per day in 2003 is estimated at 45. During years when there was a parking and boat launch fee at the park, capacity was only reached 2 to 3 times per year. There are 291 total parking spaces within the park; 228 parking stalls for cars (5 disabled) and 56 for boat trailers (2 disabled).

Despite the large numbers of visitors, recent park improvements to eliminate double parking and parking on grass, create larger boat trailer spaces, and construct road roundabouts has resulted in the reduction of 32 parking units from what was available in previous years. These improvements deviated from the original planned improvements, which called for removing spoils from the lake and increasing the park land mass projected to further increase capacity. That plan was abandoned because of money and environmental mitigation requirements. At this time, no other capital improvements to the County park are scheduled nor are there any future improvements identified in the current 20-year Capital Facilities Plan.

In July 2004, the County Council adopted Resolution 2004-49, which established new parking and boat launch fees for North Lake Tapps Park. The parking fee is \$7.00 per vehicle or motorcycle and the launch fee is \$10.00. Discounts on daily fees are offered for seniors and disabled veterans. Annual parking/launch passes are available for \$75.00 in 2004. After 2004, Pierce County resident parking/launch passes will be \$75.00 and \$150.00 charged for non-resident parking/launch passes. There is a special event fee of \$500.00 per event. The new parking and boat launch fees are anticipated to generate about \$90,000-100,000 per year, with a large portion of this revenue going to the Sheriff's Department and the remaining amount to the Parks Department. The intent is for the fees collected to be utilized for operational costs at North Lake Tapps Park.

The Pierce County Sheriff's Department provides enforcement services to the North Lake Tapps Park. See the Law Enforcement and Safety section for more details.

Bonney Lake City Park (Public)

The Bonney Lake City Park, referred to as Allan Yorke Park, is a 32-acre facility with 600 lineal feet of lake shoreline located at the southern end of the Lake Tapps. The park provides swimming, a boat launch, picnic areas and shelters, walking paths, and areas for field and court games. This park has two main arterials running through it, thus people pretty much come and go with no specific count of attendance.

The boat launch at Allan Yorke Park is not gated. Boaters may launch 24 hours a day, seven days a week. During the summer, there is a City of Bonney Lake Parks Department employee assigned to collect launch fees. The Parks

Department employee is usually present until 5-6 pm. Capacity of launches is usually determined by parking capacity. When trailer parking is full the launch is closed, which has happened on numerous occasions. The park experiences a sharp increase in boat launches once the County park reaches capacity. In addition, there has been a marked increase in city park patrons since the County reinstated a parking fee for vehicles at North Lake Tapps County Park. There are usually about 40 launches on a busy weekend day and, depending on parking, weather, and the turn around in the trailer parking area, it could be up to 60 launches in a day. On weekdays, it's pretty unusual to have more than 10 launches.

There is no charge for parking at Allan Yorke Park. The boat launch fee was \$10 in 2004 and there has been discussion about raising this fee to \$12.00 in 2005.

Tapps Island Golf Course (Public)

Tapps Island Golf Course is a 9-hole public golf course facility located on Tapps Island. The golf course was opened for play in April, 1977.

Puget Sound Energy Company Park (Private)

The Puget Sound Energy Company Park (PSE Park) is a gated park, managed by a year-round, on-site manager, located adjacent to North Lake Tapps County Park and Marina in the northeastern part of Lake Tapps. The PSE Park is approximately 40 acres in size and has about 4,500 lineal feet of shoreline along Lake Tapps. In 1994, a separate access road to the PSE Park was constructed to prevent unauthorized users entering the PSE Park and non-payment of North Lake Tapps County Park and Marina fees. The PSE Park is only utilized for company employees, retirees, and company functions, and contains 18 cabins, two camping areas with 40 campsites, picnic shelters and tables, play areas, a swimming beach, a boat launch, and four docks.

The park is open in the summer season one week before Memorial Day through the middle of September (typically May 24 through September 12). The facility is completely closed October 1st to one week prior to Memorial Day. During the summer season, the park is open 5:00 a.m. to 11:00 p.m. to both active and retired PSE employees, as well as retired Puget Sound Power & Light (PSPL) and Washington Natural Gas (WNG) employees and their guests. Cabins are assigned through a lottery system and camp sites are available on a first come, first served basis. In 1999, approximately 27,345 people visited the park with an average day use (Monday - Sunday) of 115 people per day. By 2003, with the merger of PSE and WNG, these numbers had increased to about 45,500 visitors with an average day use (Monday - Sunday) of 125 people. There are 25 boat trailer parking spaces and an average of 10 boats per day launch from this facility.

PSE provides private parking, private boat trailer parking, signage, lighting, power supply, private storage and a private boat dock for the Pierce County

Sheriff's Department (PCSD)-Marine Services Unit and all PCSD equipment is in a locked, secure facility. The PCSD leaves their boat in the water for most of the season for emergency response in the evening hours. PCSD uses the facility almost daily; they also have marine training here on occasions. In addition, the Auburn Fire Department-Special Operations and Dive Team conduct yearly training and refreshers at the PSE park facility. Training includes maneuvering around stumps and snags, which remain on the lake bottom as a result of the creation of the reservoir.

Community Parks (Private)

There are nine gated, private homeowner association parks, totaling over 80 acres, located on or near the shoreline of Lake Tapps. Community organizations established by Lake Tapps Development (LTD) manage these parks. The level of development varies somewhat among these parks, but all provide some degree of swimming, boating, and other day use activities. Six of the parks have boat ramps that provide water access for members. The Church Lake Homeowner Association offers two parks, each having its own boat ramp.

Public Involvement

Public involvement is an essential component in the development of an effective boat management plan. Input from the public provides unique insights into the problems and assets, related to recreational activities on the lake and creates awareness of and involvement in the planning process. Identifying the needs and desires of citizens, businesses and recreational providers allows for more clearly defined plan issues and recommendations and strengthens the overall effectiveness of a boat management plan. The Lake Tapps Boat Management Plan (LTBMP) Team utilized several public involvement methods in the development of the plan.

Citizens Advisory Committee - Lake Tapps Boat Management Plan Team

The development of the LTBMP could not have been accomplished without the LTBMP Team. Appointed through Resolution 2004-91, this ad-hoc citizen's advisory committee consisted of 15 members representing a variety of interests and geographic locations both within and outside the plan area. This group was charged with the task of developing a boat management plan for Lake Tapps and funding strategy for ensuring safe boating activity and protecting the long-term recreational use of Lake Tapps. The LTBMP Team conducted a series of meetings, generally held at the City of Bonney Lake



December 2004 Public Workshop

Public Safety Building, starting in July 2004 and continuing through March 2005. Over 35 public meetings were held during this time period.

Public Workshop

On December 1, 2004 the LT BMP Team held a public workshop at Sumner High School's Performing Arts Center. This workshop was used to provide information to the general public on the issues surrounding boating activity on Lake Tapps and gave the public an opportunity to provide valuable input into the development of the boat management plan recommendations. Approximately 125 members of the community attended the workshop and offered feedback and some suggestions in addressing boating safety on Lake Tapps. See Appendix A for a summary of the survey results.

Individual Notification to Property Owners in the Lake Ridge Cove and the Channels between Lake Ridge Addition and Deer Island and Deer Island and Island 21

On February 8, 2005 a letter was mailed out to the waterfront property owners who live in the Lake Ridge Cove and the channels between Lake Ridge Addition and Deer Island and Deer Island and Island 21. The letter was a notification that the LT BMP team was reviewing the current waterski exemption to the 5 mile per hour speed limit requirement for possible elimination or modification and solicitation for their input on this issue. The LT BMP team received many emails, letters and telephone calls from interested residents with their comments and suggestions on this issue. Most of these comments reflected a desire to retain the current speed limit exemption as is and utilize some method (decals or flags) to identify the vessels that belong to the homeowners whom the exemption applies to or to institute certain hours when this exemption would apply. A few comments supported elimination of this exemption and cited safety and property damage as their primary concerns.

Pierce County Boating Advisory Commission

The Pierce County Boating Advisory Commission (BAC) reviewed the draft final plan at their public meeting held on February 17, 2005. The BAC discussed the plan and issues contained therein but offered no formal recommendations to the LT BMP team. The final plan and proposed regulation changes will be transmitted to the BAC for their consideration and opportunity for separate recommendations to the County Council.

Lake Tapps Community Council

The Lake Tapps Community Council (LTCC) is the outgrowth of the original Lake Tapps Community working group and is comprised of the following organizations:

- ó The Friends of Lake Tapps
- ó The Save Lake Tapps Coalition
- ó Church Lake Maintenance Association
- ó Driftwood Point Maintenance Company
- ó Inlet Island Maintenance Company

- ó Snag Island Maintenance Association
- ó Tacoma Point Improvement Club
- ó Tapps Island Association
- ó West Tapps Maintenance Company

On February 23, 2005, the LTCC reviewed the draft final plan and offered some suggestions for amendments. The LTCC commented that the rafting recommendation may not address the problem fully as it still allows partiers to congregate and float near each other. They also thought the recommendation to charge a walk-in fee at the Pierce County park should be eliminated. Finally, the group thought that a more permanent oversight committee should be formed to continue to monitor the boating situation on Lake Tapps (i.e., they felt uncomfortable dissolving the LTBMP team).

SAFETY AND LAW ENFORCEMENT

Boating Safety, Injuries and Accidents

Recreational Boating Safety in Washington State

Washington State experiences many boating accidents per year. Actual reported incidents from the time period of 1985 to 2002 are 1,056 boating accidents and 526 boating fatalities. The U.S. Coast Guard estimates that fewer than 10% of boating accidents are reported, thus the number of actual accidents for the same time period could be as high as 10,000.¹ Analysis of accident reports indicates that 87% of boaters who were involved in an accident had not completed a boater safety education class or had no formal exposure to boating safety education and 96% of victims of boating fatalities did not have any boating safety education.

During the time period of 1975 through 1984, Washington averaged 163 boating accidents and 34 boating related fatalities per year. In 1985, Washington State began administering a recreational boating safety program, which includes boating accident reporting, safety education, enforcement of boating laws, boat registration, and placement and maintenance of aids to navigation. From 1985 through 2001, the average number of boating accidents decreased to 150 and boating related fatalities per year decreased to 30. It is interesting to note that since administration of the State's recreational boating safety program began the number of accidents and fatalities has decreased despite the fact that the State's population dramatically increased during this same time period.

Even though improvements have occurred over the years, there is still a concern that some boaters do not understand or pay attention to basic right-of-way conventions or, worse, demonstrate a lack of courtesy toward other boaters. In response to this perception, the State Legislature passed SB 5898 in the 2003 legislative session, which directed the Washington State Parks and Recreation Commission (State Parks) to review recreational boating safety accidents and suggest ways in which accidents, fatalities, and near misses could be further reduced. The bill also directed State Parks to consider mandatory boater education and the need for Homeland Security precautions for boaters.

In December 2003, State Parks released a report titled "Recreational Boating Safety in Washington: A Report on Methods to Achieve Safer Boating Practices." This report provides a summary of the review process and statistics used in the analysis and offers a set of conclusions and recommendations (shown with an arrowed indent) to help increase boater safety including:

¹ Washington State Parks and Recreation Commission - Boating Programs. "Recreational Boating Safety in Washington: A Report on Methods to Achieve Safer Boating Practices." December 31, 2003.

- ó **Conclusions 1, 2 & 3:** The number of boating accidents in Washington State is too high and other states have shown a reduction in serious accidents through the use of mandatory boating safety education. Most accidents and fatalities (94%) involve motor-driven boats with motors of 10 hp or more.
 - ⇒ Continue the statewide boating safety education and information program targeting certain types of boating activities as analysis of accident report data suggests.
 - ⇒ Make completing and passing a course on boat safety a requirement for most recreational boaters in Washington. Recommend to the State Legislature key elements of mandatory boating safety education programs.
 - ⇒ Make boating safety education mandatory for all operators of motor driven vessels of 10 hp or more.
- ó **Conclusion 4:** Over forty percent (40%) of boating fatalities occur in non-powered boats.
 - ⇒ Give canoeing and kayaking organizations up to six years to find ways of reducing fatalities among this segment of the boating public. If at the end of six years no reduction in the fatality rate of manually powered boaters has occurred, recommend that this group of boaters also be required to take safety education classes.
- ó **Conclusion 5:** Law enforcement visibility on the water contributes to safer boating practices.
 - ⇒ Increase law enforcement presence on the water. Seek methods to provide additional financial support for this increased presence.
- ó **Conclusion 6:** Boaters can contribute to Homeland Security.
 - ⇒ Ensure up-to-date information on Homeland Security is available to boaters through boating safety publications, media releases, etc.

One of the outcomes of this report was the formation of a group called Washington Alliance for Mandatory Boating Education (WAMBE), whose mission is to promote and enhance safe and enjoyable water recreation by ensuring adoption of minimum boat operator education legislation in Washington. In the 2004 Washington State legislative session, WAMBE submitted proposed legislation to require mandatory boater education in Washington State. This proposed law was tabled in committee and never adopted. As of the date of the writing of this plan, it appears that WAMBE will be submitting a refined proposal to the Washington Legislature for consideration during the 2005 legislative session. A summary of this proposed legislation is provided in Appendix B.

Injuries and Accidents on Lake Tapps

Table 1 Water Related Reported Incidents provides a breakdown of law enforcement and fire and rescue responses on Lake Tapps for the years 2003 and 2004. When possible, this table indicates when accidents or injuries are related to rafting activities, carbon monoxide (CO) poisoning, alcohol, or speed of boats.

TABLE 1. WATER RELATED REPORTED INCIDENTS ON LAKE TAPPS FOR 2003 AND 2004							
Date	Day of Week	Time	Description of Incident	Speed Related	CO Related	Rafting Related	Alcohol Related
2003							
6/06/03	Friday	1600 (4:00 pm)	Drowning	N/A			
6/06/03	Friday	2351 (11:51 pm)	Boat vs. dock	22 mph			
6/26/03	Thursday	2026 (10:26 pm)	Intoxicated male	N/A	N/A	N/A	Yes
7/20/03	Sunday	1620 (4:20 pm)	Fell off personal watercraft	Unknown			
7/29/03	Tuesday	1936 (7:36 pm)	Boat vs. boat	Unknown			
8/03/03	Sunday	0331 (3:31 am)	Drowning	N/A	Yes	No	Yes
1/12/03		0911 (9:11 am)	Kayak accident	N/A			
2004							
4/25/04	Sunday	0346 (3:46 am)	boat hit a log boom	Yes			Yes
4/30/04	Friday	2000 (8:00 pm)	boat capsized				
5/14/04	Friday	1851 (6:51 pm)	wake boarding accident	Unknown			
6/18/04	Friday	1848 (6:48 pm)	boat accident	Unknown			
7/03/04	Saturday	1235 (12:35 pm)	PWC accident w/injury	Yes	No	No	Unknown
7/03/04	Saturday	1508 (3:08 pm)	Noise complaint issued	No	No	Yes	Yes
7/04/04	Sunday	1618 (4:18 pm)	wake boarding	Unknown			
7/04/04	Sunday	1742 (5:42 pm)	injured on boat	N/A			
7/04/04	Sunday	2327 (11:37 pm)	Hit & run	Yes	No	No	Unknown
7/13/04	Tuesday	1022 (10:22 am)	Drowning	N/A			
7/24/04	Saturday	1725 (5:25 pm)	PWC vs. swimmer/citation	Yes	No	No	Unknown
7/25/04	Sunday	2201 (10:01 pm)	boat vs. inner tube	Unknown			
7/31/04	Saturday	2100 (10:00 pm)	Reckless operation/arrest	Yes	No	No	Unknown
8/01/04	Sunday	1232 (12:32 pm)	wake boarding	Unknown			
8/08/04	Monday	1439 (2:39 pm)	PWC accident/injury	Yes	No	No	No
8/09/4	Tuesday	1626 (4:26 pm)	Accident/non-injury	Unknown	No	No	Unknown
8/14/04	Saturday	2240 (10:40 pm)	boat vs. causeway	Yes			Yes
8/18/04	Wednesday	2303 (11:03 pm)	boat vs. boat	Yes			Yes

The Water Related Incidents report for 2003 and 2004 indicates only three accidents occurred before 4:00 p.m. in the evening and 15 (about 83%) occurred after 4:00 p.m. Most accidents occurred between 4:00 and 6:00 p.m. It is also important to note only a very small percentage (US Coast Guard estimates 10%) of accidents are actually reported and only accidents that result in injuries or \$500.00 or more in damage need to be reported by law.

Boating Safety and the Consumption of Alcoholic Beverages

While the primary factors in boating accidents are lack of operator education or careless/reckless, operation some accidents are caused by alcohol impaired drivers and occupants. Use of alcohol can result in poor judgment, slowed reflexes, inattentiveness, and other altered responses which can lead to accidents and injuries.

Pierce County Code 8.88 Watercraft Regulations prohibits the operation of a vessel while under the influence of alcohol (Boating Under the Influence - BUI). While it is illegal to operate a boat while under the influence of alcohol it is not illegal to have open containers of alcohol within a boat that is underway. However, there is a State law (RCW 46.61.519) that prohibits any drinking or open container of alcoholic beverages in a vehicle on a highway but this currently does not address vessels on the water.

Safe Operation of Boats and Personal Watercraft

In some cases, operating a boat or personal watercraft on water is different than operating a vehicle on land. Not only does the type of equipment needed vary but the rules of safe operating procedures do as well. Boaters who do not understand these safety needs and procedures are at risk of incurring accidents or injury (or worse) for themselves as well as others who may be traveling with them or recreating in the same vicinity. To safely operate a boat the boater should have knowledge of the following:

- ó Rules of the water right-of-way (which direction is appropriate for traveling and passing);
- ó Navigation aids (road signs on the water);
- ó Characteristics of types of boats;
- ó Emergency procedures;
- ó Appropriate speeds for water/weather conditions; and
- ó Appropriate fueling procedures.

Carbon Monoxide (CO) Poisoning

Carbon monoxide (CO) is an odorless, colorless gas produced from the incomplete combustion of carbon-based fuels such as gasoline or wood. CO poisoning can occur in open-air environments in conjunction with boat exhaust. Recreational boaters are largely unaware of the dangers of open-air CO poisoning and the boat manufacturing industry has not provided adequate engineering or user notification to help solve this problem.

Although the introduction of the catalytic converter to automobiles reduced CO concentrations in automobile exhaust by >90%, emissions-control devices have not been introduced to the propulsion engines of recreational watercraft vessels. Ambient CO concentrations have been measured as high as 27,000 parts per million (ppm) in the stern of boats involved in CO poisoning fatalities. The World Health Organization has set a cap of exposure limit at 87 ppm during a 15 minute interval. There have been documented instances where individuals have reached a CO exposure level that can cause unconsciousness in less than one minute. From 1990 through 2002, compiled statistics² indicate 17 fatalities and 37 nonfatal poisonings on U.S. waters resulting from CO poisoning. While many of the poisoning victims were exposed on or near the swim platform, several fatalities also occurred among persons seated in the stern of the boat. Dramatic as these statistics are, they probably greatly under represent the actual number of drowning accidents resulting from CO poisoning as most drowning victims are not tested for CO levels. The National Institute of Occupational Safety and Health (NIOSH) maintains a website with information on boats and CO poisoning.

In August 2003, a Sumner High School graduate drowned in Lake Tapps just 20 feet from the dock in a private cove³. Her family learned that she had died of CO poisoning produced by the exhaust of a nearby idling boat. To increase public awareness of this dangerous problem, signs have been installed at the City of Bonney Lake Allan Yorke Park which warns swimmers and boaters of the dangers of CO poisoning. In addition, on Memorial Day 2005, East Pierce Fire & Rescue (EPF&R) in conjunction with Mary Bridge Children's Hospital will be providing public education regarding CO levels on boats at the Pierce County Park. They are hoping to make this area a pilot project and are working on putting up signs at all the parks warning of the potential for CO poisoning on or near boats.

Law Enforcement and Fire and Rescue Services

Pierce County Sheriff's Department

Area of Coverage

Pierce County has 361 lakes of one acre or more in size and approximately 101 square miles of salt water area. The Pierce County Sheriff's Department (PCSD) Marine Services Unit (MSU) provides law enforcement services to these water bodies and also has responsibility for the rivers in Pierce County such as the Puyallup, Carbon, Stuck and White.

² Case listing compiled by an interagency working group consisting of the U.S. Department of the Interior, National Park Service, CDC's National Institute for Occupational Safety and Health, and the U.S. Coast Guard.

³ The Enumclaw Courier-Herald, "Sign warns of carbon monoxide danger". September 15, 2004.

Staffing - General

The PCSD-MSU currently has 20 authorized deputies who fill these positions as an extra duty assignment, which is considered a part-time assignment. Each deputy has a primary duty assignment (Patrol, Traffic, Civil, Community Support Team, etc.) and performs MSU duties when time allows during normal work hours or on overtime. If an emergency call comes in, deputies will leave their primary duty assignment to respond if on duty. If not enough deputies are on duty to respond to the emergency then others will be called out from home. Routine patrols for the bodies of water in Pierce County are scheduled to be performed on overtime. Staffing levels in the PCSD do not allow for deputies to be pulled from their primary duty assignment to perform routine patrols of the waters on straight time. The limited MSU budget cannot support a full time unit and provide the same level of service across the County. When the School Resource Officers (SROs) come out of the schools for the summer they are assigned to patrol. During this period, an MSU deputy has been assigned to work MSU full time during the week for the past few summers.

In addition to the MSU, the PCSD maintains a Dive Team, composed of specially trained deputies, which respond to drowning accidents in lakes. The Dive Team makes every effort to provide recovery as quickly as possible. Recovery efforts in Lake Tapps can be very treacherous and complicated because of low visibility (only about 6-24 inches) and a lake bottom that is littered with logs, tree stumps, piles of brush, and junk.



PCSD Dive Team practice on Lake Tapps

Most agencies in Washington State have boating programs structured similar to the PCSD-MSU, providing coverage using extra duty assignments. Some jurisdictions assign an officer full time during the summer as the PCSD does when the SROs come out of the schools. There are three known full time programs; Seattle Police Department (22+ officers providing 24/7 coverage), Clark County Sheriff's Office (up to 2 deputies) and King County Sheriff's Department (up to 8 deputies). However, in the recent past Clark County and King County cut back and the current status is unknown at this time. Few agencies have either the number or acreage of water bodies that Pierce County has responsibility for. Most have one or two small lakes so they are able to more easily focus their attention on the activities on their waters. Even so, they face the same problems on their waters as the PCSD-MSU with an increasing number of users and inappropriate operation of vessels.

Staffing on Lake Tapps

On average Pierce County provides about 485 employee hours of PCSD-MSU coverage on Lake Tapps per year. With two deputies per boat this equates to approximately 242 patrol hours. Scheduled hours of patrol on Lake Tapps are

flexible and an attempt is made to keep them somewhat varied. However, most of the activity occurs during the middle of the day so those hours are targeted for patrol. Shifts typically will not start before 10:00 a.m. and usually end by 9:00 p.m. Some shifts are specifically scheduled to be out until at least 10:00 p.m. or later.

Funding

Two primary sources of revenue, County and State, fund PCSD-MSU operations. In addition, small amounts of revenue are generated from citations and receipted into the General Fund. The County budget monies come from the County's General Fund, as allocated by the Council. The State monies come from revenues generated by vessel owners paying their annual registration. There is a base registration fee of \$10.50 for each registered vessel. The first \$1.1 million in registration fees collected by the State goes to the State's general fund. Any additional monies are allocated to approved boating programs based on the percentage of registered vessels in that county.

WAC 352-65-040 establishes minimum standards for boating safety program approval and thus the ability to receive State funds for the program. Assigned boating safety program personnel must complete the 40 hour Washington State Parks Basic Marine Law Enforcement Academy within one year of being assigned and they must be commissioned to enforce all boating laws and regulations. State Parks will only allow commissioned reserves and full time officers in the basic marine law enforcement academy. Full time officers have priority over reserves. Pierce County's policy on boating safety volunteers is that they be trained and commissioned as a reserve, complete the state basic marine law enforcement academy, attend regular Marine Services Unit training and use only Sheriff's Department vessels. To become a Reserve with the Pierce County Sheriff's Department a candidate must go through similar pre-employment screening that a candidate for Deputy Sheriff would. This includes an oral board, medical examination, background check, criminal history check, credit check, polygraph exam, psychological evaluation, have a high school diploma or GED, be drug free and hold a valid Washington State drivers license. There is no Civil Service written exam. Once selected, the candidate must successfully complete a 220 hour Reserve academy, which takes about 6 months to complete by attending classes one weekday evening a week and all day on Saturdays. They then go through a Field Training Officer program. Reserves are required to work a minimum of two shifts a month and attend the monthly general meeting.

The State money is required to go into a dedicated account and can only be spent on boating safety program expenses such as equipment, supplies, repairs and maintenance, insurance, moorage, fuel, wages and benefits, and other expenses that directly support the boating safety program. The PCSD distributes some of the State monies collected for Pierce County to the cities of Bonney Lake and Gig Harbor. And starting in 2005, the County will also distribute monies to the Cities of Lakewood and Tacoma, once they initiate approved

boating programs. Table 2 provides an overview of the PCSD-MSU budget for the years 2002 through 2004:

Budget year	County Money	State Money	Total
2002	\$43,620	\$170,150 ¹	\$213,770
2003	\$35,630	\$185,000 ^{1, 2}	\$220,630
2004	\$35,640	\$182,000 ¹	\$217,640

¹ Does not include monies distributed to Bonney Lake and Gig Harbor.

² Does not include expenditure for major overhaul of Reliance drive system.

The monies that are collected from North Lake Tapps Park parking fees will be divided between the PCSD and the Pierce County Parks and Recreation Department. The tentative agreement at this time is that 25% of the monies collected at North Lake Tapps Park will be dedicated for maintenance and upkeep of the park. The Sheriff's Department will have access to up to 75%. As the Sheriff's Department incurs expenses related to enforcement within the park they may request reimbursement up to that 75% figure. At this time, these revenues are not used for patrols on the lake.

Facilities and Equipment

The PCSD owns the vessels listed in Table 3. Some are used for routine patrol while a couple of them have specific rescue applications. The 19' RAIV is primarily used on Lake Tapps and occasionally a second or third boat is brought to the lake for a shift. Additionally, the PCSD is usually granted two loaner personal watercraft from local dealers. A private facility for housing PCSD-MSU equipment for Lake Tapps is provided at the Puget Sound Energy Employee Park.

Year	Make	Model	Power
1989	Almar	17' Sounder	150 hp Mercury O/B
1991	Almar	16' Patrol/Rescue	90 hp Mariner Jet O/B
1992	Zodiac	20' RIB	175 hp Mercury O/B
1995	Yamaha	Wave Venture PWC	Jet
1995	Almar	32'	Twin 315 Cummins Diesel I/O
1995	Almar	18' RAIV	150 hp Mercury O/B
1997	Duroboat	15' Skiff	25 hp Yamaha O/B
1998	Almar	19' RAIV	200 hp Mercury O/B
2000	Zodiac	16' F470	55 hp RescuePro O/B

Citations

Citations issued by the PCSD-MSU on Lake Tapps are typically for registration violations, missing required equipment (e.g., Personal Flootation Devices, extinguishers, mufflers, etc.), and for operation violations such as speed too close to shore/docks/bridges, direction of travel, no waterskier observer, underage operator, allowing person underage to operate vessel, improper waterskiing in the channels, negligent operation, reckless operation and BUI. Pierce County staff conducted an analysis of PCSD vessel safety inspection stops on Lake Tapps during 2002 and 2003. The analysis indicates that the majority of stops were made for boat owners who do not live within one of the Lake Tapps homeowners associations (between 76% in 2002 and 78% in 2003). Approximately 16 to 17% of the stops made involved Lake Tapps waterfront homeowners. Table 4 provides a breakdown of the analysis results.

TABLE 4. NUMBER OF LAW ENFORCEMENT VESSEL SAFETY INSPECTION STOPS ON LAKE TAPPS BY RESIDENCE LOCATION FOR 2002 AND 2003		
Residence Location	Year 2002	Year 2003
Waterfront Homeowners	37 (17%)	45 (16%)
Lake Tapps homeowners associations (non-waterfront homes)	16 (7%)	17 (6%)
Outside Lake Tapps homeowners associations	165 (76%)	221 (78%)
Total	218	283

City of Bonney Lake Police Department

Area of Coverage

The City of Bonney Lake Police Department (BLPD) Marine Services Unit (MSU) patrol area is geographically defined as south and east of the north ends of Interlake Islands and Inlet Island.

Staffing

The BLPD-MSU does not have any assigned full-time officers but instead operates on an overtime only basis. Currently, there are six police officers and one sergeant who are actively involved in the BLPD-MSU. These officers conduct MSU functions on their off-duty time as staffing, weather, activity on Lake Tapps as personal time allows. The BLPD-MSU's emphasis is on patrolling on warm weekend days, when there is usually a considerable amount of activity on the lake. Normal patrol hours on weekends are 12:00 pm to 7:00 pm. Night operations are conducted upon occasion. The BLPD-MSU is available to assist PCSD when requested. It should be noted that a recently completed performance audit of the Bonney Lake Police Department has suggested elimination of the MSU and replacement with a volunteer system.

Funding

In 2003, the total budget for this unit was \$16,170.00, which dropped to \$15,300.00 in 2004. The majority of this funding comes from vessel registration

fees (collected and disbursed by Pierce County) and boat launch revenues. These funds pay for personnel salaries, uniforms, supplies, repairs and training expenses.

Facilities and Equipment

The BLPD-MSU operates a 21-foot Boston Whaler patrol vessel on the southern end of Lake Tapps. There is no permanent public facility for this patrol vessel, which is moored at a private dock.

East Pierce Fire and Rescue Department

Staffing

The East Pierce Fire and Rescue (EPF&R) maintains a Dive Team consisting of nine divers, both career and volunteer firefighters. All divers hold the minimum of Open Water, Dive Rescue 1 and EMT Certification. The unit trains regularly in Puget Sound, Lake Tapps, and surrounding lakes and ponds. Other department members are trained to serve in dive support, receiving annual water safety training. Many serve in specialties such as surface rescue specialists, boat operators, shore hands, and diver tenders. The addition of the Tri-District partnership with Pierce County Fire Districts 12 and 20 has placed other interested firefighters in training to become members of the Dive Team. The unit serves primarily as rescue divers and supports the PCSD Dive Team in recovery operations. EPF&R assist local fire and police departments through mutual aid agreements.

Funding

In the 2004 annual budget, over \$17,000 was dedicated to the water safety program for equipment purchase as well as dive physicals, training, repair, maintenance, etc. Funding team members is provided for out of annual budget salaries and overtime expenditures. General tax revenues and no additional funding (other than \$1,485 from Pierce County for providing fire protection and basic life support for the County Park) support the program.

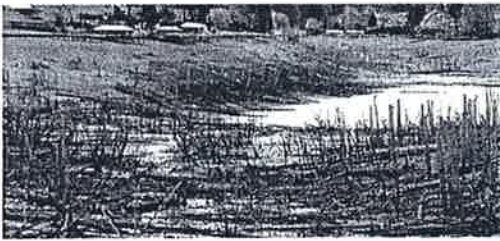
Facilities and Equipment

There is not a full-time, 24-hour-a-day crew dedicated specifically to water rescue incidents. Station 4-6, located on the northwest part of Lake Tapps, is an un-staffed station that houses the water rescue facility. This facility houses a 27-foot octopon vessel named the "Osprey" (Marine 4-6). Built in 1989, the station's purpose is to house the Osprey and water rescue equipment. Personnel from Station 4-6, a staffed station located less than a half mile away, respond to this station and launch Marine 4-6 to all water rescue incidents on Lake Tapps. Also, Station 4-1, another staffed station in the City of Bonney Lake, houses an inflatable "Avon" type pontoon boat with a small outboard for other responses as needed. In addition, other stations and personnel are dispatched as needed.

Public Education and Outreach

Preventing and preparing the public for water emergencies is an important part of the EPF&R Public Education Program (ongoing CPR classes reaching approximately 2,000 persons annually, as well as the annual “Stay on Top of the Water” program, which is taught to junior high school students in the White River and Sumner School Districts). These classes, taught by Dive Team members, reach over 500 students annually and are critical to water safety. EPF&R are also partners in a life jacket loaner program and life jackets are available at Station 4-1 in Bonney Lake and at the Pierce County Park marina.

Hazardous Conditions in Lake Tapps



Lake Tapps lake bottom snags

Because Lake Tapps was originally four separate lakes, the current lake bottom is riddled with tree stumps, piles of brush and snags in the lake bottom, and floating debris in the water. This condition can cause boating navigation issues and, as described above, complicate rescue and recovery operations on the lake.

Unfortunately, marking hazardous locations around the lake serves to increase liability and therefore is not currently being practiced. However, in the past, the PCSD has towed floating debris such as logs and brush over to the Pierce County Park, with disposal services provided by the Pierce County Public Works Department. In addition, the agreement between PSE and the Lake Tapps Community establishes a goal to create a community Lake Watch Program that identifies hazardous debris removal in Lake Tapps.

BOATING CAPACITY AND ACCESS

Boating Capacity and Overcrowding

Lake Tapps supports many enjoyable boating activities such as water skiing, sailing, and fishing. However, while this lake is an outstanding recreational resource, over the years overcrowding of motorized watercraft vessels on the lake has become an issue; especially on hot days in the summer months. This overcrowding problem has resulted in a decrease in the quality of life on and around the lake; based on anecdotal information gathered from lakefront homeowners and as identified in previous studies commissioned by Puget Power (Puget) and Puget Sound Energy (PSE).

Boating Use Studies

In October 1982, Puget conducted a study to determine the instantaneous peak boating use on Lake Tapps. This study indicated that on average about 400 boats (45% or higher motorized) could be expected on Lake Tapps at a given time on peak use days. Using the assumption that about eight percent (8%) of the lake's surface isn't suitable for boating, this corresponds to a space ratio of approximately six acres per boat. Furthermore, the majority of the boating activity (somewhere between 50 and 95%) originated from private homeowner association facilities or residential waterfront lots. At that time there were 941 permanent waterfront residences (63% of total 1,501 platted lots), 116 lots without residences, 982 total docks and boathouses, and 855 vessels (of all kinds) counted. Furthermore, it was determined that the majority of the boating activity fluctuates considerably. In the early morning hours and week days most boating activity originates from local lakefront and near lakefront homeowners (homeowner/improvement club or Lake Tapps subdivision members), while on weekends and evenings there is a significant increase in "off-lake" boaters. As a result of this data, Puget concluded that better planning should be utilized to avoid development of more facilities, such as boat ramps, which would further aggravate these conditions and additional measures should be implemented for regulation and management of boat access to the lake. This should be accomplished through development of a boat management plan for Lake Tapps that addressed these issues and also the issue of overuse in terms of safety and recreational quality/user satisfaction. The plan should give equal consideration to public and private recreational boating and evaluate the application of a zoning approach⁴ in managing overuse and user conflicts.

In 1992, Puget provided the Federal Energy Regulatory Commission (FERC) with an update on residential development but did not have any newer information on estimated boat use. The number of waterfront lots with

⁴ Titre, J., and K.C. Chilman. 1992. Coping with Problems of Overuse on Lakes. Recnotes. Vol. R-92-1. Natural Resource Research Program, Waterways Experiment Station, Corps of Engineers. February 1992.

residences had increased to 1,298 (approximately 78% of total 1,661 platted lots) and the number of vacant lots without residences was 363.

In May 1998, PSE conducted a boating resource survey and submitted this information to FERC. This survey indicated that the number of waterfront lots with residences had increased to a total of 1,572 (approximately 96% of total 1,622 platted lots) and the number of vacant lots without residences had dropped to 50. There were 48 boats counted on the lake and 1,292 boats on property for a total of 1,340 boats.

Over the 16-year time period between the 1982 and 1998 boat use surveys, the percentage of waterfront lots with residences along Lake Tapps increased 59% (941 to 1,572) and the total number of platted lots increased by 65% (1,057 to 1,622). The number of boats counted on the lake and adjacent to the lake from 1982 (855) to 1998 (1,340) increased by 63%. These statistics indicate a strong correlation between the number of residential houses and boats on the lake.

A more recent informal boat and shoreline survey was conducted on Lake Tapps on September 4 and 6, 2003. Two Lake Tapps residents circumnavigated the lake and all of its islands, coves, etc. and counted boats and related boating access facilities. Most boats and watercraft that were counted were in the water at dockside and some were located on the shore but were still visible from the water. The survey indicated that there were 1,620 docks; 180 boat ramps; two public parks; nine community parks; two airplanes; one golf course; 1,127 power boats; 791 personal watercraft (jet skis); 686 non-power boats; and 2,604 total watercraft. This survey indicates that the number of watercraft on the lake had increased by 1,264 (49%) from the 1998 inventory. The 2003 survey mainly counted resident watercraft, which may not adequately account for watercraft entering public and private boat launches. It should also be noted that the count was made after Labor Day, which historically has been the end of the summer "lake full" season and it was estimated that if the count had been made two or three weeks earlier there may have been up to 100 additional boats in the water.

In June 2002, a preliminary plat/shoreline substantial development permit was approved to allow 28 new single family lots (Fairweather Cove Estates) along Lake Tapps. A community dock (extending 40 feet long and 100 feet parallel to the shoreline) and six joint use docks for the 13 waterfront lots and the 15 non-waterfront lots was also approved in association with this new subdivision. Construction of these homes and docks will increase the total number of resident vessels.

Recreation Planning Standards for Boating

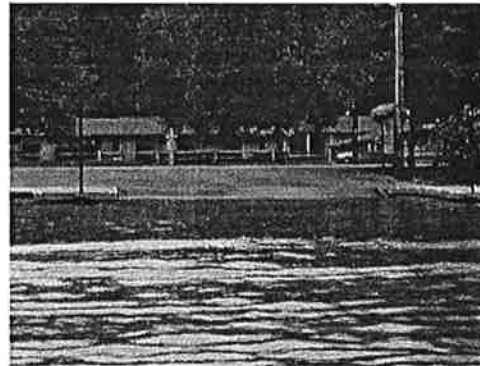
Recreation Planning Standards recommended for boating range from 1 to 20 acres per boat, with up to 40 acres per boat recommended for water skiing. Boating activity on Lake Tapps in 1982 was well in excess of the more limiting standards and very close to the more permissive standards. By 2003, the

number of watercraft on Lake Tapps may have exceeded the minimum recreation standard of one acre per boat.

Access to Lake Tapps

There are two public parks on Lake Tapps that have boat launch facilities. In addition, the Puget Sound Energy employee's park has one boat launch and there are six private homeowner association boat launches that allow non-lakefront resident members access to the lake (see Introduction Chapter for details). The 2003 informal shoreline survey, discussed above, identified 180 private individual boat ramps that access Lake Tapps.

Lake access at the two public parks is mostly controlled through the number of boat trailer parking spaces available. The Pierce County Park has 56 boat trailer parking spaces. When this park reaches parking capacity the main gates are closed and no additional vehicles are allowed entrance into the park to launch. The City of Bonney Lake Allan Yorke Park parking lot is gravel and there is no defined number of boat trailer parking stalls. When parking capacity at this park is reached City of Bonney Lake residents who have purchased annual boat launch passes are still allowed to launch their boats when they park their boat trailers at another location. Other individuals are denied access to launch once the parking lot is full. However, the Allan Yorke Park launch is not gated and an attendant is only on duty until 5-6 p.m., so unrestricted boat launching may occur after attendant hours.



Allan Yorke Park Boat Ramp

There is some concern that unauthorized individuals are accessing Lake Tapps through homeowner association launches and private individual launches. All of the homeowner launches are secured with either a gate or a chain with a lock. The associations are aware that keys to these locks have been distributed to people who do not live within the homeowner association subdivisions and efforts are being made to try to curtail this situation. There have also been incidents of unauthorized individuals accessing the lake through private resident ramps and along undeveloped causeways and dikes.

QUALITY OF LIFE

Rafting

Over the last several years a new phenomenon has occurred on Lake Tapps. Groups of boats are tied together in large rafting parties. These rafting parties usually occur in the cove areas of the lake, sometimes as close as 10 or 15 feet from homeowner's docks. In the summer of 2004, the rafting/party boats in some coves often exceeded 100 boats at one time.



Rafting activity on Lake Tapps

Unfortunately, the boaters and occupants in these rafting parties are often engaged in illegal (drug use), immoral (live sex acts, nudity, urinating into the lake, etc.) and environmentally destructive behavior (throwing objects out of boats into the lake). In addition, noise from radios and bullhorns (used to communicate between the boats) is often loud enough to negatively impact lakefront properties. Alcohol use and misuse is also a factor.

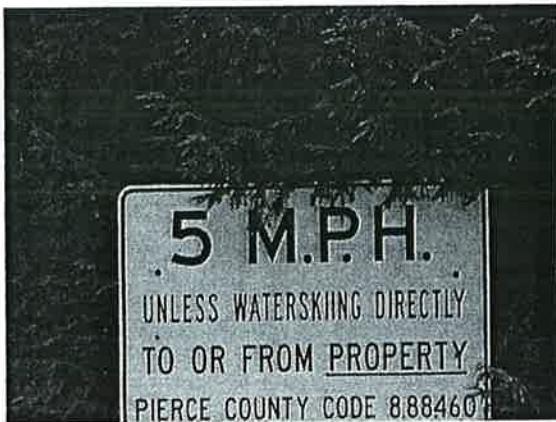
Rafting party activity has also increased on other lakes around the nation and become a serious problem. For example, Lake Havasu (a man-made lake just down stream from Lake Mead that crosses Arizona and into California) began to experience the party coves/boats rafting together about four or five years ago. At first they thought it was great, with an influx of boaters, more people buying more goods, more income, etc. Then these activities grew troublesome with increased noise levels, rowdiness, drunkenness, and blocking other tourists from certain parts of lake. Eventually, the situation got beyond fun and party; drunken fights broke out and the need for law enforcement and emergency response services increased to handle the conflicts and injuries. Finally, "drug traffickers" moved in and the rowdiness and fighting got so bad that three murders occurred. To help solve this situation, the local residents banded together with a judge and police to increase law enforcement and levy heavy fines and/or make arrests. Some boats were towed and they even confiscated a few boats, trailers and cars. It took two boating seasons to get the situation under control.

Because of safety issues regarding the fire department's rescue vessel being blocked in and its path impeded by congregating boats, Pierce County enacted an ordinance in 2002 prohibiting the congregation of boats within 1,000 feet of the fire district emergency boat launch located in the Lake Ridge-Deer Island Cove (which in effect was the entire cove). This eliminated rafting in the "old

party cove” but served to disperse the activity to other coves around the lake. It is currently not illegal for boats to raft together in any other portion of Lake Tapps and law enforcement agents do not have the right to randomly pull over boats and search them for alcohol and drugs.

Speed of Vessels and Wake Generation

Wake generation is when a vessel travels at a speed that is great enough to cause a wave to move out from the boat in either direction. Some wakes are large enough to cause damage to docks, vessels moored at docks and swimmers (especially children).



Waterskiing Exemption Sign at entrance to Lake Ridge Cove

To address the issue of wake, the Pierce County Watercraft Regulations (PCC 8.88.150) prohibits the operation of a vessel at a rate of speed that produces a damaging wake and establishes a five mile per hour (mph) speed limit within 200 feet of any shore, dock, bridge, or public swimming area, or within 100 feet of swimmers or of any vessel, or within 300 feet of any public boat launch [fresh water]. PCC 8.88.151 contains similar requirements for salt waters.

However, the Pierce County Watercraft Regulations (PCC 8.88.460.B) contain an exemption from the five mph speed limit on Lake Tapps for waterskiing activity in the Lake Ridge Cove and the channels between Lake Ridge Addition and Deer Island and Deer Island and Island 21. Over the years this exemption has been abused by people who don't adhere to the requirements outlined in the exemption and injuries, and damage to property has resulted.

In addition, a new water sport “wake boarding or wake surfing” has gained popularity. This has resulted in boats being fitted with wake generating devices (bladders and wings) that cause larger wakes discharging from the boat. While this may be good for the wake boarding activity, waves from these boats are causing damage to property and endangering swimmers.

Noise

There are two main issues involving excessive noise levels on Lake Tapps. The first is the level of noise that is coming from clusters of boats or rafting parties. The second is the level of noise caused by the operation of certain types of boats. Sometimes individuals engaged in rafting activities play overly loud music and use bullhorns to shout back and forth between the boats. The Pierce County Public Disturbance Code (PCC 8.72) contains regulations that address this type of noise but, it currently only specifies noise related to vehicles and does not apply to vessels. Some boats that do not have proper muffler systems can emit loud noise when operating. PCC 8.88 requires vessels to have proper muffler systems. Lakeside property owners have been driven inside their homes by the extreme noise from these loud boats and blaring music.

RECOMMENDATIONS

Rafting

Rafting activities have escalated over the last several years causing a negative impact on the environment and lakefront property owners. A majority (61%) of the December 1, 2004 public workshop survey respondents (hereinafter referred to as survey respondents) said rafting should either not be allowed on the lake or not allowed within coves and channels or within 500 feet of the shoreline (see Appendix A). Almost half of the respondents (46%) said rafting should be allowed in one designated area along Dike 4. It was also noted that 88% of the survey respondents live on lakefront property and only 2% live more than a ¼ mile away from the lake. While the “no rafting” alternative is easier to enforce it should be recognized that the lake is a regional resource and people who don’t live on the lake may need areas where they can drift, picnic, and enjoy the day. As a means of striking a compromise between these two interests, the following recommendations are proposed.

Recommendation

Prohibit rafting (defined as two or more vessels connected in some manner) in all coves and channels and/or within 500’ of any shoreline, except for one designated rafting area along Dike 4 (see Appendix C with proposed code amendments and map that depicts designated Dike 4 rafting area).

Recommendation

The penalty for a violation of the new rafting requirements should be a Class IV Civil Infraction.

Recommendation

Puget Sound Energy should install signage along the Dike 4 shoreline that addresses private property and trespassing on the shoreline.

Recommendation

Pierce County should consider establishing a minimum setback from the Dike 4 shoreline and a maximum number of rafters allowed within the designated Dike 4 rafting area.

Mandatory Boater Education

Many accidents that occur during recreational boating activity result from vessel operators who have not had any level of boater education. There is currently a movement to pass a statewide mandatory boater education requirement for Washington State (see Appendix B). It was noted that 78% of the survey

respondents favored mandatory boater education legislation. In order to foster this concept the following recommendation is proposed:

Recommendation

The Pierce County Council, City of Bonney Lake Council, Lake Tapps Community Council, and Puget Sound Energy should actively support legislation to enact a statewide mandatory boater education requirement.

Noise

Loud noise coming from boats (especially party rafting activities) cause a negative impact on lakefront and near lakefront property owners and other recreationalists. The survey results indicated that most respondents (86%) wanted local jurisdictions to enforce loud noise coming from vessels. In order to address these concerns the following recommendations are proposed:

Recommendation

Amend the Pierce County Motor Vehicles, Public Disturbance and Public Nuisance Noise Code (PCC, 8.72.090.H.1 and 8.72.120.C) to add the word "vessel" which would authorize the Pierce County Sheriff's Department to enforce obnoxious, noisy disturbances coming from boats or personal watercraft (see Appendix D with proposed code amendments).

Recommendation

Continue to enforce the laws that require boats and personal watercraft vessels to have proper muffler systems.

Recommendation

Monitor the rafting activities during the 2005 boating season to determine if clustering of vessels near the shoreline is negatively affecting safety and quality of life and revisit this item during the end of the 2005 boating season review.

Speed Limit – Waterskiing Exemption

There are safety and property damage issues related to the speed limit waterskiing exemption in the Lake Ridge Cove and the channels between, Lake Ridge Addition and Deer Island, and Deer Island and Island 21. Currently, 176 waterfront properties receive this exemption. 50% of the survey respondents thought that the exemption should be eliminated (again noting that 88% of the survey respondents live on lakefront property). However, many of the homeowners in these three areas are in favor of keeping this exemption as it is.

The LTBMP team had a lot of discussion on this issue. On one hand this special exemption is not allowed anywhere else on Lake Tapps or on any other lake in

Pierce County and as such this special exemption creates a contradiction and inconsistency in the law and an inequity among application of the law to all waterfront property owners. If the logic is that it is safer for boats to travel five miles per hour or less within 200 feet of a shoreline then this logic should also hold true within these narrow channels. Also, more than just the homeowners waterski in these areas and this creates problems with ability to enforce the current exemption. This also raises the question of whether it is an inappropriate use of the taxpayer's dollars for law enforcement in one special area (i.e., self-created need for additional patrols to enforce a situation that serves a select few). Patrol time to enforce this exemption takes time away from law enforcement services on other areas of the lake. However, the homeowners were granted this exemption many years ago and perceive that eliminating this exemption would take away from their private property rights and enjoyment of the lake. At this time there is little evidence, in the way of documented accident incidents or reported property damage, that this exemption creates a safety problem. Therefore, at this time no recommendation to modify or eliminate this exemption is being proposed; however, the following recommendation is proposed:

Recommendation

Monitor the Lake Ridge cove and Deer Island/Island 21 channels for accidents and safety incidents during the 2005 boating season and revisit this item during the end of the 2005 boating season review.

Speed Limit – Maximum Speed Limit

Vessels that travel at high rates of speed have the potential to cause accidents and some fatalities on the lake have resulted from high speed of travel. A large percent of survey respondents (62%) thought that there should be a maximum speed limit on Lake Tapps. Of these, 47% thought that the maximum speed limit should be 60 miles per hour.

Recommendation

Amend the Pierce County Watercraft Regulations (PCC, 8.88) to establish a maximum 60 mile per hour speed limit on Lake Tapps (see Appendix E with proposed code amendments).

Speed – Speed Limit Marker Buoys and Signs

Speed limit marker buoys help to visually identify speed restriction zones on Lake Tapps. There were a large number of survey respondents (75%) that thought more speed limit marker buoys should be placed on Lake Tapps. Of these, 68% said they would be willing to help pay for purchasing more speed limit marker buoys and signs through increased homeowner association/improvement club

dues. The decision on where to place speed marker buoys and signs should, however, be a cooperative effort between the Lake Tapps Community Council, Pierce County Sheriff's Department, and City of Bonney Lake Police Department.

Recommendation

The Pierce County Sheriff's Department – MSU, Bonney Lake Police Department – MSU, homeowner associations/improvement clubs, lakefront homeowners, and the Pierce County Boating Advisory Commission should work cooperatively to identify where speed limit marker buoys and signs should be placed on Lake Tapps.

Recommendation

Pierce County should form a partnership with City of Bonney Lake homeowner associations/improvement clubs and lakefront homeowners for the purchase, maintenance, and installation of speed limit marker buoys and signs on Lake Tapps.

Recommendation

Re-sign the Lake Ridge cove and Deer Island/Island 21 channels speed limit waterski exemption areas with new signage that clearly identifies the scope of the exemption.

Alcohol

The misuse of alcohol has been a factor in boating and personal watercraft accidents on Lake Tapps. While 74% of the survey respondents thought local jurisdictions should control the use of alcohol on Lake Tapps, there did not seem to be overwhelming support for changing the laws related to alcohol use on the lake. The current Watercraft Regulations contain laws regarding boating under the influence (BUI) and establish a .08% alcohol limit for the vessel operator.

Recommendation

Increase local law enforcement efforts to provide better enforcement of the BUI laws.

Recommendation

Provide more signage at public parks and private homeowner association/improvement club parks and boat launches regarding the laws related to alcohol use and boating.

Recommendation

Initiate boating safety emphasis patrols at certain times during the boating season to focus on BUIs (similar to the patrols that target driving while under the influence).

Floating Debris

The agreement between the Lake Tapps Community and Puget Sound Energy (PSE) contains a requirement for the community to develop a Lake Watch Program to address floating debris. Over half of the survey respondents (65%) agreed that a program should be developed to collect floating logs, brush, etc.

Recommendation

The Lake Tapps Community Council should formulate a plan to address floating debris cleanup in conformance with the Lake Watch Program requirements contained in the agreement between the Lake Tapps Community and PSE.

Capacity and Vessel Access

Lake Tapps provides a regional recreational boating resource and the use of the lake has grown over the last several decades. With this increased use have come some problems with overcrowding and rafting. An overwhelming majority of survey respondents (93%) thought that public boat launches should be secured from unauthorized entry during hours when the public parks are closed. The North Lake Tapps County Park boat launch is closed during hours when the park is closed, however the City of Bonney Lake Allan Yorke Park boat launch is not. Many of the survey respondents (84%) thought that the Allan Yorke Park boat launch should have designated hours of operation (with closing time no later than 8:00 p.m.) and that the boat launch should be secured so that vessels cannot launch during times when the launch is closed. 88% of the survey respondents also indicated the Allan Yorke Park boat launch should be closed when the park's parking lot is full and 85% thought the City of Bonney Lake should improve the Allan Yorke Park parking lot to clearly designate car and boat trailer parking stalls to prevent overflow parking of boat trailers. Finally, homeowner associations/improvement clubs and private lakefront property owners can help secure private boat launches from unauthorized entry. The following recommendations are proposed to address these issues:

Recommendation

The City of Bonney Lake should designate boat launch hours for the Allan Yorke Park (with a closing time of no later than 8:00 p.m.) and then install a security measure to ensure that vessels cannot launch during hours when the launch is closed.

Recommendation

The City of Bonney Lake should improve the Allan Yorke Park parking lot to clearly designate car and boat trailer parking stalls to prevent overflow parking of boat trailers.

Recommendation

The City of Bonney Lake should close the Allan Yorke Park boat launch when the parking lot is full.

Recommendation

Private homeowner associations/improvement clubs should control their boat launch access at their private boat launches and should continue to implement security measures to prevent unauthorized boat launches.

Recommendation

Residents of lakefront property with private boat launches should secure their boat launches from unauthorized entry by uninvited individuals. The Lake Tapps Community Council should provide educational information on the problem of unauthorized entry during times when homeowners are gone or on vacant lots and the recommendation to secure private boat launches.

Additional Law Enforcement Services on Lake Tapps

The need has grown over the years for additional law enforcement coverage on Lake Tapps. This is due to many factors including the increase in the number of users, the new rafting phenomenon, and the increase of the boating season (three months to six months). There are already many boating laws in place and there is also a need for adequate law enforcement services to enforce these existing laws. A large number of survey respondents (86%) thought Pierce County and the City of Bonney Lake should provide more law enforcement services on Lake Tapps. The preferred method for providing additional law enforcement services was to re-allocate funds from other programs and services (72%) to create a full-time, regular duty Marine Services Unit (63%). Other ideas were also discussed including changing current State law to direct additional funding for Marine Services Unit operations. These revenues are currently uncaptured or being retained in the State's General Fund. Survey respondents also suggested charging a user fee for people who walk into public parks; however, it should be noted there is a liability concern regarding charging a fee for "walk-ins" because of the Recreation Immunity Act.

Recommendation

Re-allocate funds within the County budget from other programs and services to create a full-time, regular duty Marine Services Unit to provide adequate law enforcement services on Lake Tapps during the boating season including:

- Establish a full-time Pierce County MSU which should include a minimum of two regular assigned deputies;
- Augment to the regular, full-time MSU with a minimum of 30 backup, part-time deputies who are trained to conduct MSU activities; and
- Provide an adequate amount of law enforcement patrol hours on Lake Tapps for each boating season (April through October). The County

should provide 500 patrol hours on Lake Tapps each boating season.
Note: This assumes two assigned staff on the boat during patrol hours, which would cost approximately \$64,555 straight-time pay and \$91,145 if based on overtime pay.

Recommendation

Maintain the MSU functions within the City of Bonney Lake Police Department as it currently exists.

Recommendation

Lobby the State Legislature to change Washington State law to help generate additional revenues for Marine Services Unit operation including:

- Require State licensing for all watercraft vessels, not just motorized vessels over 10 horsepower; and
- Direct a certain percentage of the watercraft sales tax revenues to jurisdictions that have approved law enforcement boating programs; similar to what is done with boat registration fees.

Recommendation

Increase the boat launch fee for North Lake Tapps County Park to \$12.00 per vehicle and maintain consistent launch fees with the City of Bonney Lake rates (Note: The City of Bonney Lake is proposing to raise their launch fee at Allan Yorke Park in 2005 to \$12.00).

Monitoring and Adaptive Management

If initiated, these recommendations should serve to increase safety and reduce user conflicts on Lake Tapps. However, determining if the implemented recommendations are adequately addressing the issues will require monitoring past the 2005 boating season. If any of the recommendations fall short of mitigating problems, adaptive management should be employed with follow-up recommendations.

Recommendation

Authorize the Lake Tapps Boat Management Plan (LTBMP) Team to conduct a review of the 2005 boating season in the fall of 2005 and, if necessary, make additional recommendations to the County Council.

Recommendation

When reauthorizing the LTBMP Team, do not reappoint LTBMP Team members who have not been somewhat regularly engaged in attending meetings.

Recommendation

A permanent oversight group should be formed to continue monitoring the boat management situation on Lake Tapps.

APPENDIX A – PUBLIC WORKSHOP SURVEY RESULTS

TABLE 5. LAKE TAPPS BOAT MANAGEMENT PLAN SURVEY TABULATION RESULTS		
MAIN ISSUES	Yes # (%)	No # (%)
Rafting		
Should rafting be allowed on Lake Tapps?	42 (39%)	48 (45%)
Should rafting be allowed on Lake Tapps but prohibited within 500 feet of any shoreline?	34 (32%)	51 (47%)
Should rafting be prohibited within all coves and channels on Lake Tapps?	60 (56%)	25 (23%)
Should rafting only be allowed in one designated area (along Dike 4 shoreline)?	50 (46%)	35 (33%)
Other potential area(s)? <input type="checkbox"/> Middle of Lake and large bodies of water <input type="checkbox"/> County Park <input type="checkbox"/> No more than 2 boats allowed anywhere 200' from shore		
Mandatory Boater Education		
Should the local jurisdictions support the effort to adopt state legislation requiring mandatory boater education (i.e. send letter of support)?	85 (78%)	19 (18%)
Noise		
Should the local jurisdictions change the laws to authorize law enforcement officers to enforce obnoxious, noisy disturbances and loud music on vessels?	92 (86%)	12 (11%)
Speed of Vessels		
Should Pierce County repeal the special exemption for waterskiing activity in the Lake Ridge Cove and the channels between Lake Ridge Addition and Deer Island and Deer Island and Island 21 (PCC 8.88.460.B) that allows speeds in excess of 5mph?	53 (50%)	45 (42%)
Should local jurisdictions establish a speed limit in areas of Lake Tapps where there is currently no speed limit (e.g. open water areas in middle of lake), with an exception for sanctioned racing events?	66 (62%)	29 (27%)
If yes should this speed limit be 60 mph?	50 (47%)	32 (30%)
If no, what speed limit would you suggest?		
30 mph	2 (2%)	
35 mph	1 (1%)	
40 mph	4 (4%)	
45 mph	4 (4%)	
50 mph	13 (12%)	

TABLE 5. LAKE TAPPS BOAT MANAGEMENT PLAN SURVEY TABULATION RESULTS		
MAIN ISSUES	Yes # (%)	No # (%)
65 mph	1 (1%)	
75 mph	2 (2%)	
100 mph	1 (1%)	
110 mph	1 (1%)	
150 mph	2 (2%)	
Should more speed limit marker buoys be placed on Lake Tapps?	80 (75%)	17 (16%)
Would you be willing to help pay for more speed limit marker buoys through increased homeowner association/improvement club dues?	73 (68%)	24 (22%)
Alcohol Use		
Should local jurisdictions control the use of alcohol on Lake Tapps?	79 (74%)	21 (20%)
Should a law be established to prohibit open containers of alcoholic beverages in a vessel that is underway (includes motoring and drifting), similar to the open container law for automobiles?	47 (44%)	47 (44%)
Should a law be established to reduce the allowable amount of alcohol in a boat operator to 0%?	31 (29%)	62 (58%)
Size of Vessels		
Should there be a limit on the size of vessels allowed on Lake Tapps?	48 (45%)	47 (44%)
If so, what maximum size would you suggest?		
18 feet	1 (1%)	
20 feet	2 (2%)	
21 feet	1 (1%)	
22 feet	2 (2%)	
23 feet	1 (2%)	
24 feet	4 (4%)	
25 feet	11 (10%)	
26 feet	3 (3%)	
27 feet	1 (1%)	
28 feet	1 (1%)	
30 feet	11 (10%)	
35 feet	1 (1%)	
40 feet	2 (2%)	
Floating Debris Cleanup		
Should a program be developed to collect floating logs, brush, etc. once a year?	70 (65%)	24 (22%)

TABLE 5. LAKE TAPPS BOAT MANAGEMENT PLAN SURVEY TABULATION RESULTS		
MAIN ISSUES	Yes # (%)	No # (%)
Capacity and Vessel Access		
Should public boat launch facilities be secured from unauthorized entry?	100 (93%)	4 (4%)
Should the City of Bonney Lake designate boat launch hours for the Allan Yorke Park and then install a security measure to ensure that vessels cannot launch during hours when the launch is closed?	90 (84%)	11 (10%)
Should the City of Bonney Lake improve the Allan Yorke Park parking lot to clearly designate car and boat trailer parking stalls to prevent overflow parking of boat trailers?	91 (85%)	10 (9%)
Should the City of Bonney Lake close the Allan Yorke Park boat launch when the parking lot is full (consistent with procedure for Pierce County Park)?	94 (88%)	5 (5%)
Should private homeowner association/improvement club boat launches be secured from unauthorized entry?	91 (85%)	11 (10%)
Should homeowner association/improvement club members give out access codes or keys for gates on secure boat launches to non-members?	20 (19%)	81 (76%)
Should boat launches on private lots be secured from unauthorized entry?	74 (69%)	22 (21%)
Additional Law Enforcement Services on Lake Tapps		
Should Pierce County and City of Bonney Lake provide more law enforcement on Lake Tapps?	92 (86%)	6 (6%)
If yes, do you agree with any of the following methods to provide more law enforcement on Lake Tapps?		
Homeowner Association members/improvement clubs/lakefront property owners/non-profits enter into a contract with Pierce County to help pay for additional law enforcement (i.e. self imposed cost-share program)?	52 (49%)	36 (34%)
Creation of a new taxing authority that allows for provision of police services?	50 (46%)	40 (37%)
Creation of a full-time, countywide Marine Services Unit?	68 (63%)	23 (21%)
Move the patrol staff from other duties and assignments?	59 (55%)	29 (27%)
Re-allocate funds from other programs and services?	77 (72%)	18 (17%)
Change in State law that allows County governments the authority to charge extra fees or taxes to help pay for more law enforcement?	56 (52%)	32 (30%)
GENERAL QUESTIONS		
What age group are you in?		
19-24	1 (1%)	

TABLE 5. LAKE TAPPS BOAT MANAGEMENT PLAN SURVEY TABULATION RESULTS		
MAIN ISSUES	Yes # (%)	No # (%)
25-34	4 (4%)	
35-44	29 (27%)	
45-54	31 (29%)	
55-64	24 (22%)	
65+ years	13 (12%)	
How many children do you have residing at home?		
0	45 (42%)	
1	19 (18%)	
2	25 (23%)	
3	11 (10%)	
4	0	
5	0	
6+	0	
In which local jurisdiction do you reside?		
City of Bonney Lake	10 (9%)	
City of Sumner		
City of Puyallup	2 (2%)	
City of Tacoma		
City of Auburn		
Unincorporated Pierce County	90 (84%)	
Unincorporated King County	1 (1%)	
Do you reside on Lake Tapps (lakefront)?	94 (88%)	
Do you reside within ¼ mile of Lake Tapps?	5 (5%)	
Do you reside greater than ¼ mile of Lake Tapps?	2 (2%)	
Do you reside in a Lake Tapps subdivision with a homeowners association or improvement club?	76 (71%)	14 (13%)
If you reside in a Lake Tapps subdivision with a homeowners association or improvement club, which one:		
Church Lake Maintenance Co.	2 (2%)	
Driftwood Point Maintenance Co.	24 (22%)	
Inlet Island	3 (3%)	
Snag Island Maintenance Co.	6 (6%)	
Tacoma Point Improvement Club	23 (21%)	
Tapps Island Association	12 (11%)	
West Tapps Maintenance Co.	11 (10%)	
Do you own or rent your residence?		
Own	97 (90%)	
Rent	2 (2%)	
How long have you lived here?		
0-1	3 (3%)	
2-5	12 (11%)	

TABLE 5. LAKE TAPPS BOAT MANAGEMENT PLAN SURVEY TABULATION RESULTS		
MAIN ISSUES	Yes # (%)	No # (%)
6-10	23 (21%)	
11-15	24 (22%)	
16-20	9 (8%)	
21+ years	29 (27%)	
Do you use Lake Tapps for recreational boating?	92 (86%)	2 (2%)
If yes, how many times per boating season?		
1-5	3 (3%)	
6-10	6 (6%)	
11-15	2 (2%)	
16-20	2 (2%)	
20+	66 (61%)	
Don't use	1 (1%)	
Do you own a boat or Personal Watercraft vessel?	69 (64%)	3 (3%)
If so, what type(s)?		
Boat (ski, runabout)	82 (77%)	
Personal Watercraft (jet ski)	47 (44%)	
Sailboat	3 (3%)	
Paddle Boat	1 (1%)	
Row Boat	1 (1%)	

Other Suggestions:

Rafting

- More police/enforcement (marine)
- Groups six or less; two boats
- Three boats or less rafting at anytime
- Two boats or more = no; no boats tied together = dangerous
- Totally disallow or designate area
- Limit to two rafts
- Illegal over a certain number of boats
- Five or fewer; no rafting allowed
- Inspections in areas of rafting to discourage
- Do not allow anchoring in lake anywhere without property owners approval
- No rafting
- Rafting by dike 4 area only or in an old floom area

Mandatory Boater Education

- Require training in treading water and survival swimming skills
- Three complaints and our boat is off the lake
- Keep it simple – online
- Only for new boat owners or under 21 years of age

Other Suggestions Cont.:

Noise

- Enforce current noise laws
- No hydroplanes
- Homeowners buy and donate equipment
- Send three warnings and then ticket for public complaint
- Deputize volunteers
- Control after dark only
- Prohibit un-muffled boats from launching
- Use 200' instead of 50' distance
- Buy a decibel meter
- Do away with three independent calls before officers take action
- Three strikes and you're out
- Over transom exhaust or dry exhaust may be the exception
- No 2-stroke water craft of any kind

Speed of Vessels

- No Hydroplanes
- One-time special fees for marker buoys; not everlasting
- Enforce existing laws
- Allow homeowners to buy and install marker buoys
- Would pay for marker buoys in front of own property
- Education
- Through use permit
- Pay for more marker buoys through tax money
- Fully utilize all monies from boater registration fees for MSU
- Limit hours and speeds in Lake Ridge/Deer Island channels to be able to ski during dawn to 3:00 p.m. after that limit speed to 5 mph
- More speed limit marker buoys be placed in channels

Alcohol Use

- Follow .08 limit
- Consider public intoxication ordinance
- Enforce existing laws
- Boating should be the same as cars; use DWI laws
- 0.02%
- Control open containers
- Better enforcement in park; monitor alcohol in park
- Don't make new laws unless we can have more police enforcement
- Get the boats out at dawn and after 7:00 p.m.

Other Suggestions Cont.:

Size of Vessels

- 0 No race boats
- 0 No heads
- 0 Exempt pontoon boats
- 0 Size not prohibited; wake is
- 0 If you can trailer it, should be okay

Floating Debris Cleanup

- 0 Through homeowner associations; organize at homeowner association level
- 0 Volunteer program
- 0 Provide site for debris cleanup year-around (e.g. public parks); establish a designated area where homeowners can deposit debris found in lake; drop-off site at public park
- 0 Program in place now
- 0 Include coves
- 0 Fine for throwing brush in lake
- 0 Donate to parks for bonfires
- 0 Hotline number to call in a problem
- 0 Deadheads a problem
- 0 Possibly PSE or Cascade could help fund volunteer work

Capacity and Vessel Access

- 0 Add a gate at boat launch
- 0 Limit the number of boats on Lake Tapps during peak hours
- 0 Charge higher launch fees, especially for non-lakefront users and non-Pierce residents
- 0 Public launches should be closed after 8:00 p.m.
- 0 Close public parks at 7:00 p.m.
- 0 Tax boat launches
- 0 Raise boat launch fees by \$10.00
- 0 Add on Lake Facilities
- 0 Homeowner association security at discretion of club
- 0 Educate homeowners on how to secure their private lots
- 0 Close Allan Yorke Park and secure boat launch at dusk; police be there to welcome the drunks when they come in late
- 0 Demand pricing for boat launch; Saturday and Sunday more expensive and less expensive on weekdays
- 0 Close public boat launches

Additional Law Enforcement Services on Lake Tapps

- 0 Move patrol staff during the busy season
- 0 Community service to collect and distribute as we feel necessary
- 0 Need to get away from OT enforcement; need marine unit for summer not paid time and a half

Other Suggestions Cont.:

Additional Law Enforcement Services on Lake Tapps Cont.

- 0 Volunteer patrols; deputize volunteers to help in boat management; Local Service District and homeowners deputies to notify authority of violations; use volunteers to write letters to boat owners where violations have been observed; Homeowners could call or email boat violators registrations
- 0 Higher launch fees to pay for deputies
- 0 Dedicate part of park launch fees to pay for law enforcement
- 0 Regional taxing authority; take authority away from city/county government
- 0 Tax the people that use the lake full-time during the season
- 0 Capture more fees from State
- 0 Full-time law enforcement
- 0 Use permits
- 0 P.C. Sheriff's could send letters saying "It was reported to us that on (date) at (time) your boat was seen (incident). Please verify with the operator that this activity which is a violation of the current law and encourage compliance."
- 0 Fees from citations issues applied to fund law enforcement – increase penalties for infractions
- 0 Use the DARE officer during summer months
- 0 More evening patrols
- 0 More law enforcement on warmer days and less on cooler days

Comments

Rafting

- 0 Rafting is a major concern
- 0 Designating a rafting area is just moving the problem
- 0 Lack of law enforcement
- 0 Want ability to float in protected coves with family
- 0 Designating area is best idea
- 0 Rafting drains our law enforcement man hours
- 0 Rafting "externalities" cannot be designated to a specific area without disproportionate burden on local homeowners
- 0 A move to minimize impact on homeowners will draw strong support from all
- 0 If cruising could be dealt with in the late '70s, why is rafting and bad behavior so difficult to deal with?

Mandatory Boater Education

- 0 Mandatory boat safety
- 0 Undecided
- 0 We are the most regulated County in the world

Comments Cont.

Noise

- 0 Decibel meters are cheap
- 0 Noise from unmuffled jet boats
- 0 Middle of night (1-2 am) noise a problem
- 0 Noise is the #1 nuisance on the lake
- 0 A edible meter in one hand and a ticket book in the other

Speed of Vessels

- 0 5 mph law should be changed to no wake
- 0 Window decal to identify local boats for waterski exemption
- 0 Would approve not being able to ski from dock
- 0 Don't take away ski out privilege in Deer Island
- 0 Jet boats spraying water above waterline is a nuisance to others as well as a danger

Capacity and Vessel Access

- 0 Allan Yorke park boat launch is the biggest contributor to rafting
- 0 Charge walk-ins at County Park

Additional Law Enforcement Services on Lake Tapps

- 0 Where is my money from Park/Sales tax going and why can't this be used? Is it ending soon?
- 0 A new taxing authority/service area will keep money raised to go directly to boater safety.
- 0 Funding is key
- 0 Enforce existing laws
- 0 I pay more taxes than Lake Washington waterfront and receive less water security
- 0 Focus on enforcement not new laws
- 0 We want safety – we will pay for it
- 0 Sheriff would better serve us in their cars – not on the lake
- 0 Why are we paying time and a half for law enforcement officers? Why not hire more officers and pay straight time? It doesn't make sense.
- 0 Better prioritization of the Sheriff's office would go a long way in improving the cost effective use of manpower (coordinate staffing levels to projected temperatures)

Other

- 0 PWCs seem to be more trouble than boats. The PWCs are carrying passengers, towing floats, towing skiers, and people are falling off PWCs and having trouble re-boarding. They do not carry flags (for person in the water) so others do not realize a person has fallen off the PWC. PWCs are operated with no regard for regular boats and skiers. The boats (aside from rafters) are not the main problem.
- 0 Homeowners pay enough; no new taxes

Comments Cont.

Other Cont.

- 0 Raise launch and park fees to help pay for the use of the lake
- 0 It ain't broke; quit trying to fix it; the lake is fine
- 0 Control the direction of travel
- 0 Control the age limit on PWC; underage jet ski drivers with little enforcement (especially from park)
- 0 Need to include rules that are enforceable
- 0 Schedule of operation
- 0 Pierce County parks creates the majority of problem
- 0 Sheriff tied up at Tapps Island Clubhouse
- 0 Why not give to homeowners association. It would have been given to a larger group.
- 0 All points are well taken and seem to be on the right track
- 0 Excellent staff/excellent meeting
- 0 Come up with a system where land owners can mark their docks so that law/fire officers can find homes from the water side
- 0 This is a major regional resource. We should not restrict use to the point that we destroy the value. A lake of this size will always be a management work "in progress." We don't need to pursue creating new laws to cure potential issues.
- 0 If this is indeed a "regional" recreation area, costs associated with in should be paid by "regional" resources
- 0 Where does maintenance money go that we pay to West Tapps Maintenance?
- 0 Grandfather the existing docks
- 0 Thank you Shawn Bunney and staff for the time and effort

APPENDIX B – SUMMARY OF MANDATORY BOATER EDUCATION LEGISLATION

Need for Requirement

- ó Improve boating safety
- ó Reduce boating accidents
- ó Improve enjoyment of boating activities
- ó Improve insurance rates

Proposed Mandatory Boater Education (MBE) Law

- ó Sets a standard for boater education (boater education standards consistent with National Association of State Boating Law Administrators guidelines)
- ó Each non-exempt boater required to take and pass a boater education course (boater education course is typically a 8-12 hour course)
- ó Provide proof of course completion to state agency and pay \$10 to \$15.00 to obtain a certification card (accept proof of prior boater education course or passage of an equivalency exam)
- ó One-time only requirement, good for life, not a license
- ó Replacement cards issued (\$5.00)
- ó Must be 16 years of age to carry a Boater Education Card to operate a motor vessel under mechanical power of 10hp or more or under direct supervision of someone 16 years of age or older carrying a Boater Education Card
- ó Must carry card while operating vessel
- ó Penalty for violation of not having a Boater Education Card but Court may consider suspension of penalty for completion of course within 60 days

Exemptions from the MBE Law

- ó Operators chartering with dockside checklist
- ó Operators in commercial fishery
- ó Operators with U.S.C.G. licenses
- ó Law enforcement operators
- ó Non-resident less than 60 days
- ó Non-resident with equivalent State card
- ó Within 60 days of bill of sale
- ó Sanctioned racing events

Proposed Phased MBE Law Implementation

- ó Phase-in period based on age with ages 16 to 21 first
- ó All boaters covered by 2015
- ó Costs for implementation and on-going administration of new law will be paid for by card fees

Proposed MBE Educators

- ó Commercial providers
- ó Not-for-profit providers
- ó U.S. Coast Guard Auxiliary
- ó U.S. Power Squadron
- ó On-line courses, exams

Webpage Links

- ó Washington Alliance for Mandatory Boater Education www.wambe.org
- ó National Association of State Boating Law Administrators www.nasbla.org

APPENDIX C – DESIGNATED AND PROHIBITED RAFTING AREAS

8.88.040 Definitions.

As used in this Chapter, unless the context or subject matter clearly requires otherwise, the following words or phrases shall have the following meanings:

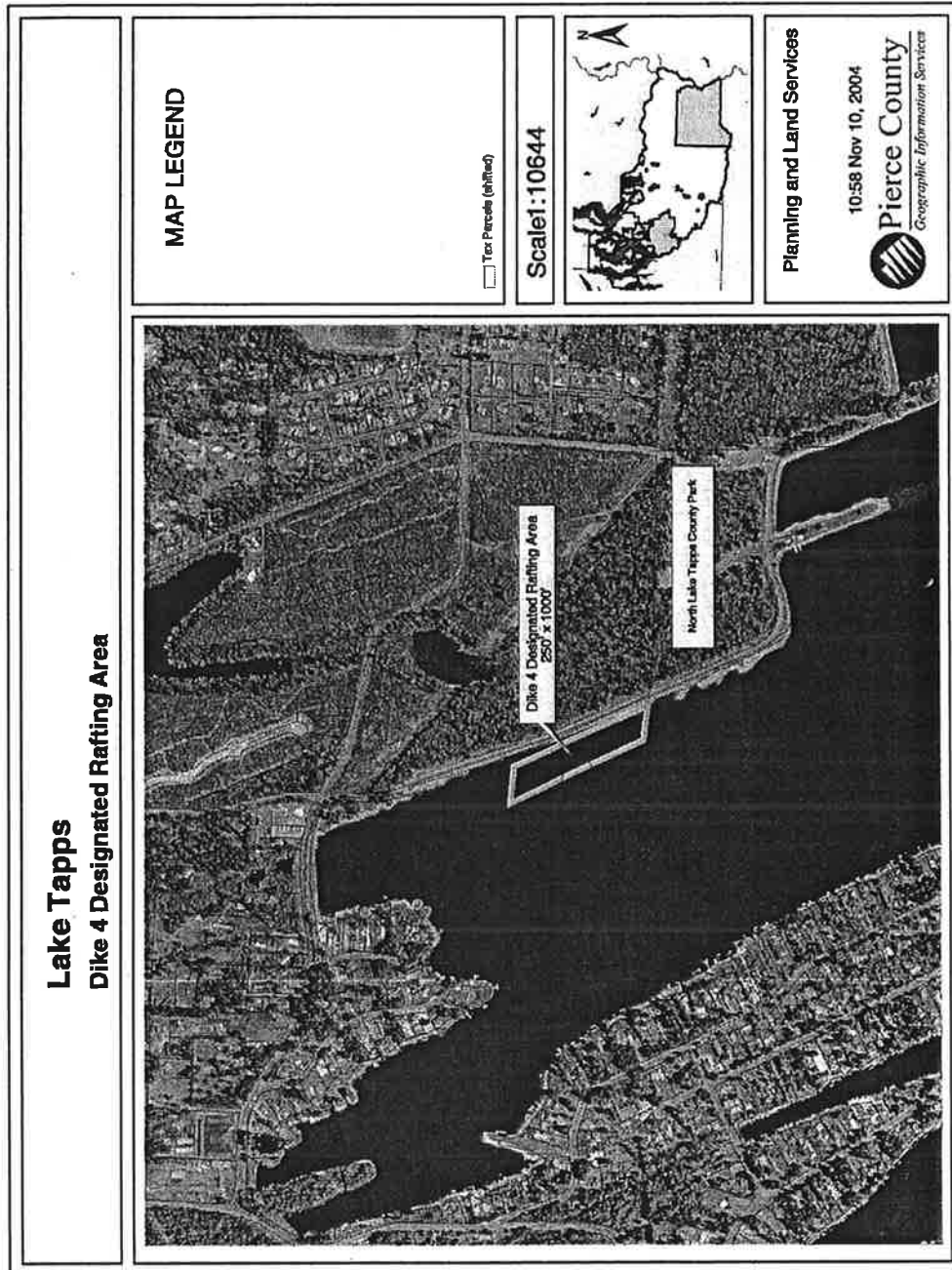
- I. "Raft or Rafting" means to tie, connect, fasten, hold, or secure two or more vessels together or to an object other than a dock that is secured to the shoreline, while on the water.
- I.J. "Restricted or designated areas" means an area that has been marked to be used for, or closed to, certain designated purposes.
- J.K. "Restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms, or any other similar causes.
- K.L. "Scuba diver" means any free-swimming person who uses an artificial or mechanical means to replace air.
- L.M. "Skin diver" means any free-swimming person who does not use an artificial or mechanical means to replace air.
- M.N. "Sunrise" means the time when the sun appears above the sensible horizon as a result of the earth's rotation which may be shown by a sunrise chart for Tacoma or an area of Pierce County, Washington.
- N.O. "Sunset" means the time when the sun disappears below the sensible horizon as a result of the earth's rotation which may be shown by a sunrise chart for Tacoma or an area of Pierce County, Washington.
- O.P. "Towboat" means any vessel engaged in towing or pushing another vessel or anything other than a vessel.
- P.Q. "Waters of Pierce County" means all unincorporated water within the geographical boundaries of the County.

8.88.460 Class "A" Lakes.

B. Regulations for Specific Lakes.

1. Lake Tapps.

- f. It shall be unlawful to raft two or more vessels together in any cove or channel or within 500 feet of shore on Lake Tapps, except in a designated area along Dike 4 near the Pierce County Park. The designated area is generally rectangular in shape, starts 200 feet north of the southwest corner of Dike 4 and extends northerly along the shoreline 1,000 feet and from shore 250 feet west.



APPENDIX D – PUBLIC DISTURBANCE CODE CHANGES

8.72.090 Public Disturbance Noises.

H. Public disturbance noise from portable or motor vehicle audio equipment: While in park areas, residential or commercial zones, or any area where residences, schools, human service facilities, or commercial establishments are in obvious proximity to the source of the sound, it is unlawful for any person to negligently cause, make, or allow to be made from audio equipment under such person's control or ownership the following:

1. Sound from a motor vehicle or vessel sound system, such as a tape player, radio, or compact disc player, which is operated at such a volume that it could be clearly heard by a person of normal hearing at a distance of 50 feet or more from the vehicle or vessel itself;

8.72.120 Enforcement.

C. The Sections of this Chapter relating to motor vehicles and vessels and noise emanating from vehicles and vessels, shall be subject to enforcement proceedings with or without a citizen's complaint.

APPENDIX E – MAXIMUM SPEED LIMIT CODE CHANGES

8.88.460 Class "A" Lakes.

All lakes which are 500 acres or more are Class "A" lakes. The Class "A" lakes are: Lake Tapps, Alder Lake, and Lake Kapowsin.

A. Special Restrictions for Class "A" Lakes.

1. It shall be unlawful to operate a motor-powered vessel in excess of five miles per hour between sunset and sunrise on any Class "A" lake.
2. It shall be unlawful to operate any vessel in excess of 60 miles per hour on any Class "A" lake.