

I. Improve Trailer Launching Facilities

A. Increase number of ramps

1. Expand current one lane ramp to at least two lanes with floating dock access to each lane.
2. Add two launch ramps at the other end of the marina (outside the present breakwater) with floating dock access to each lane.
 - a. Also add restroom and shower facilities when ramp is installed.

B. Improve Parking

1. Pave current lot and paint parking lanes
2. Add paved lot with painted lines at new launch ramp suggested in A2 above
3. Clearly designate lots as "Small Boat Launch Trailer Parking ONLY." Enforce parking rules.

C. Improve environmental impact

1. More space allotted to current boat wash-down areas. Improve current drain/containment collection system.
2. A boat wash-down area and an improved drain/containment collection system installed at all new launch areas.
3. A fish and crab-cleaning table with proper disposal bins should be installed well away from the launch ramp. Some people clean fish and throw the remains in the water next to the ramp. This is not a good way to discourage seals otters, and other critters we all love, but not in the Boat Haven.

D. Improve safety

1. Move the fueling facilities so as not to interfere with launching and to provide more maneuvering space at the pumps.

E. Improve civility in launch area

1. Post signs saying "Boats are loaded & unloaded according to sequence of vehicles in line"
2. Have a port employee present at busy times to "direct traffic"

F. Install a hoist for launching boats that don't need huge lifts, e.g. small sail boats with keels.

G. Reduce pressure on Boat Haven launch facilities.

1. Facilitate loading and unloading of crab boats to reduce congestion.
2. The boat launch at Port Hadlock (near the Wooden Boat School) should be upgraded to include a concrete barrier, similar to the concrete barriers on freeways, extending into the water approximately 30' at low tide. A floating "boarding dock" within the barriers should also be included. This barrier might minimize the intrusion of sand onto the launch ramp.
3. Additional parking at Port Hadlock to be designated "Small Boat Trailer Launch Parking Only"

H. Launch/parking fee comments

1. Reduced or no fees for seniors.
2. Washington State Parks and Recreation Commission issues a "Five Year Disability Pass" that entitles the bearer to certain discounts (50%) for camping and moorage fees. Boat

Launching and parking fees are free. In keeping with this "spirit" PT Boat Haven can do the same as a gesture of "Good Will" to persons with this Disability Pass.

II. Expand area enclosed by a breakwater by at least 100%.

- A. Increase the overall number of slips, and preserve some slip facilities for small boats.
 - 1. Update waiting list to confirm that people on the list still want to be on the list, and still want the same slip size.
 - a. Give preference to Port District residents on the waiting list
 - 2. Check with current leaseholders to determine whether they are in their preferred length slip.
 - a. Allow slip leaseholders the ability to sub-lease their slips themselves.
 - 3. Generate a list of the number of 20', 25', and 30' slips not leased each month for the last three years.

III. Land facilities

- A. Boat yard
 - 1. Water near work areas is by far the most important addition needed in the boat yard. Then, filth could be washed off, and streets could be watered to minimize dust during painting.
 - 2. Eliminate the dust/filth issue by paving the boatyard. This would also make it easier to clean up spills and material blown off tarps.
- B. Boat Haven needs a long-term storage area where boats can be stored on trailers. Some people live in places where they can not store boats on a trailer.
- C. Provide facilities that could be rented/reserved by not-for-profit groups for education classes, speakers, meetings, etc.
- D. Invite civic groups to take responsibility for landscaping and other improvements to the aesthetics of Boat Haven.

IV. Make the above happen by cutting through all the red tape and expediting changes and improvements!

I have enclosed the following email from Steve Tucker in its entirety because it does a particularly good job of discussing the concerns of many small boat owners.

"The Boat Haven boat ramp facilities could be a positive influence in our community, or it could be a source of festering discontent, frustration and anger among boaters. Having visited most of the boat ramps in our area and many out of our area, I invariably compare them to ours. We always come out on the bottom. Even the City owned park in Anacortes makes Jefferson County's ramp look like a back lot. It needn't be this way.

"It was a monumental lack of foresight that had only a single lane ramp installed when the Boat Haven was last configured. Since then things relating to boat ramp pressures have gotten much worse. I am referring to WDFW and the regulations that they are using to relieve fishing and crabbing pressures. Their present tactic is to limit the days that a regulated activity can take place.

Crabbing, for example, is open Wednesday through Saturday certain times of the year. That means that Sunday through Tuesday there can be no pots in the water or they will be removed by wildlife agents. This creates tremendous pressure at the ramp on Saturday afternoon and evening when everyone is trying to get their gear out. Similar backups occur at the start of these WDFW "opportunities". Other similarly regulated activities include Halibut, Shrimp and likely this year selective Salmon. To compound the problem is the lack of organized parking for boat trailers. When we had to start paying to park boat trailers in the lot, I suggested putting lines on the spaces to get as many boat trailers as possible into a given area. I was told it was a good idea, but it obviously never happened. The problem with the present arrangement is that there is room for two "tiers" of trailers and towing rigs, if they use the full width of the present lot. The "tier" closest to the docks is usually full of single cars wanting to be as close as possible to the walkways to the docks. These single cars effectively take up the space of a trailer and towing rig by parking in the front half of the spot. Simply organizing the parking lot, applying lines and appropriate signs (and getting rid of the vehicles that do not move) would solve this problem.

"Having waited in line for more time than I care to recall, I have gotten to talk to a lot of frustrated boaters. Most of them are Jefferson county taxpayers that have funded the facilities that are causing us the excess stomach acid. Being forced to pay to park and then having people that do not pay take up the available parking simply adds to the resentment. Getting that part fixed would take little effort and expense. They already know what to do and they know that it is needed and wanted. The fact that it has remained undone for so long is an indication of the indifference of the Port to its "owners".

"Looking toward the future, we can reconfigure the boat ramp to be wonderful. It needs to be at least two lanes wide and preferably not empty out into the most congested area in the marina. Relocating it to another place with more parking may be the answer. At the very least, trailer boaters need to have a much louder voice in reshaping the future of our marine facilities. "

Steve Tucker

Summary:

The small boat users of Jefferson County must be better served. At present, the needs of the trailer boaters are not being met. Small boat slips must be available to accommodate the small boat users who could not trailer launch their boats even if the trailer launch facilities were adequate. We must make it safe and easy for those people who want to use small boats to do so.