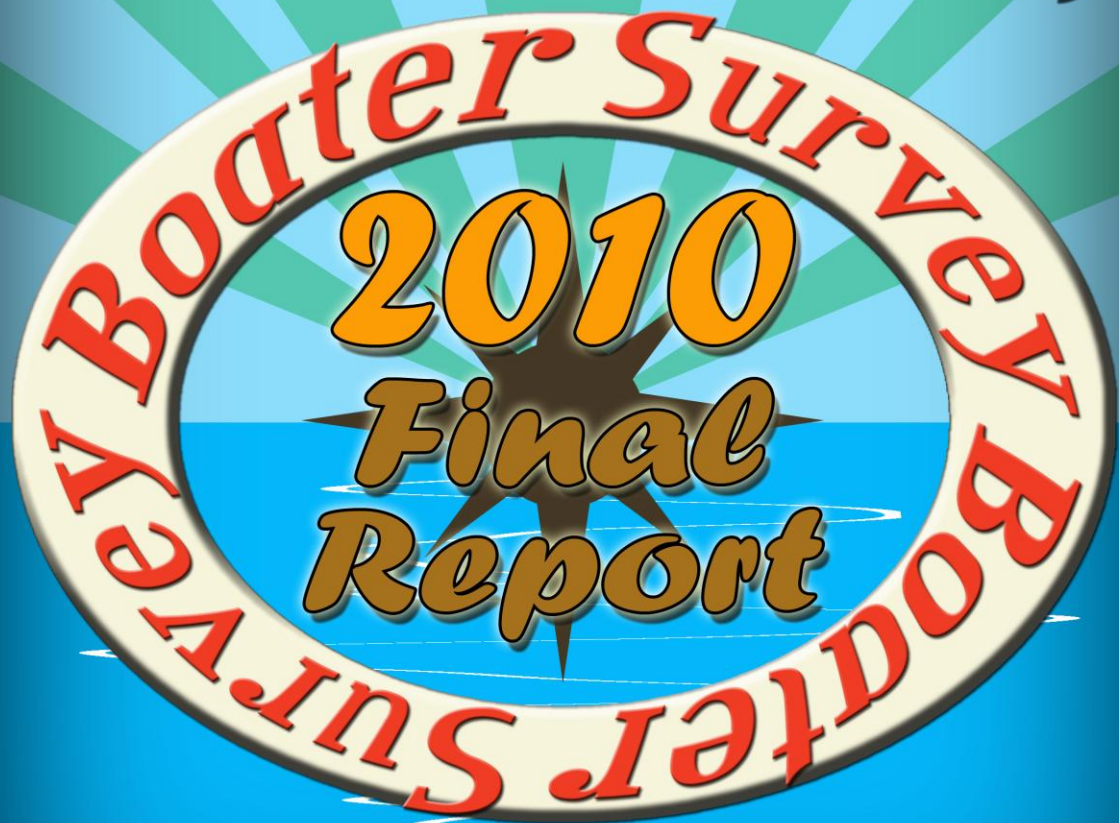


Fox River Navigational System Authority



Fox River Navigational System Authority 2010 Boater Survey

Final Report 2010

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River Navigational System Authority 2010 Boater Survey

KEY FINDINGS SUMMARY

Research Objectives

The primary Research Objective of this study is to evaluate general knowledge of Aquatic Invasive Species and their containment, gauge boater usage of the Fox River system, and gather opinions relating to navigation issues affecting Green Bay, Lake Winnebago, and the Fox River along a number of dimensions. These dimensions include determining:

- ◆ Development of a cleansing and transfer station at the Rapide Croche Lock.
- ◆ Demand for and usage of the Rapide Croche Lock, cleansing area, and lift and transfer station;
- ◆ The number and type of watercraft that would use the facility on an annual basis;
- ◆ The potential number and type of visitors the lock and transfer station would attract over the course of the year.

The Fox River Navigational System Authority 2010 Boater Survey provides data that can be used to inform the community about current and changing attitudes and practices affecting the Fox River System and assist in planning for the future. This data will also allow the FRNSA to provide information for community decision-makers as they guide boaters in the future use of the Fox River System.

Methodology

The St. Norbert College Survey Center, operated by Wegge Strategic Research, Inc. of De Pere, Wisconsin and The Fox River Navigational System Authority (FRNSA) conducted the 2010 Boater Survey with a random sub-sample of Wisconsin boat owners of registered watercraft in the lower Fox River/Winnebago pool lakes counties (Brown, Calumet, Fond du Lac, Outagamie, Waupaca and Winnebago) and boat owners with watercraft greater than 26 feet in the adjacent Lake Michigan counties (Door, Kewaunee, Manitowoc, Marinette and Sheboygan). The individuals must also have provided their contact information (name and address) to the Wisconsin Department of Natural Resources (DNR) when they registered their boat.

Pre-notification letters were sent out to all potential respondents approximately one week prior to mailing out a total of 2100 questionnaires, to be completed by registered Wisconsin boat owners, on June 11th, 2010. A two-dollar bill was included with the survey packet as a token of appreciation and as an incentive for the respondents to complete the survey. The Survey Center received a total of 994 completed questionnaires up until July 7, 2010. Subtracting the 37 undeliverable questionnaires from the total, due to change of address, etc., this produced an excellent response rate of 48%.

The margin of error for the 2010 Fox River Navigational System Authority Boater Survey is +/- 3.1% at the 95% confidence level. The margin of error for smaller subgroups will be greater. For example, if 72% say that they have never used the lock system, then we can be 95% confident that if we had interviewed all boat owners

nearby the Fox River system, between 69% and 75% would say they have never used the lock system. The report contains percentages that are rounded up at the .5 level and down for levels below .5, thus leading to some overall percentages not equaling 100%.

The questionnaire was initially based on input from the FRNSA and similar studies employed by the St. Norbert College Survey Center. Modifications of the draft questionnaire and additional questions and deletions were made by the Survey Center in consultation with the FRNSA. The final questionnaire was based on feedback from Survey Center project staff in collaboration with the Fox River Navigational System Authority.

Key Findings

Fox River Navigational System Authority 2010 Boater Survey

- 1. The population that was surveyed for the 2010 Fox River Navigational System Authority Boater Survey is comprised of slightly more boat owners that keep their boat in Winnebago, Brown, Door, and Outagamie Counties. The majority of respondents (84%) are middle aged and older (45 to 65 and over) and most (87%) do not live on the Fox River System.**
- 2. Almost two-thirds (61%) of respondents state that the primary boat they would use on the Fox River system is in the 2,000 - 10,000 pound range. Close to one-half of primary boats, owners would use on the River, are between 12 and 20 feet in length (49%). Almost two-thirds of boats have a beam measurement of 8 feet or greater (63%), an overwhelming majority have V-shaped hulls (78%). Most boats do not include a secondary dingy.**
- 3. About a quarter (26%) of Fox River Navigational System Authority Boater Survey participants' have boated on the Fox River between Green Bay and Rapide Croche or between Lake Winnebago and Rapid Croche. Just over a quarter (28%) of boaters surveyed have used the Lock system. Surprisingly, boaters do not always tend to travel in areas close to where they keep their boat.**
- 4. Thirty-two percent of all respondents feel that it is important to be able to travel all the way from Green Bay and the Great Lakes to Lake Winnebago and vice versa. A trend can be observed; the more often boaters travel the River, the more important they feel it is to be able to travel the waterway.**
- 5. Almost half (49%) of all respondents partake in pleasure cruising while using their watercraft on the Fox River System. Many also enjoy fishing (30%), while spending time on the River. Less popular activities include tubing (9%), water skiing (8%), wakeboarding (3%), and 3% offered other activities.**
- 6. An overwhelming 98% of all boating respondents have heard of Aquatic Invasive Species (AIS). Eighty-six percent agree that as part of the lifting process, boats should be cleaned before placing back into the Fox River System. Most (70%) say they favor (33% strongly; 37% somewhat) a proposed boat transfer station project at the Rapide Croche Lock.**
- 7. Thirty-six percent of all respondents anticipate using a new boat transfer station at Rapid Croche along the Fox River one to five times per year. Most boaters (72%) are willing to pay \$20-\$39 to use the proposed station and 78% believe the charge for lifting and cleaning boats should be based on length of the boat.**

8. **A large majority (79%) of boat owners would like to see the lift station made available on a first come first serve basis; 88% say they are willing to wait 20 – 30 minutes while their boat is being cleaned. Seventy-one percent say they are willing to utilize an offsite boat yard to clean their boat if it is found to be encrusted with AIS.**
9. **Besides the ability to transfer their boat, 81% of respondents said they would use restroom facilities and 77% of respondents said a place to eat when asked what other amenities the transfer station could provide. Boaters also indicate they are most likely to use the facilities at Rapide Croche on Saturday and Sunday (47% and 42%, respectively) and that they are most likely (46%) to stay less than one day on either side of the transfer station.**
10. **Many respondents were also willing to voice their concerns about using the proposed boat transfer station at Rapide Croche Lock and the cleansing process as a required part of transferring their boat. Many agree this is a much needed project and voice their support for the effort to reopen the waterway and bring it back to its former open navigational state. A significant number also reiterate their concerns for the cost of the system and if it will be effective enough.**
11. **The main source of information tapped by watercraft owners is Wisconsin boating magazines.**

Sample Characteristics

Key Finding #1

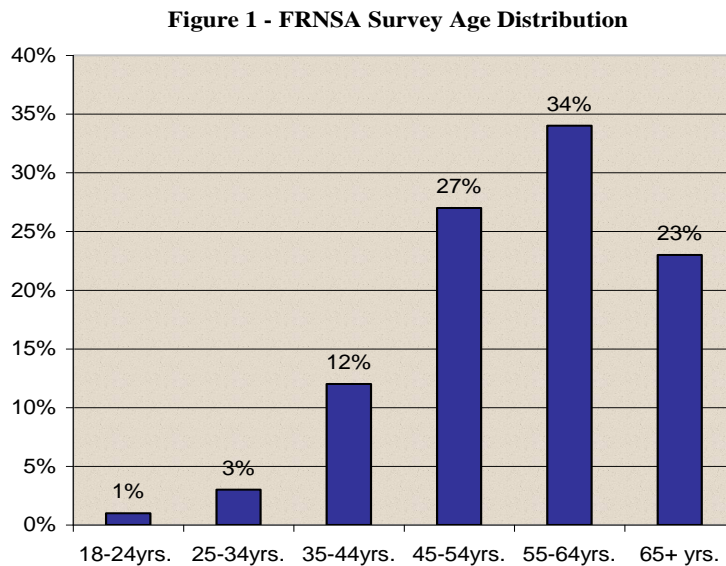
The population that was surveyed for the 2010 Fox River Navigational System Authority Boater Survey is comprised of slightly more boat owners that keep their boat in Winnebago, Brown, Door, and Outagamie Counties. The majority of respondents (84%) are middle aged and older (45 to 65 and over) and most (87%) do not live on the Fox River System.

- ◆ County representation for the survey consists of 22% who keep their boat in Winnebago County, 19% Brown County, 12% Door County, 11% Outagamie County, 7% Fond du Lac, 5% Calumet, 5% Waupaca, and 2% each for Kewaunee, Manitowoc, Marinette and Sheboygan Counties. Eleven percent report they keep their boat in some other Wisconsin county. Please see Table 1 below.

Table 1 – County Where Boat is Kept

County	2010
Winnebago	22%
Brown	19
Door	12
Outagamie	11
Fond du Lac	7
Calumet	5
Waupaca	5
Kewaunee	2
Manitowoc	2
Marinette	2
Sheboygan	2
Other	11

- ◆ Although, survey respondents over 45 years of age tend to have greater representation, this is to be expected. Before survey administration, potential respondents were identified by their Wisconsin boat registration to make sure they were eligible to be included in the sample. To be accepted as a survey member, possible respondents needed to be a boat owner, reside in the geographical frame of the study, and have provided their contact information to the DNR with their registration form. As can be witnessed in Figure 1 below, for the 2010 survey, the most willing participants tend to be older adults. Generally speaking, older residents are more likely to have greater disposable income to purchase luxury items such as a watercraft. Please see Figure 1 below.



- ◆ Eighty-seven percent of respondents replied they do not currently live on the Fox River System.; 13% said they do.

Boat Type

Key Finding #2

Almost two-thirds (61%) of respondents state that the primary boat they would use on the Fox River system is in the 2,000 - 10,000 pound range. Close to one-half of primary boats, owners would use on the River, are between 12 and 20 feet in length (49%). Almost two-thirds of boats have a beam measurement of 8 feet or greater 63%), an overwhelming majority have V-shaped hulls (78%). Most boats do not include a secondary dingy.

- ◆ The weight of approximately 61% of survey respondent's primary boat used on the Fox River is in the 2,000 – 10,000 pounds range, 19% of boats are in the 10,001–20,000 pound range, 5% weigh between 20,001 and 30,000 pounds, 3% 30,001-50,000 pounds, and less than 1% weigh over 50,000 pounds, while 12% are not sure. Please see Table 2 below.

Table 2 – Boat Weight

Pounds	Percentage of Boats
2,000-10,000	61%
10,001-20,000	19
20,001-30,000	5
30,001-50,000	3
Over 50,000	<1
Not Sure	12

- ◆ Of those who responded to the question concerning length of primary boat used on the Fox River, almost one-half (49%) say their boat is between 12–20 feet, while another 28% state that the primary boat that they would use on the Fox River is between 21 and 30 feet in length and 16% report boats between 31 and 40 feet in length, only 7% would use boats longer than 40 feet as their primary vessel on the Fox River.
- ◆ Responses to measurement of beam include almost two-thirds (63%) of survey respondent's primary boat used on the Fox River is over 8 feet, while 37% state that the primary boat they would use on the Fox River measures a beam of between 2 and 7 feet.

- ◆ At least half of all boats kept in most of the lower Fox River/Winnebago pool lake counties of Brown, Calumet, Fond du Lac, Outagamie, Waupaca and Winnebago are 25 ft. or less. The exception is Winnebago County with 39%. The opposite can be said for the Lake Michigan counties of Door, Kewaunee, Manitowoc, Marinette and Sheboygan. Over half of all boats kept in these counties are 26 feet or greater. Please see Table 3 below

Table 3 – Percentage of Boats Kept in Each County by Length of Boat

County	12 – 15 Feet	16 – 20 Feet	21 – 25 Feet	26 – 30 Feet	31 - 40 Feet	Over 40 Feet
Brown	10%	38%	6%	20	18%	8%
Calumet	0	62	15	15	8	0
Fond du Lac	0	52	9	18	17	4
Outagamie	10	56	13	13	8	0
Waupaca	22	56	0	0	0	22
Winnebago	2	21	16	31	22	8
Door	6	5	3	16	43	27
Kewaunee	0	37	9	36	18	0
Manitowoc	0	0	0	80	0	20
Marinette	0	15	14	57	0	14
Sheboygan	0	50	0	50	0	0
Other	16	60	8	0	16	0

- ◆ Measurement of boat beam and residence of boat corresponds closely to that of boat length.
- ◆ When asked what type of hull the primary boat they would use on the Fox River has, a great majority (78%) answered “V-shaped.” Nine percent responded with “sailboat”, 7%, pontoon, 2% tri-hull, 1% canoe/kayak, 1% personal water craft, and 2% are not sure. Please see Table 4 below

Table 4 – Type of Boat Hull

Hull	Percentage
V- Shaped	78%
Pontoon	7
Canoe/Kayak	1
Personal Water Craft	1
Sailboat	9
Tri-Hull	2
Not Sure	2

- ◆ Respondents were also asked if they have a secondary dingy that can be launched from their boat and a great majority (84%) answered “No”. Sixteen percent indicate they do have a dingy aboard their boat.

Fox River Usage

Key Finding #3

About a quarter (26%) of Fox River Navigational System Authority Boater Survey participants' have boated on the Fox River between Green Bay and Rapide Croche or between Lake Winnebago and Rapid Croche. Just over a quarter (28%) of boaters surveyed have used the Lock system. Surprisingly, boaters do not always tend to travel in areas close to where they keep their boat.

- ◆ We see a similarity in responses from all boat owners when asked if they currently boat on the Fox River between Green Bay and Rapide Croche, Lake Winnebago and Rapid Croche, or if they have ever used any of the locks on the Fox River. Twenty-six percent have used their boat on the Fox River between Green Bay and Rapide Croche, 26% between Lake Winnebago and Rapide Croche and 28% have used the locks on the River.
- ◆ Surprisingly, those who keep their boat in counties that bordering the River between the Bay and Rapide Croche are not always the most likely to use that part of the river. Fifty-seven percent of those that keep their boat in Kewaunee County, 56% of those in Brown County, 28% in Marinette, 27% in Fond du Lac, and 26% in both Door and Outagamie are the most likely to boat on the Fox from the Bay to Rapide Croche. Please see Table 5 below.

Table 5 – Those Most likely to Boat Between Green Bay and Rapide Croche by County

County	Percentage
Kewaunee	57%
Brown	56
Marinette	28
Fond du Lac	27
Door	26
Outagamie	26
Manitowoc	20
Waupaca	18
Other Counties	18
Calumet	16
Winnebago	12
Sheboygan	10

- ◆ We see a closer link with those who keep their boat in counties that boarder the River between Lake Winnebago and Rapide Croche and likelihood of using that part of the River. Forty-five percent of those that keep their boat in Outagamie County, 40% of those in Fond du Lac, 39% in Winnebago, 39% in Kewaunee, and 36% in Manitowoc are the most likely to boat on the Fox from Lake Winnebago to Rapide Croche. Please see Table 6 below.

Table 6 – Those Most likely to Boat Between Lake Winnebago and Rapid Croche by County Boat is Kept In

County	Percentage
Outagamie	45%
Fond du Lac	40
Kewaunee	39
Winnebago	39
Manitowoc	36
Marinette	29
Calumet	24
Waupaca	20
Door	17
Brown	14
Other Counties	11
Sheboygan	5

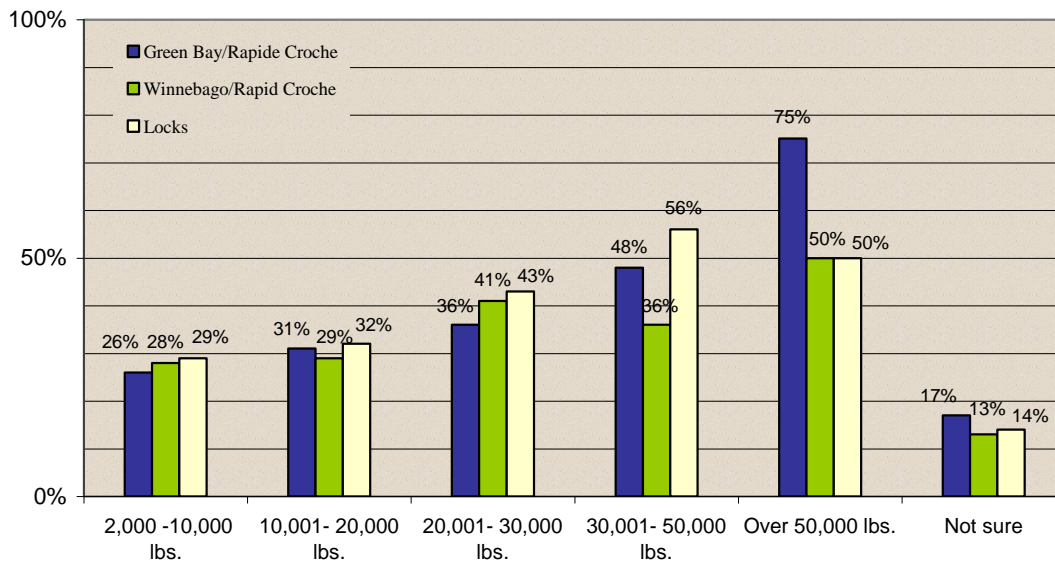
- ◆ Predictably, a combination of the two previous tables can be witnessed with those who currently use any of the locks on the Fox River between Green Bay and Lake Winnebago. Forty-four percent of those that keep their boat in Brown County, 35% of those in Winnebago, 28% each for Kewaunee and Marinette, 27% each for Calumet and Outagamie, and 26% for Door County are the most likely to use any of the locks on the Fox River. Please see Table 7 below.

Table 7 – Those Most likely to Use the Lock System by County Boat is Kept In

County	Use of Locks
Brown	44%
Winnebago	35
Kewaunee	28
Marinette	28
Calumet	27
Outagamie	27
Door	26
Fond du Lac	22
Other Counties	15
Manitowoc	13
Sheboygan	10
Waupaca	8

- ◆ Those that own larger boats are more likely than those with smaller boats to say they have navigated the lower Fox River, although it is important to keep in mind that 61% of responses are from those with boats 10,000 pounds or less. Twenty-six percent owning boats weighing 2,000-10,000 pounds have boated on Fox River from Green Bay to Rapide Croche and 28% have boated on the River between Lake Winnebago and Rapid Croche. Twenty-nine percent have used the Lock system.
- ◆ Thirty-one percent of those owning boats weighing 10,001-20,000 pounds have boated on Fox River from Green Bay to Rapide Croche and 29% have boated on the River between Lake Winnebago and Rapid Croche. Thirty-two percent have used the Lock system.
- ◆ Thirty-six percent of those owning boats weighing 20,001-30,000 pounds have boated on Fox River from Green Bay to Rapide Croche and 41% have boated on the River between Lake Winnebago and Rapid Croche. Forty-three percent have used the Lock system.
- ◆ Forty-eight percent of those owning boats weighing 30,001-50,000 pounds have boated on Fox River from Green Bay to Rapide Croche and 36% have boated on the River between Lake Winnebago and Rapid Croche. Fifty-six percent have used the Lock system.
- ◆ Seventy-five percent of those owning boats weighing over 50,000 pounds have boated on Fox River from Green Bay to Rapide Croche and 50% have boated on the River between Lake Winnebago and Rapid Croche. Fifty percent have used the Lock system. It is important to keep in mind the small number of boats in this size category who answered these questions. Between 13% and 17% of those not sure about the weight of their boat have used the lower Fox River. Please see Figure 2 below.

**Figure 2 - How Often Do You Currently Boat On The Fox River
by Weight of Watercraft**



- ◆ There is no significant difference when looking at length of boat and how often respondents travel from Green Bay to Rapide Croche.
- ◆ The general tendency is for larger boats to travel between Lake Winnebago and Rapide Croche more often than smaller vessels. Between 20% and 37% of boats greater than 21 feet currently boat between Lake Winnebago and Rapide Croche 1-5 times per year.
- ◆ Similarly, larger boats tend to travel between the Fox River locks more often than smaller vessels. Between 34% and 41% of boats greater than 21 feet currently use the locks on the Fox River 1-5 times per year.

Importance of Fox River Navigation

Key Finding #4 **Thirty-two percent of all respondents feel that it is important to be able to travel all the way from Green Bay and the Great Lakes to Lake Winnebago and vice versa. A trend can be observed; the more often boaters travel the River, the more important they feel it is to be able to travel the waterway.**

- ◆ Thirty-two percent of boaters say that the ability to travel all the way from Green Bay and The Great Lakes to Lake Winnebago is either somewhat important (22%) or very important (10%). Sixty-eight percent say it is or not too important (24%) or not at all important (44%).
- ◆ In general, those who use the River the most often tend to say that it is important to be able to travel from Green Bay to Lake Winnebago. Depending on what part of the River boaters use, between 74%-75% of those who travel the River 6-10 times per year say it is important (somewhat or very) to travel the River. Fifty-four percent to sixty-one percent of those that travel it 2-5 times per year say it is important. Between 49% and 48% who travel the River about once per year say it is important to be able to access the River. Seventy-six percent say it is not important at all or not too important to be able to travel the River.
- ◆ We see similarities with current lock usage along the River. Seventy-five percent of those using the lock system more than 10 times per year and 67% using it 6-10 times per year think it is important (somewhat or very) to be able to travel the River. Seventy-one percent of those using it 2-5 times per year and 49% of those using the system once per year think it is important. Only 22% of those not using the lock system think it is important to be able to travel the length of the lower Fox River. Please see Table 8 below

Table 8 – Importance of being able to Travel the River by Current Usage of the Locks System

Importance	Never Used	Once/ Year	2-5 Times	6-10 Times	> 10 Times
Not at All Important	55%	17%	11%	16	25%
Not too Important	23	34	18	17	0
Somewhat Important	16	37	44	42	25
Very Important	6	12	27	25	50

- ◆ More often than not, boat proximity to the River influences the importance respondents give to be able to travel all the way from Green Bay and the Great Lakes to Lake Winnebago and vice versa. Based on a small number of responses, 45% percent of those who keep their boat in Sheboygan County and 44% of those in Kewaunee say it is important (somewhat or very) to be able to travel the River. More reliably, 40% who keep their boat in Winnebago County, 35% in Brown, 35% Outagamie, 33% Fond du Lac, and 33% Manitowoc say it is important. To a lesser extent 28% of those kept in Marinette, 27% Door, 25% Waupaca, and 22% in Calumet feel it is important. Please see Table 9 below

Table 9 – Importance of Being Able to Travel the River by County Boat is Kept In

County	Important
Sheboygan	45%
Kewaunee	44
Winnebago	40
Brown	35
Outagamie	35
Fond du Lac	33
Manitowoc	33
Marinette	28
Door	27
Waupaca	25
Calumet	22

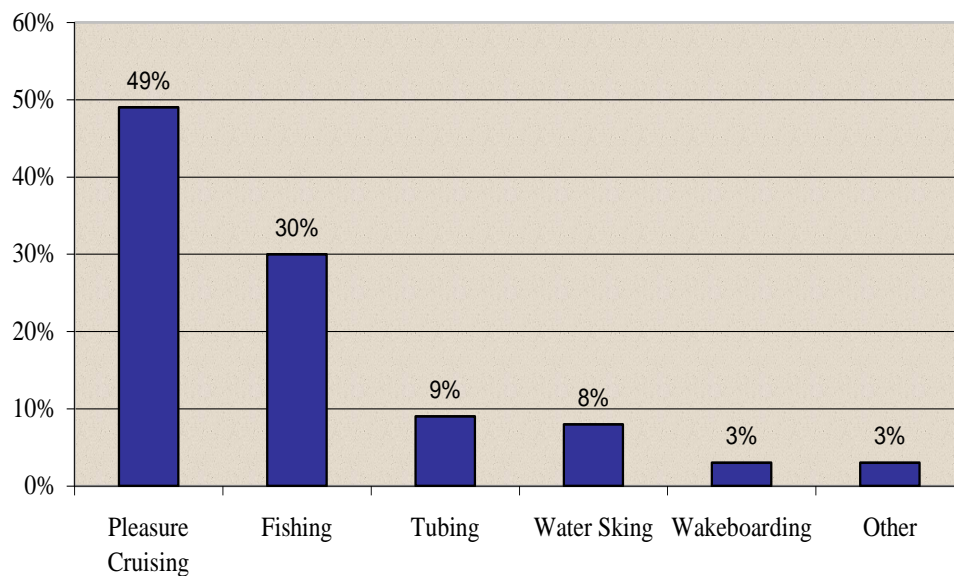
- ◆ Length of boat has a significant affect on whether respondents feel it is important to be able to travel from Green Bay and the Great Lakes to Lake Winnebago. Owners of larger boats are more likely to say it is important (somewhat or very) to be able to travel the entire length of the lower Fox River. Forty-nine percent of respondents owning a boat 40 ft. or greater, 46% owning boats 31-40 ft., 56% 26-30 ft., 35% 21-25 ft., 17% 16-20 ft. and 22% of those owning boats 12-15 ft. say it is important.

Popular Activities on the Fox River

Key Finding #5 **Almost half (49%) of all respondents partake in pleasure cruising while using their watercraft on the Fox River System. Many also enjoy fishing (30%), while spending time on the River. Less popular activities include tubing (9%), water skiing (8%), wakeboarding (3%), and 3% offered other activities.**

- ◆ Pleasure boating is a very popular activity when boat owners choose to utilize the river way. Forty-nine percent of respondents prefer to partake in pleasure cruising, 30% choose fishing as their favorite activity, 9% tubing, 8% water skiing, 3% wakeboarding, and 3% suggest other activities such as dining, shopping, getting to work, hunting, or exercise. Please see Figure 3 below.

Figure 3 - Activities Respondents Partake in When Boating on the Fox River System



Awareness of AIS

Key Finding #6 **An overwhelming 98% of all boating respondents have heard of Aquatic Invasive Species (AIS). Eighty-six percent agree that as part of the lifting process, boats should be cleaned before placing back into the Fox River System. Most (70%) say they favor (33% strongly; 37% somewhat) a proposed boat transfer station project at the Rapide Croche Lock.**

- ◆ Eighty-three percent of boaters say “yes” they have heard of and are familiar with Aquatic Invasive Species (AIS). Another 15% say “Yes” they have heard of, but are not familiar with AIS; only 2% of respondents say they have not heard of AIS.
- ◆ Respondents were then asked how much they agree or disagree, that to eliminate the possible introduction of Aquatic Invasive Species from the Great Lakes system into the Lake Winnebago Watershed, as part of the lifting process, boats should be cleaned. An overwhelming 86% said they agree with this statement (strongly 61%; somewhat 25%). Only 8% say they disagree (4% strongly; 4% somewhat) and 6% are not sure.
- ◆ Fifty-one percent of boaters have no concerns about using the proposed transfer station at Rapide Croche Lock. Fourteen percent are concerned about damage, 9% will not use the facility, 8% question the time it will take to travel through the station and 8% are concerned about the cost of the project, 3% would like to know more about boat accommodations and 7% have some other comment such as whether it is necessary or that the staff is qualified.
- ◆ Over half (56%) of boat owners have no concerns about the cleaning process their boat is required to undergo during the transfer process. Fourteen percent are concerned about the damage that might be done to their boat and who will pay for it, 5% question the effectiveness of the process in eliminating AIS, 5% do not plan on using it, 4% each are concerned about the time it will take to complete the process and the cost and 12% offer other concerns such as water in the engines, environmental impact, where the waste water will ultimately go, etc.
- ◆ When asked how much they favor or oppose the proposed transfer system project at Rapide Croche Lock, 70% favor (33% strongly; 37% somewhat), 15% oppose (8% strongly; 7% somewhat), and a notable 15% are not sure.
- ◆ Although we see great support for the transfer station, length of boat has a significant correlation with support for the proposed boat transfer station at Rapide Croche. Owners of larger boats are more likely to say they favor (somewhat or strongly) the proposed transfer station. Seventy-nine percent of respondents owning a boat 40 ft. or greater, 81% owning boats 31-40 ft., 82% 26-30 ft., 70% 21-25 ft., 62% 16-20 ft. and 58% of those owning boats 12-15 ft. say it is important.

Usage and Cost of Transfer Station

Key Finding #7 **Thirty-six percent of all respondents anticipate using a new boat transfer station at Rapid Croche along the Fox River one to five times per year. Most boaters (72%) are willing to pay \$20-\$39 to use the proposed station and 78% believe the charge for lifting and cleaning boats should be based on length of the boat.**

- ◆ Of all boat owners responding to the question, 36% say they anticipate using the proposed transfer station one to five times per year (24%, once per year; 12%, 2-5 times per year)
- ◆ Anticipated use of the new proposed boat station comes from respondents who keep their boats in all of the counties surveyed. The highest level of anticipation comes from Kewaunee County with 56% of boat owners who keep their boat in that county indicating they will use the transfer station, although this is a very small sample; 45% say they will use it 1-5 times per year. Forty-nine percent of boaters who keep their boat in Fond du Lac County anticipate using the station with 47% saying they will use the station 1-5 times per year. For a complete list of counties please see Table 10 below.

Table 10 – Anticipated Use of Transfer Station by County

County	No Anticipation	Once/Year	2-5 Times	6-10 Times	> 10 Times
Brown	62%	23%	14%	0	1%
Calumet	68	26	6	0	0
Fond du Lac	51	28	19	0	2
Outagamie	64	24	12	0	0
Waupaca	71	22	7	0	0
Winnebago	56	24	19	1	0
Door	60	32	8	0	0
Kewaunee	44	39	6	11	0
Manitowoc	71	29	0	0	0
Marinette	66	17	17	0	0
Sheboygan	64	18	18	0	0

- ◆ There is no significant difference when looking at county boat is kept and support or opposition to the proposed boat transfer station.

- ◆ Depending on the weight of boat, between 44% and 75% of boaters anticipate using the transfer station. Thirty-five percent of those who anticipate using the station 1-5 times per year have boats in the 2,000-10,000 pound range, 56% have boats in the 10,001- 20,000 to range, 52% in the 20,001 – 30,000 pound range, 52% in the 30,001 – 50,000 pound range and 25% own a boat over 50,000 ponds. Please see Table 11 below.

Table 11– Anticipated Use of Transfer Station by Weight of Boat

Weight	Do Not Anticipate Using It	About Once/Year	2-5 Times Per Year	6-10 Times Per Year.	More Than 10 Times Per Year
2,000 to 10,000 Pounds	65%	26%	9%	<1%	0%
10,001 to 20,000 Pounds	42	30	26	1	<1
20,001 to 30,000 Pounds	46	26	26	0	2
30,001 to 50,000 Pounds	44	36	16	0	4
Over 50,000 Pounds	75	0	25	0	0
Not sure	88	9	3	0	0

- ◆ Length of boat has a significant affect on anticipated use of the boat transfer system. Owners of longer boats are more likely to say they are likely to use the station. Forty-eight percent of respondents owning a boat 40 ft. or greater, 55% owning boats 31-40 ft., 54% 26-30 ft., 36% 21-25 ft., 28% 16-20 ft. and 19% of those owning boats 12-15 ft. say they anticipate using the station. Between 48% and 53% of those with boats measuring 26-40+ ft. in length say they anticipate using the transfer station 1-5 times per year.

- ◆ Thirty-eight percent of those who have V-shaped hull boats anticipate using the station 1-5 times per year. Thirty-three percent of those with a pontoon boat, 25% of those with a canoe or kayak, 38% of those with a personal water craft, 28% of those with sailboats, and 46% who own a tri-hull boat say they anticipate using the station 1-5 times per year. Depending on the hull-type of their boat, between 53% and 75% of boaters anticipate using the transfer station. Please see Table 12 below

Table 12– Anticipated Use of Transfer Station by Type of Hull

Type of Hull	Do Not Anticipate Using It	About Once/Year	2-5 Times Per Year	6-10 Times Per Year.	More Than 10 Times Per Year
V-shaped Hull	61%	24%	14%	<1%	<1%
Pontoon	65	26	7	2	0
Canoe/Kayak	75	25	0	0	0
Personal Water Craft	62	38	0	0	0
Sailboat	71	19	9	0	1
Tri-Hull	53	33	13	1	0

- ◆ Ninety-two percent of boat owners are willing to pay \$20-\$59 (72%, \$20-\$39 and 20%, \$40-\$59) to use the proposed boat transfer station at Rapide Croche along the Fox River to obtain unimpeded travel along the entire Fox River System.
- ◆ Over three-quarters of all boaters (78%) believe that the transfer station should charge owners a price based on length rather than an average calculated price. Please keep in mind that the length of almost one-half (49%) of survey respondents' boats are between 10–21 feet and 85% of boaters have only one boat they would be using at the station.

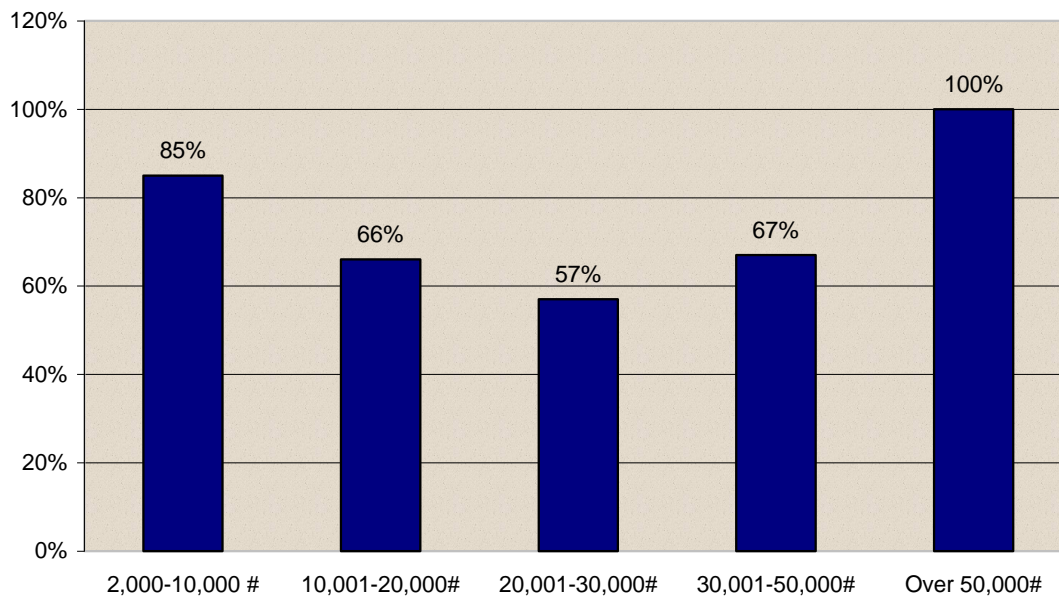
Transfer Station Availability

Key Finding #8

A large majority (79%) of boat owners would like to see the lift station made available on a first come first serve basis; 88% say they are willing to wait 20 – 30 minutes while their boat is being cleaned. Seventy-one percent say they are willing to utilize an offsite boat yard to clean their boat if it is found to be encrusted with AIS.

- ◆ An overwhelming majority of boaters (79%) agree with the proposal that the lift station should be made available on a first come, first serve basis which may result in longer wait times, as opposed to only 21% who are in favor of making the station available by reservation, which would have to be done in advance.
- ◆ When we look at support for using the lift station on a first come first serve basis by boat weight, we see agreement across all categories, with 85% of those owning the lightest boats (2,000 – 10,000) in agreement. Sixty-six percent of those who own a boat in the 10,001 – 20,000 pound range agree use should be on a first come, first serve basis, 57% of those in the 20,001 – 30,000 pound range, 67% of those using boats in the 30,001 – 50,000 pound range and 100% in the over 50,000 pound range. Again, it is important to keep in mind that there are only 4 respondents in this large boat category. Please see Figure 4 below.

Figure 4 - Percent Who Agree Availability of Lift Station Should be On a First come, First Serve Basis by Weight of Boat



- ◆ In most cases (89%), boaters are willing to wait 20 -30 minutes at the transfer station while their boat is being cleaned and transferred. Thirty-seven percent say “They are very willing, it is worth the wait” and 51% say “They are somewhat willing; it is an acceptable amount of time to wait”. Twelve percent say they are “Not willing, that 20-30 minutes is too long a wait”.
- ◆ An overwhelming majority of respondents are willing to wait 20-30 minutes at the transfer station while their boat is being cleaned and transferred. Looking at willingness to wait by age groups, we see those in the younger age categories are generally more likely to say they are willing (somewhat or very) to wait 20-30- minutes to use the transfer station. Those between 18-24 are the most likely (100%) and 91% of those in the 24-34 age groups say they are willing to wait, but it should be noted these age groups are the least represented. Please see Table 13 below.

Table 13– Willingness to Wait 20-30 Minutes at the Transfer Station by Age

Age	Not willing, that is too long	Somewhat willing, it is acceptable	Very Willing, it is worth the wait
18 to 24 Years	0%	100%	0%
25 to 34 Years	9	58	33
35 -44 Years	15	58	27
45 – 54 Years	12	58	30
55 to 64 Years	11	50	39
65 and Over	11	39	50

- ◆ If given the opportunity, the majority of boaters (71%) are willing to utilize an offsite boat yard to clean the hull of their boat prior to using the transfer station, if their boat is found to be heavily encrusted with Aquatic Invasive Species. A sizeable 29% say they are not willing.

- ♦ Willingness to utilize an offsite boat yard to clean the hull of their boat prior to using the transfer station is directly related to the weight of the boat. Seventy-five percent of boaters with vessels that weigh between 2,000-10,000 pounds are willing to clean the hull of their boat. Sixty-three percent of boat owners with boats in the 10,001-20,000 pound range say “Yes” they are willing. Between 33% and 58% of owners of larger boats say they are willing to clean the hull of their boat if it is heavily encrusted with Aquatic Invasive Species prior to using the transfer station. Please see Table 14 below.

Table 14– Willingness to Clean Hull by Weight of Boat

Weight	Yes	No
2,000 – 10,000	75%	25%
10,001 – 20,000	63	37
20,001 – 30,000	58	42
30,001 – 50,000	54	46
Over 50,000 Pounds	33	67

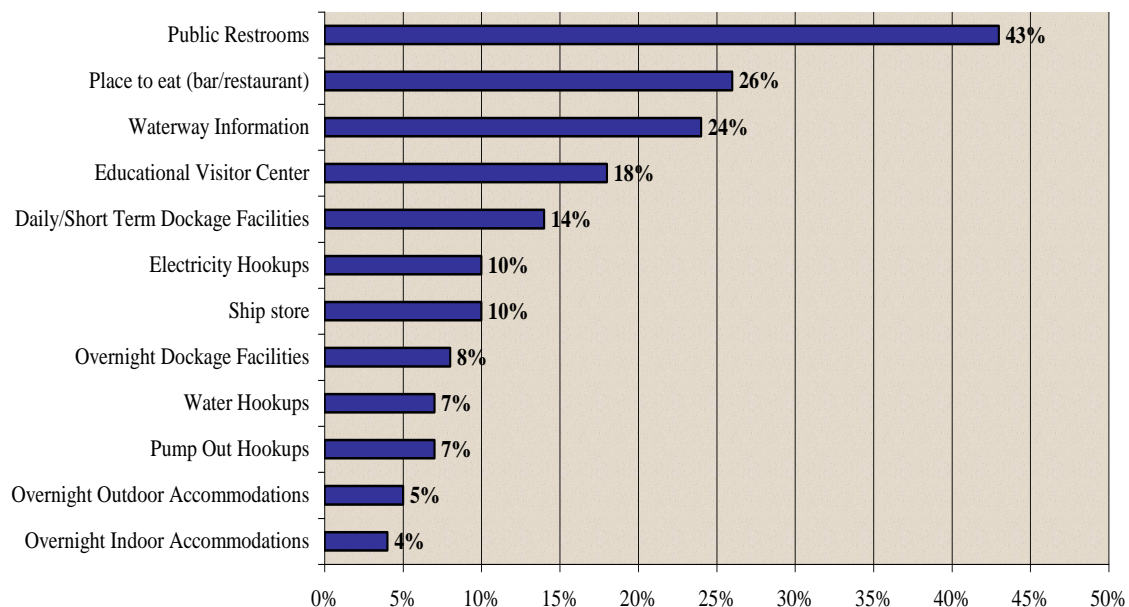
Use of Additional Services

Key Finding #9

Besides the ability to transfer their boat, 81% of respondents said they would use restroom facilities and 77% of respondents said a place to eat when asked what other amenities the transfer station could provide. Boaters also indicate they are most likely to use the facilities at Rapide Croche on Saturday and Sunday (47% and 42%, respectively) and that they are most likely (46%) to stay less than one day on either side of the transfer station.

- ◆ When looking at those “Very” Likely to use additional facilities, respondents choose public restrooms (43%) and a place to eat (bar/restaurant, 26%) the most often when asked to indicate other amenities the transfer station could provide for boaters. Another popular service mentioned is waterway information (24%), an educational visitor center with historic and contemporary information about the River, locks, and lift station, and information about Aquatic Invasive Species in the Great Lakes and Fox River System (18%). Other less popular services mentioned are: daily or short term dockage facilities (14%), electric hookups (10%), ship store (10%), overnight dockage facilities (8%), water hookups (7%), pump out hookups (7%), overnight outdoor accommodations (5%), and overnight indoor accommodation (4%). Please see Figure 5 below.

Figure 5 - Additional Amenities Respondents' Say They Would "Very Likely" Use at The Rapide Croche Transfer Station



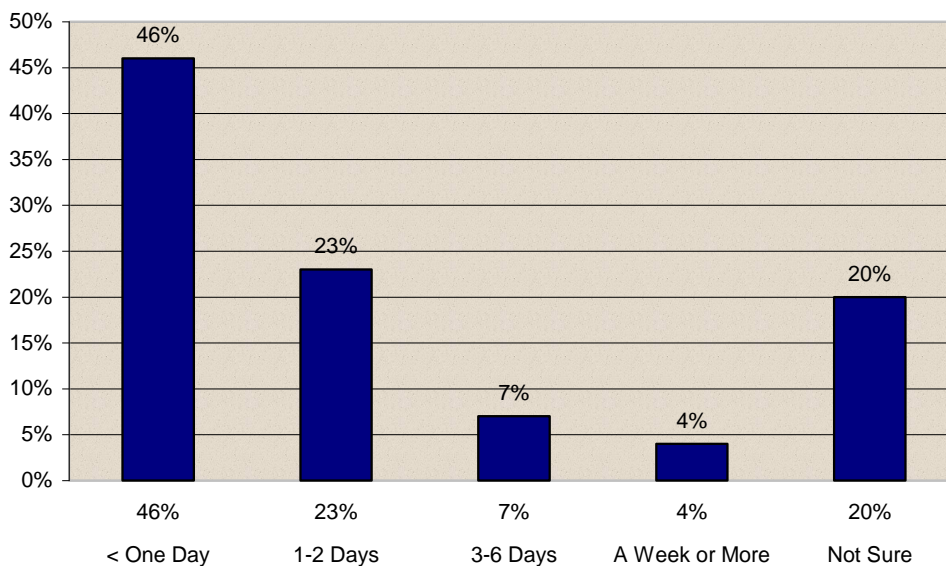
- ◆ If given the opportunity, most boaters (47%) say they would be most likely to use the proposed transfer station at Rapide Croche along the Fox River on Saturday (47%) and Sunday (42%). Friday was the third most popular day with 33% very likely (14%) or moderately likely (19%) to use the station. Please see Table 15 below.

Table 15 – Days of the Week Respondents Are Most Likely to Use the Boat Transfer Station at Rapide Croche

Day of the week	Not likely	Somewhat likely	Moderately likely	Very likely
Q22a. Sunday	33%	25%	20%	22%
Q22b. Monday	60	25	9	6
Q22c. Tuesday	64	23	8	5
Q22d. Wednesday	65	22	8	5
Q22e. Thursday	59	24	10	7
Q22f. Friday	41	26	19	14
Q22g. Saturday	29	24	21	26

- ◆ After boaters pass through the transfer station, 69% say they are likely to stay less than one day or one to two days on either side of the station. Seven percent say they will stay 3-6 days and 4% say a week or more. A significant 20% are not sure. Please see Figure 5 below.

Figure 6 - Length of Time Boaters Will Stay on Either Side of the Transfer Station After Passing Through



Additional Comments

Key Finding #10 **Many respondents were also willing to voice their concerns about using the proposed boat transfer station at Rapide Croche Lock and the cleansing process as a required part of transferring their boat. Many agree this is a much needed project and voice their support for the effort to reopen the waterway and bring it back to its former open navigational state. A significant number also reiterate their concerns for the cost of the system and if it will be effective enough.**

- ◆ Half of all responses (51%) to the question concerning use of the proposed boat transfer station at Rapide Croche Lock are “No” they do not have concerns. The largest portion (14%) is most concerned about possible damage to their boat. Concern about lifting and moving boats and who will pay is evident in the array of comments offered on this topic. A sizable 9% say they have no concerns because they will not use the transfer station. Eight percent of respondents are concerned for each of the cost and time involved in the process. The availability of sufficient facilities to accommodate all types of vessels concern 3% of boaters and 7% have other worries about hours of operation, cost, or will the system actually do what it is intended to do. Please see Appendix V for a complete listing of responses.
- ◆ Over half (56%) of respondents say they have no concerns about the cleansing process as part of transferring their boat. Again damage to their boat is the biggest concern (14%) for most boaters. Among concerns respondents have about the process is the effect of power washing or what the hot water will do to their boat’s finish. Five percent each say they will not use it or they are concerned about its effectiveness. Four percent each say they are concerned about the time and the cost of the process. Thirteen percent offer other concerns such as the possibility of water in their boat’s engine, the environmental impact of the process, or what will be done with the waste water. Please see Appendix VI for a complete listing of responses.

Main Sources of Boating Information

Key Finding #11 **The main source of information tapped by watercraft owners is Wisconsin boating magazines.**

- ◆ Watercraft owners mainly receive their boating information from either Wisconsin boating magazines (23%) or local boating publications (20%). Many (40%) read both DNR publications and the newspaper. Others say they get their information from television (35%) and radio (19%). Still, some say National boating publications (16%) such as U.S. Boat and Lakeland Boating or local publications such as Appleton Yacht and Menasha Marine.

Conclusion

Overall, the majority of survey participants, which are registered boat owners who keep their vessels in the eleven counties surveyed, were extremely interested to share their views on the proposed Rapide Croche Lock and its potential effect on the lower Fox River System. Generally, a greater interest is seen from those who maintain their vessel in the counties that directly border the Fox River or Lake Winnebago, such as Brown, Outagamie, and Winnebago Counties.

Although most respondents do not necessarily live on the River, nor does the majority boat on the lower Fox, they are eager to voice their opinion about activities that affect the waterways and lakes of the entire Fox River System.

Respondents are mainly comprised of small boat owners who enjoy pleasure cruising and obviously care about Wisconsin's aquatic environment. For many, it is important to be able to travel the length of the lower Fox and especially older boaters who are reminiscent about traveling unimpeded from one part of the River to the next as youth. Those that currently boat on the River are especially protective of the ability to continue to use the River.

Just about all have heard of Aquatic Invasive Species (AIS) and are extremely supportive of measures to stop the spread from Lake Michigan to Lake Winnebago. Boaters favor the construction of a lift station and the inclusion of a cleaning process before placing boats back into water when traveling from Green Bay to Lake Winnebago.

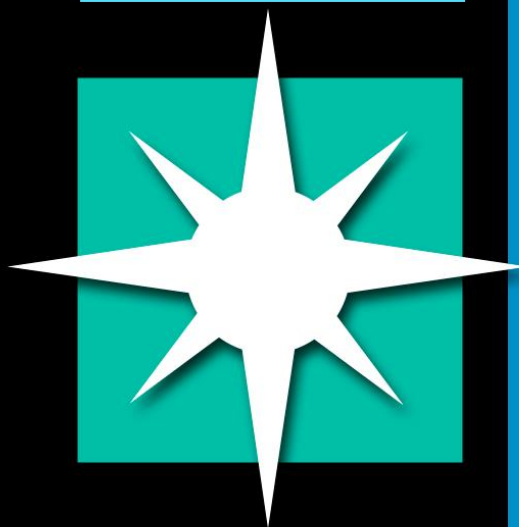
A slight majority has no concerns about using the proposed transfer station or the cleaning process at Rapide Croche Lock, but many are concerned about adequate facilities and qualified staff to handle their boats, time it will take to travel through the station, cost of the project and how it will be paid for. Boat owner's questions need to be answered satisfactorily in order to keep or increase support for the project.

A little over a third of boaters say they will use the transfer station. Mid-size, V-shaped hull boat owners are the most likely to use the station. Between \$20 - \$59 is an acceptable amount to charge for using the transfer station and most feel the price should be based on length rather than an average calculated price.

Respect is evident for other boat owners and their time as well as the facilities and the environment; access to the lift station should be made available on a first come, first serve basis, a 20-30 minute wait is considered reasonable, and many are willing to utilize an offsite boat yard to clean the hull of the boat prior to using the transfer station

Concern about the River System can also be seen in the high ratings give to the availability of "waterway," "river, locks, and lift station," and "Aquatic Invasive Species", information at the transfer station.

There is a significant number that are open to short trips, mainly on the weekend, for only a couple of days to enjoy and reminisce about how the River once was, realize recent improvements, and dream about the potential it has for the future.



Questionnaire Frequencies

Appendix I

Fox River Navigational System Authority 2010 Boater Survey Overall Frequencies

Q1) How often do you currently boat on the Fox River between *Green Bay* and *Rapide Croche*?

Have never boated there	74%
About once per year	15
2-5 times per year	8
6-10 times per year	1
More than 10 times per year	2

Q2) How often do you currently boat on the Fox River between *Lake Winnebago* and *Rapide Croche*?

Have never boated there	74%
About once per year	13
2-5 times per year	8
6-10 times per year	2
More than 10 times per year	3

Q3) How often do you currently use any of the locks on the Fox River between **Green Bay** and **Lake Winnebago**?

Have never used the Lock system	72%
About once per year	17
2-5 times per year	9
6-10 times per year	1
More than 10 times per year	1

Q4) What is the approximate weight of your primary boat that you would use on the Fox River?

2,000 to 10,000 pounds	61%
10,001 to 20,000 pounds	19
20,001 to 30,000 pounds	5
30,001 to 50,000 pounds	3
Over 50,000 pounds	<1
Not sure	12

Q5) What is the overall approximate length and beam (width) of your primary boat that you would use on the Fox River?

_____ Feet
_____ Beam

Q6) What type of hull does your primary boat that you would use on the Fox River have?

V-shaped	78%
Pontoon	7
Canoe / Kayak	1
Personal Water Craft	1
Sailboat	9
Tri-hull	2
Not sure	2

Q7) Overall, how important is it to you as a boater to be able to travel all the way from the **Bay of Green Bay and the Great Lakes to Lake Winnebago** and vice a versa?

Not at all important	44%
Not too important	24
Somewhat important	22
Very important	10

Q8) Do you have a secondary dingy that is launched from your boat?

Yes	16%
No	84

Q9) Which of the following do you generally partake in while using your boat on the Fox River System? (*Please check all that apply*)

Pleasure cruising	49%
Fishing	30
Tubing	9
Water skiing	8
Wakeboarding	3
Other (Specify)	3
Do not use the Fox River System	32

Q10) Are you familiar with or have you heard of **Aquatic Invasive Species (AIS)**?

Yes, have heard of and are familiar with	83%
Yes, have heard of, but not familiar with	15

No, have not heard of 2

Q11) To eliminate the possible introduction of **Aquatic Invasive Species** from the Great Lakes system into the Lake Winnebago Watershed as part of the lifting process boats will be cleaned. How much do you agree or disagree that it will be necessary to clean boats at the lift station to reduce the spread of **AIS** into the Lake Winnebago Watershed?

Strongly disagree it is necessary	4%
Somewhat disagree it is necessary	4
Somewhat agree it is necessary	25
Strongly agree it is necessary	61
Not sure	6

Q12) How much would you be willing to pay to use the proposed boat transfer station at **Rapide Croche** along the Fox River to obtain unimpeded travel along the entire Fox River System for a round trip?

\$20-\$39	72%
\$40-\$59	20
\$60-\$79	3
\$80-\$99	2
\$100 or more	3

Q13) Do you believe that the transfer station should charge boats a flat rate that is calculated on an average boat size or should each boat be charged based on length?

Average calculated price	22%
Price based on length	78

Q14) How often would you anticipate using the new proposed boat transfer station at **Rapide Croche** along the Fox River?

Q19) Besides transferring your boat, there are several other amenities the transfer station could provide to boaters. How likely would you be to use each of the following additional services as a

Do not anticipate using it	63%
About once per year	24
2-5 times per year	12
6-10 times per year	<1
More than 10 times per year	<1

Q15) Do you have multiple boats that you may use at the station?

One boat only	85%
Multiple boats	15

Q16) One proposal is to make the lift station available on a first come first serve basis which may result in longer waiting times, another possibility would be to make the station available by reservation which would have to be done in advance. Which method would be more useful to you as a boater?

First come, first serve basis	79%
By reservation only	21

Q17) How willing are you to wait 20-30 minutes at the transfer station while your boat is being cleaned and transferred?

Not willing, that is too long	12%
Somewhat willing, it is acceptable	51
Very willing, it is worth the wait	37

Q18) If on your way upstream towards Lake Winnebago, your boat is found to be heavily encrusted with Aquatic Invasive Species would you be willing to utilize an offsite boat yard to clean the hull prior to using the transfer station? (*Boats would need to be lifted and power washed to remove all AIS at the boat yard before using the transfer station*)

Yes	71%
No	29

boater? *(Please circle one response for each amenity/service)*

Amenity/Service	Not likely	Somewhat likely	Moderately likely	Very likely
19a. Daily or short term dockage facilities	44%	28%	14%	14%
19b. Overnight dockage facilities	61	19	12	8
19c. Water hookups	69	15	9	7
19d. Electricity hookups	64	15	11	10
19e. Pump out hookups	67	16	10	7
19f. A ships store	47	27	16	10
19g. A place to eat (bar/restaurant)	23	25	26	26
19h. Public restrooms	19	18	20	43
19i. Waterway information	23	27	26	24
19j. An educational visitor center with historic and contemporary information about the River, the Locks and the Lift Station and information about Aquatic Invasive Species in the Great Lakes and Fox River System	28	32	22	18
19k. Overnight accommodations (outdoors such as camping)	69	16	10	5
19l. Overnight accommodations (indoors such as a hotel)	71	17	8	4

Q20) Would you have any concerns about using the proposed boat transfer station at **Rapide Croche Lock**?

Q21) Would you have any concerns about the cleansing process as a required part of transferring your boat?

Q22) If you were to use the new proposed boat transfer station at **Rapide Croche** along the Fox River how likely would you be to use it on each of the following days of the week?
(Please circle one response for each day of the week)

Day of the week	Not likely	Somewhat likely	Moderately likely	Very likely
Q22a. Sunday	33%	25%	20%	22%
Q22b. Monday	60	25	9	6
Q22c. Tuesday	64	23	8	5
Q22d. Wednesday	65	22	8	5
Q22e. Thursday	59	24	10	7
Q22f. Friday	41	26	19	14
Q22g. Saturday	29	24	21	26

Q23) How long would you likely stay on either side of the transfer station after going through the process?

Less than 1 day	46%
1-2 days	23
3-6 days	7
A week or more	4
Not sure	20

Wisconsin boating magazines	23%
Radio	19
TV	35
DNR publications	40
Newspaper	40
National boating publications	16
Local boating publications	20

Q24) Overall, how strongly do you favor or oppose the proposed boat transfer station project at **Rapide Croche Lock?**

Strongly oppose	8%
Somewhat oppose	7
Somewhat favor	37
Strongly favor	33
Not sure	15

Q28) Which of the following age categories would include you?

18 to 24	<1%
25 to 34	3
35 to 44	12
45 to 54	27
55 to 64	34
65 and over	23

Q25) What county is your boat kept in?

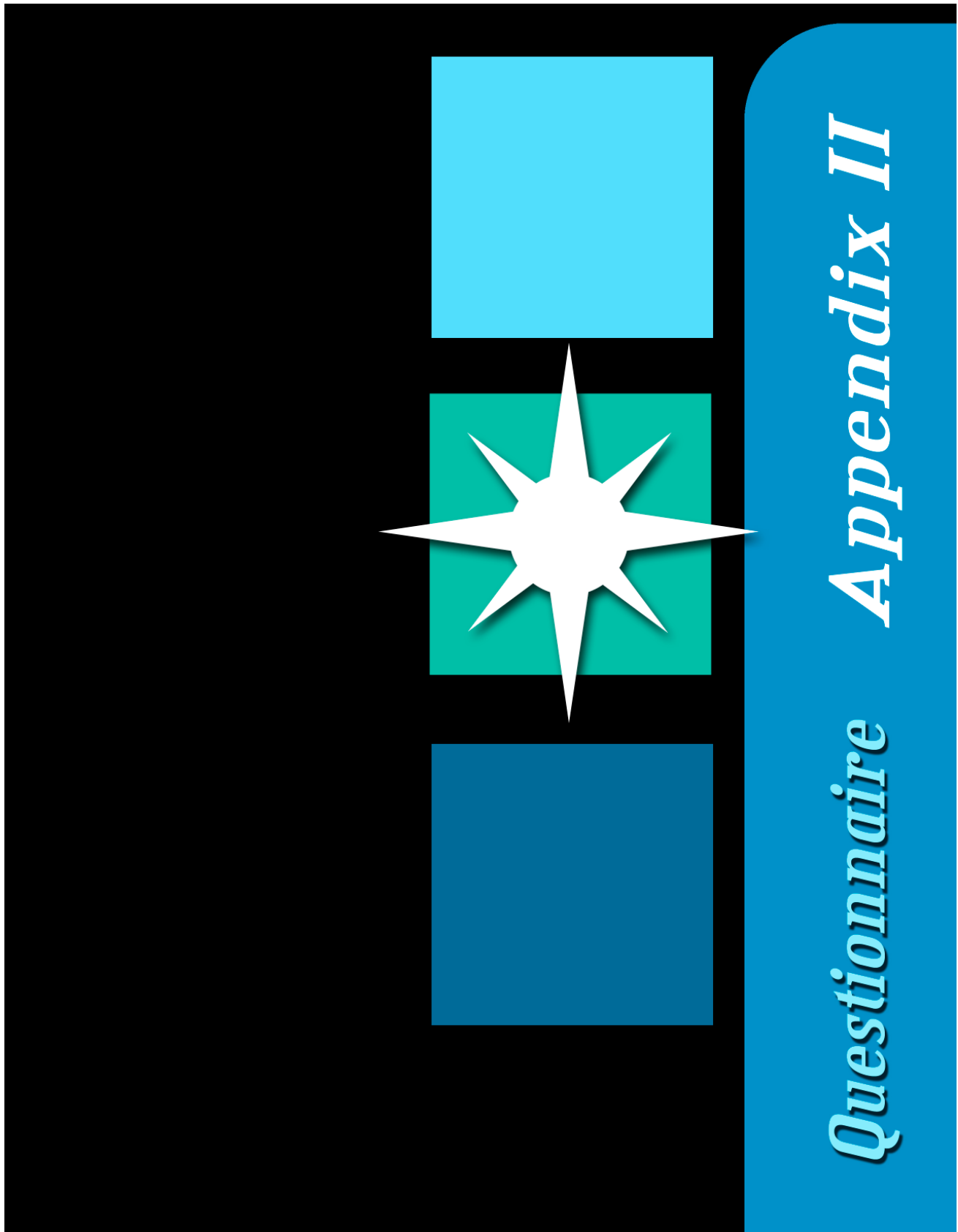
_____ **County**

Q26) Do you currently live on the Fox River System? (*Green Bay to Lake Winnebago, is your property located on the waterway?*)

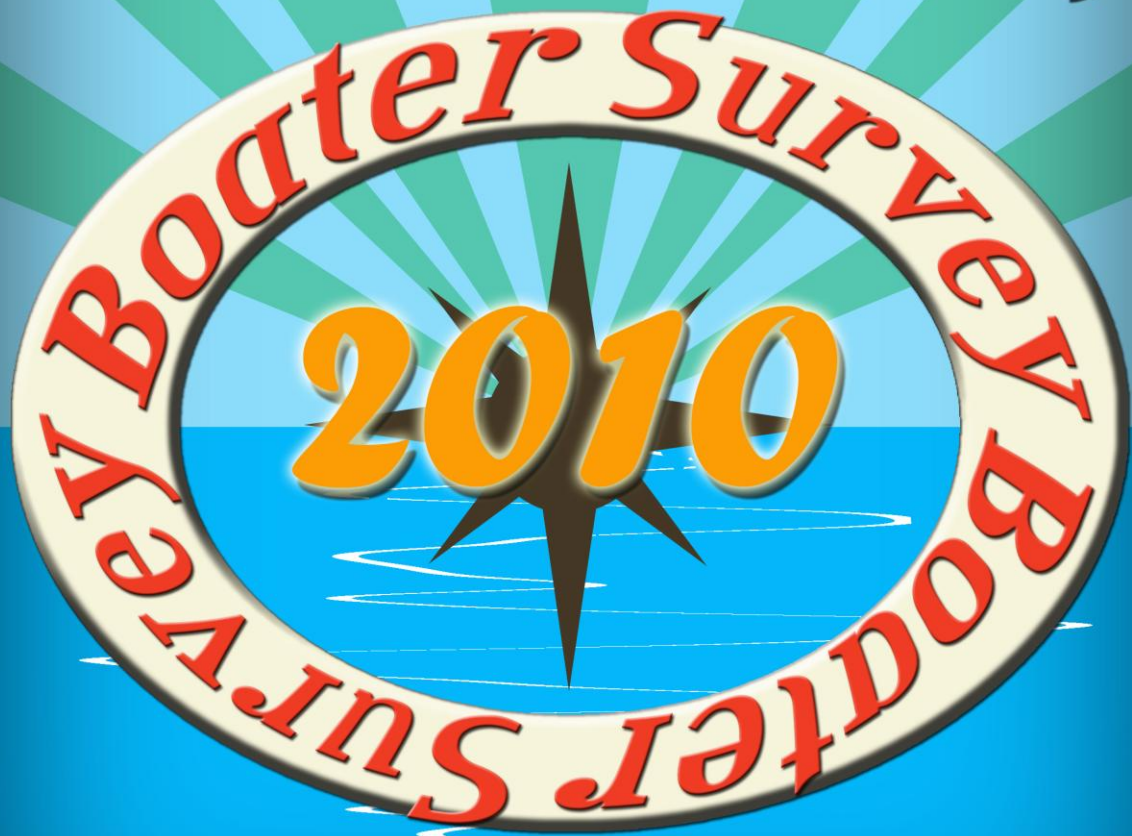
Yes	13%
No	87

Q27) From where do you mainly receive your information about local boating? (*Please check all that apply and specify source if national or local*)

Q29) Are there any other comments or concerns that you have about the overall impact the proposed boat transfer station at **Rapide Croche Lock** would have on the waterway and Lake Winnebago?



Fox River Navigational System Authority



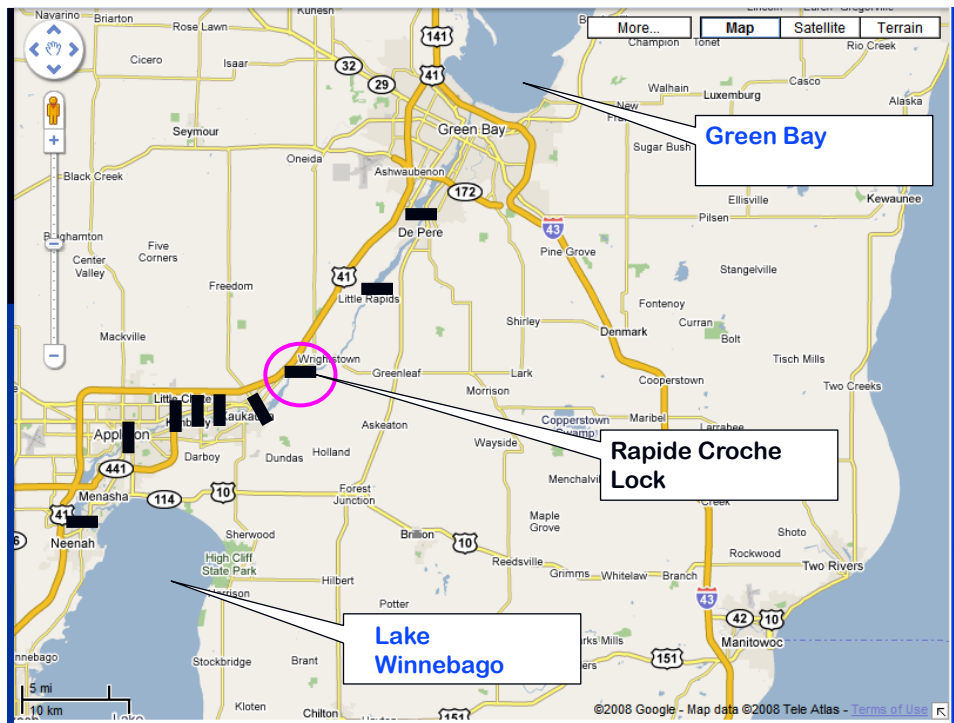
PURPOSE OF THIS IMPORTANT STUDY:

State statute 237 authorizes the **Fox River Navigational System Authority (FRNSA)** to repair and re-open 16 of the 17 locks on the lower Fox River. Reopening the Fox River locks brings the potential for economic development and revitalization of the river communities but also increases concern for the risk of upstream spread of Aquatic Invasive Species (AIS). The lock at **Rapide Croche** is the site of a fixed barrier to prevent the upstream migration of sea lampreys into the Lake Winnebago chain of lakes. This barrier will not be removed, instead, a boat lift and transfer station will move boats from the downstream side of the lock and clean them prior to placement on the upstream side. Protecting the Lake Winnebago sturgeon population and native fisheries from the potential adverse impacts of Aquatic Invasive Species (AIS) must be the primary consideration in the operation of the transfer station and at other system access points. Please see the brochure enclosed with this questionnaire for more detailed information on the proposed **Rapide Croche Boat Transfer and AIS Cleansing Station**.

Boaters wishing to move upstream will have to comply with certain requirements prior to approaching the boat transfer station. The hull must be free of accumulated debris and fouling organisms. Live fish and bait must not be moved above the **Rapide Croche Lock**. Each boat will be completely separated from the downstream water and will be washed with hot water prior to being moved upstream. Removal from the water will ensure that no fish are moved upstream during the transfer operation. All upstream-bound boats will be first rinsed with sprayed water to dislodge from the hull loosely adhering debris. The boat will then be floated in 110°F water for at least five minutes. Water at this temperature will instantaneously kill zebra and quagga mussels. During the boat cleansing procedure equipment (such as anchors, ropes or skis) onboard the boats will be removed, sprayed with a pressure washer then immersed in a tub of 110°F water for at least 5 minutes.

DIRECTIONS:

The following is a list of questions that will help the FRNSA consider how best to develop a cleansing and transfer station at **Rapide Croche**. For each question, please mark **only one** response by either completely filling in the box next to your answer or circling the corresponding number, unless directed to check all that apply. **All responses are completely confidential**. Also, please use the supplied map below for information about the placement of the proposed boat transfer station at **Rapide Croche** in reference to Green Bay, Lake Winnebago and the Fox River.



Q1) How often do you currently boat on the Fox River between **Green Bay** and **Rapide Croche**?

- ☐ **Have never boated there**
- ☐ **About once per year**
- ☐ **2-5 times per year**
- ☐ **6-10 times per year**
- ☐ **More than 10 times per year**

Q2) How often do you currently boat on the Fox River between **Lake Winnebago** and **Rapide Croche**?

- ☐ **Have never boated there**
- ☐ **About once per year**
- ☐ **2-5 times per year**
- ☐ **6-10 times per year**
- ☐ **More than 10 times per year**

Q3) How often do you currently use any of the locks on the Fox River between **Green Bay** and **Lake Winnebago**?

- ☐ **Have never used the Lock system**
- ☐ **About once per year**
- ☐ **2-5 times per year**
- ☐ **6-10 times per year**
- ☐ **More than 10 times per year**

Q4) What is the approximate weight of your primary boat that you would use on the Fox River?

- ☐ **2,000 to 10,000 pounds**
- ☐ **10,001 to 20,000 pounds**
- ☐ **20,001 to 30,000 pounds**
- ☐ **30,001 to 50,000 pounds**
- ☐ **Over 50,000 pounds**
- ☐ **Not sure**

Q5) What is the overall approximate length and beam (width) of your primary boat that you would use on the Fox River?

_____ Feet

_____ Beam

Q6) What type of hull does your primary boat that you would use on the Fox River have?

- ☐ **V-shaped**
- ☐ **Pontoon**
- ☐ **Canoe / Kayak**
- ☐ **Personal Water Craft**
- ☐ **Sailboat**
- ☐ **Tri-hull**
- ☐ **Not sure**

Q7) Overall, how important is it to you as a boater to be able to travel all the way from the **Bay of Green Bay and the Great Lakes to Lake Winnebago** and vice a versa?

- ☐ **Not at all important**
- ☐ **Not too important**
- ☐ **Somewhat important**
- ☐ **Very important**

Q8) Do you have a secondary dingy that is launched from your boat?

- ☐ **Yes**
- ☐ **No**

Q9) Which of the following do you generally partake in while using your boat on the Fox River System? (*Please check all that apply*)

- ☐ **Pleasure cruising**
- ☐ **Fishing**
- ☐ **Tubing**
- ☐ **Water skiing**
- ☐ **Wakeboarding**
- ☐ **Other (Specify) _____**
- ☐ **Do not use the Fox River System**

Q10) Are you familiar with or have you heard of **Aquatic Invasive Species (AIS)**?

- ☐ **Yes, have heard of and are familiar with**
- ☐ **Yes, have heard of, but not familiar with**
- ☐ **No, have not heard of**

Q11) To eliminate the possible introduction of **Aquatic Invasive Species** from the Great Lakes system into the Lake Winnebago Watershed as part of the lifting process boats will be cleaned. How much do you agree or disagree that it will be necessary to clean boats at the lift station to reduce the spread of **AIS** into the Lake Winnebago Watershed?

- ☐ **Strongly disagree it is necessary**
- ☐ **Somewhat disagree it is necessary**
- ☐ **Somewhat agree it is necessary**
- ☐ **Strongly agree it is necessary**
- ☐ **Not sure**

Q12) How much would you be willing to pay to use the proposed boat transfer station at **Rapide Croche** along the Fox River to obtain unimpeded travel along the entire Fox River System for a round trip?

- ☐ **\$20-\$39**
- ☐ **\$40-\$59**
- ☐ **\$60-\$79**
- ☐ **\$80-\$99**
- ☐ **\$100 or more**

Q13) Do you believe that transfer station should charge boats a flat rate that is calculated on an average boat size or should each boat be charged based on length?

- ☐ **Average calculated price**
- ☐ **Price based on length**

Q14) How often would you anticipate using the new proposed boat transfer station at **Rapide Croche** along the Fox River?

- ☐ **Do not anticipate using it**
- ☐ **About once per year**
- ☐ **2-5 times per year**
- ☐ **6-10 times per year**
- ☐ **More than 10 times per year**

Q15) Do you have multiple boats that you may use at the station?

- ☐ **One boat only**
- ☐ **Multiple boats**

Q16) One proposal is to make the lift station available on a first come first serve basis which may result in longer waiting times, another possibility would be to make the station available by reservation which would have to be done in advance. Which method would be more useful to you as a boater?

- ☐ **First come, first serve basis**
- ☐ **By reservation only**

Q17) How willing are you to wait 20-30 minutes at the transfer station while your boat is being cleaned and transferred?

- ☐ **Not willing, that is too long**
- ☐ **Somewhat willing, it is acceptable**
- ☐ **Very willing, it is worth the wait**

Q18) If on your way upstream towards Lake Winnebago, your boat is found to be heavily encrusted with Aquatic Invasive Species would you be willing to utilize an offsite boat yard to clean the hull prior to using the transfer station? (*Boats would need to be lifted and power washed to remove all AIS at the boat yard before using the transfer station*)

- ☐ **Yes**
- ☐ **No**

Q19) Besides transferring your boat, there are several other amenities the transfer station could provide to boaters. How likely would you be to use each of the following additional services as a boater? *(Please circle one response for each amenity/service)*

Amenity/Service	Not likely	Somewhat likely	Moderately likely	Very likely
19a. Daily or short term dockage facilities	1	2	3	4
19b. Overnight dockage facilities	1	2	3	4
19c. Water hookups	1	2	3	4
19d. Electricity hookups	1	2	3	4
19e. Pump out hookups	1	2	3	4
19f. A ships store	1	2	3	4
19g. A place to eat (bar/restaurant)	1	2	3	4
19h. Public restrooms	1	2	3	4
19i. Waterway information	1	2	3	4
19j. An educational visitor center with historic and contemporary information about the River, the Locks and the Lift Station and information about Aquatic Invasive Species in the Great Lakes and Fox River System	1	2	3	4
19k. Overnight accommodations (outdoors such as camping)	1	2	3	4
19l. Overnight accommodations (indoors such as a hotel)	1	2	3	4

Q20) Would you have any concerns about using the proposed boat transfer station at **Rapide Croche Lock**?

Q21) Would you have any concerns about the cleansing process as a required part of transferring your boat?

Q22) If you were to use the new proposed boat transfer station at **Rapide Croche** along the Fox River how likely would you be to use it on each of the following days of the week?

(Please circle one response for each day of the week)

Day of the week	Not likely	Somewhat likely	Moderately likely	Very likely
Q22a. Sunday	1	2	3	4
Q22b. Monday	1	2	3	4
Q22c. Tuesday	1	2	3	4
Q22d. Wednesday	1	2	3	4
Q22e. Thursday	1	2	3	4
Q22f. Friday	1	2	3	4
Q22g. Saturday	1	2	3	4

Q23) How long would you likely stay on either side of the transfer station after going through the process?

- ☐ **Less than 1 day**
- ☐ **1-2 days**
- ☐ **3-6 days**
- ☐ **A week or more**
- ☐ **Not sure**

Q24) Overall, how strongly do you favor or oppose the proposed boat transfer station project at **Rapide Croche Lock**?

- ☐ **Strongly oppose**
- ☐ **Somewhat oppose**
- ☐ **Somewhat favor**
- ☐ **Strongly favor**
- ☐ **Not sure**

Q25) What county is your boat kept in?

_____ County

Q26) Do you currently live on the Fox River System? (*Green Bay to Lake Winnebago, is your property located on the waterway?*)

- ☐ **Yes**
- ☐ **No**

Q27) From where do you mainly receive your information about local boating? (*Please check all that apply and specify source if national or local*)

- ☐ **Wisconsin boating magazines**
- ☐ **Radio**
- ☐ **TV**
- ☐ **DNR publications**
- ☐ **Newspaper**
- ☐ **National boating publications** _____
- ☐ **Local boating publications** _____

Q28) Which of the following age categories would include you?

- ☐ **18 to 24**
- ☐ **25 to 34**
- ☐ **35 to 44**
- ☐ **45 to 54**
- ☐ **55 to 64**
- ☐ **65 and over**

Q29) Are there any other comments or concerns that you have about the overall impact the proposed boat transfer station at **Rapide Croche Lock** would have on the waterway and Lake Winnebago?

**Thank you very much for your time and help with this important study. Your opinions will help shape new and exciting offerings for future boaters along the Fox River Waterway.
Your assistance is greatly appreciated.**





008 Augustine Street
Kaukauna, WI 54130
Tele. 920-759-9833
Fax: 920-759-9834

**FOX RIVER NAVIGATIONAL
SYSTEM AUTHORITY**

April 2010

First Name Last Name
Address
City, ST Zip

Dear First Name Last Name,

The Fox River Navigational Authority strives to find ways to improve services to boaters along the Fox River Waterway. A good way to do that is to ask for boaters' opinions on proposed construction projects that will improve navigation and use of the river system.

We have contracted with the St. Norbert College Survey Center to measure interest in the newly proposed boat transfer station at Rapide Croche along the Fox River. In the next week you will receive a survey packet in the mail from the St. Norbert College Survey Center asking for your opinions regarding the proposed boat transfer station at Rapid Croche.

We would greatly appreciate it if you would take a few minutes to complete and return the survey. You can be assured of complete confidentiality. The responses we receive will help us in our efforts to better serve you as a boater, and others with an interest in the history and navigation of the Fox River System.

If you have any questions, please feel free to contact Harlan Kiesow, CEO, phone 920.202.1855 or email hkiesow@new.rr.com. Thank you for your interest and participation in the Fox River Navigational Authority Rapide Croche Boat Transfer Station Survey.

Sincerely,



Ronald Van De Hey, Chairman



May, 2010

First Name

Address

City, ST ZIP5

Dear First Name Last Name,

I am writing to ask for your help in a study for The Fox River Navigational Authority (FRNA). This study is part of an effort to assist the Fox River Navigational Authority to ask boaters' like yourself for their opinions on proposed construction projects that will improve navigation and use of the Fox River system.

The results of this study will be used by the Fox River Navigational Authority as they plan for the future of the Fox River system. **Your views are very important in this planning process.**

Your answers are completely confidential and will be released only as summaries in which no individual's answers can be identified. This survey is completely voluntary. However, you can help us very much by taking a few minutes to share your views regarding the future of the Fox River system.

We have enclosed a small token of appreciation as a way of saying thanks for your help!

If you have any questions or comments about this study, we would be happy to talk with you. Our toll free number is 1-877-214-7183 or you can reach us at 920-403-3247.

Thank you very much for helping us with this study and for your interest in the Fox River Navigational Authority Rapide Croche Boat Transfer Station Survey.

Sincerely,

A handwritten signature in black ink that reads "David G. Wegge". The signature is written in a cursive, flowing style.

David G. Wegge, Ph.D.

Director

St. Norbert College Survey Center





Q20) Would you have any concerns about using the proposed boat transfer station at Rapide Croche Lock? (Cumulative – N=555 Responses)

(1) No	51% (n=280)
(2) Damage to my boat	14% (n=79)
(3) No plan to use.....	9% (n=50)
(4) Cost	8% (n=46)
(5) Time.....	8% (n=44)
(7) Other	7% (n=39)
(8) Boat Accommodations.....	3% (n=17)

Individual Responses:

- ♦ Is this going to be manned 24-7 most of my time on the water is at night?
- ♦ Won't use
- ♦ Yes, damage obtained while lifting and moving boats; who is responsible for fiberglass damage?
- ♦ Yes, competent safe lifting. Many different types of boats; we need good equipment and people.
- ♦ No, would just need to know process. Control of AIS is very critical to boaters; need to cover all cost, no subsidy by any tax authority. When we use it, we need to pay for it.
- ♦ Yes, possible damage to instruments attached to the hull
- ♦ Don't use the river.
- ♦ The 4' draft is too shallow; many sailboats are 4.5 to 5' in draft.
- ♦ No, I support this initiative even if my use would be limited
- ♦ Who would be liable for any problems/damage potentially caused by lift or transfer?
- ♦ There is always a concern for damage to the boat.; damage liability is a concern
- ♦ Liability for damage
- ♦ No, except it does not have the capability to handle my boat. My sailboat has a 60' mast. If I change to a trawler someday, I may be interested.
- ♦ Very much opposed to opening the locks
- ♦ My only concern is that the system actually does what it is intended to and the taxpayers do not fund this project; should be "user" funded
- ♦ Proper lift; no to damage boat or equipment
- ♦ We are not likely to use the proposed Transfer Station for the above reasons. I am responding to the survey Q20 and 21. However, I need to state that although we have a boat registered in Wisconsin that it is not a boat that typically would use the Fox River system. It is a 27 foot sailboat, keel (4' draft), with a 43' tall mast. It is a boat that is best suited for cruising on a large body of water, such as the Great Lakes. We keep it in the Menominee Michigan Marina. However, if future plans would include a visitor center, this in itself could be an important destination for tourists, regardless of their boating status. I would suggest that it include the history of this system as originally intended, as the route used by Native Americans and the first French explorers, to the river-canal system developed and briefly used in the late 1800's and early 1900's. Included could be a large topographical model, depicting the route from the Mississippi River through Portage to Green Bay.
- ♦ Long lines for transferring of boat; I think 1 hour min.
- ♦ Are our taxes going to be used to fund this program? If so we would vote NO!
- ♦ I am not sure of the navigational possibility of getting a sailboat through the entire water way
- ♦ Boat damage
- ♦ Safety of the equipment/knowledge of equipment operators to assure safety of our boat
- ♦ Would the site be responsible for any damage that is done to a boat when going through the transfer station?

- ◆ We will never use the facility
- ◆ None
- ◆ My main concern is the time it will take to get thru the station; I there are several boats in line or if we are with a group of boats, it will take quite a while
- ◆ Safety
- ◆ Not really
- ◆ None; it must be done.
- ◆ No
- ◆ Lifting my boat to clean the hull concerns me; while I am concerned about transfer of AIS. Cleaning my 32' hull is not an easy task which would eliminate my incentive to use the Fox River system
- ◆ Damage to boat
- ◆ No
- ◆ Yes - breakdowns, malfunctions, etc.
- ◆ Yes- too expensive, still not foolproof!
- ◆ No
- ◆ My 4' draft
- ◆ Costs and assurances
- ◆ Delays - needing to move boat to offsite area for cleaning
- ◆ None
- ◆ No, not at all
- ◆ No
- ◆ The length of time it would take especially on a busy day. The area could be backed up for hours! If by reservation what if you spontaneously went up the river and wanted to continue - too bad
- ◆ No
- ◆ None
- ◆ No
- ◆ Yes, I would not use this facility
- ◆ Trained personal
- ◆ Time vs. cost balance
- ◆ No
- ◆ No
- ◆ No
- ◆ Safety for boats and people
- ◆ No
- ◆ None
- ◆ Need both reservations and first come first serve only reserve 1 hour
- ◆ No
- ◆ No
- ◆ No
- ◆ I would never use it
- ◆ Must have VERY qualified lift operators (45' boat)
- ◆ No
- ◆ No, though I suspect that time of passage on busy periods could be long.
- ◆ Very concerned about long waits and being stranded by darkness or end of cleaning station work hours
- ◆ Congestion of boats waiting to be services and no place to tie up during the wait
- ◆ No
- ◆ We don't plan on taking our boat down the river.
- ◆ No concerns
- ◆ No
- ◆ I would want it to be funded by user fees
- ◆ No
- ◆ No
- ◆ No

- ◆ No
- ◆ As owner of a marine travelift @ Wind Pointe Harbor Winneconne you need to be aware of damage in lifting wide boats. Your proposal 18' 8" width "squishes" the lift buckets very near the decks hull of wide boats. You will need 5 people on larger/wide boat i.e. Operator & 1 person @ each of the 4 lift buckets. They would hold the metal parts away from the boat. We have to do this with very wide boats.
- ◆ If you need more info Call 414-719-5656 Bill Hitchcock
- ◆ No concerns, except that it would be one reason not to go through the system.
- ◆ Bottom paint on boat in 110 degree water?
- ◆ None
- ◆ It would be probably a one-time only trip
- ◆ No
- ◆ Long waits, and the cost for use
- ◆ Price based on length only seems unfair. A 50 ft. performance boat with an 8 ft. beam should not be charged the same as a 50x17 boat that weighs 25 tons
- ◆ Cost
- ◆ What if the boat gets damaged during boat transfer?
- ◆ No, I am looking forward to the experience
- ◆ Price and times open
- ◆ No, it's a good idea to have it just for the AIS
- ◆ How would you handle, if a reservation was made and when you get there, there was a back-up of boats? What would the hours of operation be (weekdays/weekends)?
- ◆ We would have no concerns; as a senior boater who made the complete trip in the past, we look forward to being able to make the trip. Several of us at the Oconto Yacht Club would make the trip as a group
- ◆ The price should include a lift up and lift down. Price should be boat reg., not tape measure
- ◆ Could there be an annual fee? One would probably use it more often if this was the case. \$50.00 per trip seems a little too much for the season. About \$100.00 per season, more people will use it.
- ◆ How will boat owners claiming damage get compensated? What is the process? Is there a release form?
- ◆ No
- ◆ No
- ◆ No
- ◆ Time delay
- ◆ None
- ◆ No
- ◆ No
- ◆ Safety
- ◆ Yes - is it really necessary?
- ◆ No
- ◆ None
- ◆ Yes
- ◆ No
- ◆ No
- ◆ No
- ◆ No concerns - great idea
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Cost too much. 28 foot boat cost \$1400 to go round trip for the day
- ◆ No
- ◆ Only two: cost and time
- ◆ No
- ◆ None

- ◆ There is a greater risk of accidental damage to the boat when it is out of the water
- ◆ Only if it takes all day to get up the river with children
- ◆ No
- ◆ No concerns
- ◆ No
- ◆ Who would pay for damage to my boat lifting in and out?
- ◆ ??? Liability for damage: boat, personal injury to station equipment
- ◆ No-good idea
- ◆ It would take too long to pay for itself
- ◆ No
- ◆ No
- ◆ No
- ◆ Lift capacity & experience of operators
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Costs not provided. 1 Capital, 2 Operational, 3 Maintenance
- ◆ Yes, price, would the price be low?
- ◆ No
- ◆ No
- ◆ No
- ◆ Would need well trained persons
- ◆ Care taken for boats
- ◆ Just the wait
- ◆ No
- ◆ None
- ◆ None-very advantageous to the enjoyment of the Fox River for years to come. It is a recourse that should be available to all even though there would have to be a charge.
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Wouldn't ever use
- ◆ No
- ◆ Yes, concern regarding damage to the boat during transfer
- ◆ AIS "cling-on" that will possibly make it into the Winnebago waterway as a consequence of opening of this transfer facility.
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ What if boat slipped or fell - who is liable for damages?
- ◆ No
- ◆ Only the people living on the Fox River would be using it, while everybody's tax money is paying for construction and maintenance. Most fisherman I know stay away from that part of the Fox River System. Would be a convenience for the wealthy; no use to most of us.
- ◆ Money and time
- ◆ No
- ◆ No
- ◆ No
- ◆ No

- ◆ Cleaning boats is no guarantee against invasive species. Third party inspections - among other things - are needed.
- ◆ I worry about very long waits if it's on a first come first serve basis, especially on a weekend.
- ◆ No
- ◆ No
- ◆ No
- ◆ Do not anticipate using it
- ◆ It would take too long to wait. Concerned about qualification of operator and potential boat damage.
- ◆ No, but I do not feel at this time that I would be using the transfer station.
- ◆ Weekends could be a problem getting up or down stream
- ◆ No
- ◆ No
- ◆ No
- ◆ Cost is way too high to justify
- ◆ Cost of project; where is the funding coming from? What will be the ongoing annual expenses of operation? Will funding come via taxes or DNR fees?
- ◆ Invasive species entering Winnebago system and wipe out sturgeon.
- ◆ No-however, would prefer to have just a lock
- ◆ Some-if damage occurs who is responsible?
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Proposed cost for a 27' boat
- ◆ No, just make it convenient and affordable
- ◆ I don't plan to use it
- ◆ N/A, would not use. We don't boat there
- ◆ None
- ◆ No
- ◆ Would want to make sure it cleaned good enough; wouldn't want to wait long periods of time waiting, well organized
- ◆ No
- ◆ No
- ◆ The impact of power washing as alternative bothers paints?
- ◆ The need to lower water to use the facility! Would a crane or boom be made available at lower water?
- ◆ Just that it needs to run efficiently and able to recover operational costs
- ◆ Also, needs conscience workers who keep invasive species out of Lake Winnebago
- ◆ Insurance, damage to paint/decals etc.
- ◆ Quick inspections
- ◆ No
- ◆ N/A
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Don't need lock system! No taxpayer \$
- ◆ Physical limitations-draft-clearance height
- ◆ No
- ◆ No
- ◆ None
- ◆ Don't plan to use it
- ◆ None
- ◆ People will get impatient with the wait, but I cannot see a way to avoid it. Visitor Center/small park would help kill time.
- ◆ Bad idea; we could not afford the old ones and let them go to pot. Why make same mistake?

- ◆ Damage to my boat
- ◆ Wait times
- ◆ Would you pay for lifting in each direction or would it be a round trip ticket?
- ◆ Outside of the boat and the inside must be cleaned
- ◆ The only concern I would have would be the responsible party for any damage that may occur during the lift in/out process.
- ◆ No
- ◆ None
- ◆ No
- ◆ My only concern would be damage caused by the lift. Who would be responsible for cost of repairs?
- ◆ No
- ◆ My concern would be with the waiting period. People that are pleasure boating might wait, but I highly doubt fishermen will wait very long to get their boat cleaned and for all the people that will be in line.
- ◆ No
- ◆ No
- ◆ None
- ◆ No
- ◆ No
- ◆ No, not at all
- ◆ No
- ◆ N/A
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ Cost
- ◆ Boat transfer damage?
- ◆ No
- ◆ No
- ◆ None
- ◆ None for my size boat, but a larger boat that it would be properly lifted
- ◆ Damage to prop shaft, rudder, through-hull instrumentations (e.g. speedometer)
- ◆ The effect on anti-fouling paint by the hot water and spray
- ◆ No
- ◆ No
- ◆ None
- ◆ Probably wouldn't have opportunity to use them
- ◆ None, if it opens the waterway
- ◆ Cost is the #1 factor; the higher the cost, the less I would use the service
- ◆ Depends-as long as my and my passenger's personal safety is not at risk. I may have concerns about what sounds like a very resource heavy process-water for spraying, power washing and employees.
- ◆ No
- ◆ Yes
- ◆ Staff doing the work! Caring people
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Cost would be my main concern
- ◆ No concern
- ◆ No, however there should be a small marina at the facility w/overnight transient facilities. Campers and boaters do not mix, please no campgrounds.

- ◆ My main concern is the danger it creates to the Winnebago fishery which is priceless. The chance of an invasive species entering is great. The outcome could be devastating. It's NOT worth the chance so a couple of rich boaters can travel the route.
- ◆ No, the plans look like they cover any of the obvious questions
- ◆ No, if question #21 is utilized
- ◆ Concerned about damage of high temperature spray on boat and equipment
- ◆ Yes, I think people will be in a hurry and rush the personnel that are trying to do a good job. People will get impatient, turning into an unsafe area. People won't respect one another during high-peak times. One "unsafe incident" will ruin the Lake Winnebago water shed!
- ◆ Who pays for boat damage?
- ◆ I would not as I will not be using it
- ◆ No
- ◆ No
- ◆ Would not use it
- ◆ No
- ◆ No
- ◆ No
- ◆ The back up on busy weekends
- ◆ No
- ◆ None
- ◆ No
- ◆ No, we trailer mostly & keep a clean boat
- ◆ No
- ◆ No
- ◆ N/A
- ◆ No, other than wait time
- ◆ No
- ◆ No
- ◆ No
- ◆ No more concerned about the shallow water
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Yes, what if my boat is damaged?
- ◆ No
- ◆ Time it takes when really busy
- ◆ None
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ None
- ◆ Yes!
- ◆ No, it would be worth it to be able to get to Green Bay
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ I have a 12 foot aluminum boat and a canoe. I probably would not use the locks for either.
- ◆ I don't think I would ever use it
- ◆ When ducks, geese, cormorants, pelicans, etc. go from one side Croche to the other, do they hot water dip their body!
- ◆ I would have no concern

- ◆ We often travel in a group of 4-6 boats. X20-30 minutes each takes a large chunk of cruise time. Is personnel and equipment qualified and maintained to handle very expensive boats on a regular basis? (high duty cycle)
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ None, other than I wouldn't want it to be a long wait or a real pain to get through.
- ◆ No, would probably never use it
- ◆ Have never been that far south
- ◆ I have made this trip before and would never do it again. This area has one of the unattractive areas on the great lakes. Except maybe Cleveland. Your idea is a waste of money that few people would use. No one I know.
- ◆ If damage to a boat occurs during transfer who is responsible for damage? If "first come, first serve" would there be free docking during anchoring allowed? If "reservation only" what if late due to traffic. What about a bottleneck of traffic? Some boat such as sailboats are difficult to maneuver in tight areas.
- ◆ Don't think I would ever use it
- ◆ No
- ◆ Cost
- ◆ Would probably never use it, but no concerns for me with a 21' boat.
- ◆ No, but would property aboard be safe?
- ◆ Too much time or cost
- ◆ No
- ◆ No
- ◆ This boat transfer station is another gov't/DNA pork barrel.
- ◆ Your concerns should be with the trailer boaters and birds!
- ◆ Trained machine operators-travel lift/forklift
- ◆ Wait time on busy days
- ◆ I might use it once to see what it's like, but I have no desire to spend on entire day navigating the locks.
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ None
- ◆ No
- ◆ Do not open this lock at all!
- ◆ No
- ◆ No
- ◆ No
- ◆ None
- ◆ No
- ◆ The time it would take and how much it will cost
- ◆ Lifting and handling boats requires skilled, knowledgeable personnel, probably not part-time summer interns.
- ◆ No
- ◆ No
- ◆ Any time a larger boat is lifted there is a real concern that damage could be done during the process.
- ◆ Yes, lifting large boats is a hazardous process and requires skilled personnel
- ◆ Would not use it
- ◆ If my boat were to be damaged during lifting who would pay for that?
- ◆ Yes. How can you guarantee! That you have eliminated All Invasive Species!
- ◆ Width and depth along the waterway
- ◆ Waiting in line too long
- ◆ Only that it could accommodate sailboats
- ◆ Will not use.

- ◆ I think this should be a non-profit/ state run program
- ◆ I would like to see a higher max draft of 6 ft.
- ◆ The transfer station must be self-sustaining
- ◆ The cost of running, staffing, and maintaining the lock
- ◆ Not if it is designed for heavy keel sailboats
- ◆ Waste of money
- ◆ No
- ◆ No
- ◆ How long would it take
- ◆ Private U.S. government operation- private would be more cost effective
- ◆ May take too long & cost could be very high
- ◆ We don't boat in that area, so we wouldn't use it
- ◆ No I think it is a good idea we have to protect Lake Winnebago from all AIS species
- ◆ No
- ◆ Yes, damage to boat, expense, wait time
- ◆ None
- ◆ Liability if any damage is occurred
- ◆ None
- ◆ No, look at the Trent-Severn Waterway
- ◆ No
- ◆ No
- ◆ No
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ None
- ◆ No
- ◆ Not likely
- ◆ No
- ◆ Have qualified operators
- ◆ I may use it once a year, just to clean the bottom
- ◆ I will never use the Fox River for boating
- ◆ No
- ◆ I think it would be very slow and time consuming. I'd be unlikely to make the trip for that reason; lockages, per se, take a lot of time.
- ◆ I live on Lake Winneconne and only use my boat in this area
- ◆ My only concern is about the financial viability of this venture, but I am VERY supportive of the open system
- ◆ No
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No, I think it would be a great idea.
- ◆ Damage to running gear
- ◆ No
- ◆ No
- ◆ N/A
- ◆ No
- ◆ No concerns to use the station

- ◆ No concerns
- ◆ Damage to the boat
- ◆ Because I'm a sailboat owner, I primarily use my boat in upper Green Bay, Menominee MI, and Door County. I doubt I'd use the Rapide Croche Lock.
- ◆ Marring the bottom paint on my boat
- ◆ Don't know; can't get thru
- ◆ Draft does not allow many sailboats to use station
- ◆ Process sounds horrible. Delay, cost, too much handling of boat
- ◆ Do not plan on using the lift
- ◆ No, would never use it
- ◆ Cost!! Entirely funded by users
- ◆ Would probably never use
- ◆ No need; what is there to go to in Lake Winnebago? We have the Bay and Great Lakes, no need for it.
- ◆ I believe that boats should be cleaned regardless of direction of travel. We need to be concerned about contamination from Lake Winnebago to Green Bay. AIS was first detected in Winnebago.
- ◆ How will it be funded? How will it be maintained? \$\$Possibly long wait.
- ◆ Time/ Cost
- ◆ This is a bad idea and a huge waste of money, especially in this economy and with all the budget issue. No matter how good you think you will clean boats, AIS will get past this lift, it is sad that influential people with money could find a way to get this passed. Think about the Asian carp issues.
- ◆ Seems excessive
- ◆ \$20-39/trip maybe too high
- ◆ It sounds like a good idea we used a similar setup in Stillwater
- ◆ Not at this time
- ◆ Who will be responsible for damage EX! (dropped boat:Etc.)
- ◆ Don't drop my boat
- ◆ Not expected to travel to Croche Lock
- ◆ Increased chance of damage to boats. Cost/benefit analysis favorable?
- ◆ I believe this should be free. I have gone many places in my life that are free like this.
- ◆ Any type of security?
- ◆ Time to do, cost important
- ◆ At my age I would never use the transfer station. My pontoon is permanently kept on a lake in the county area.
- ◆ The more I think about it, it would make a fun trip
- ◆ Cost
- ◆ No! I think it is great, but at 65 and having lost two of the four boating friends that boated yearly on the Mississippi or up to Door Co. I would not be using the system. I still boat, but mainly dinner cruises. I do kayak, but can put in and out anywhere and would not use the transfer system.
- ◆ If AIS is a real problem this would be the way to use the system and slow the spread
- ◆ The amount of water-way traffic would definitely increase, how long will it take to get through the congestion?
- ◆ No sailboats
- ◆ I still feel the transfer station will benefit only a limited number of boaters, yet put the entire Winnebago System at risk from Invasive Species. As a recreational user of the Winnebago System throughout all seasons, I am concerned with any compromising of the permanent closing of the Rapide Croche Lock.
- ◆ Boat damage
- ◆ It won't accommodate my sailboat; mast is more than 23'
- ◆ How safe is the boat while being lifted and moved. Also who would be responsible if damage to boat would occur?
- ◆ Will not use it because I do not boat on the Fox River
- ◆ I would not use (small boat)
- ◆ There should not be a proposed boat transfer station
- ◆ What training will the staff working the lift be required to have?
- ◆ Yes-Mast would need to be dropped to meet the height restrictions that are proposing
- ◆ Price, time to take, how would the lift saddles fit on all of the different styles of hulls

- ◆ My concern is that as long as there is good plentiful tax revenue it will provide value to some of the local inhabitants, when the economy falters, it will not be closed to conserve government deficits, but taxes will be increased to maintain a facility that is not used by the average local boater.
- ◆ Safety and time
- ◆ Boats should not be allowed to go between Green Bay and Lake Winnebago. We have too much to lose.
- ◆ Yes
- ◆ Yes-waiting and costs
- ◆ Cost
- ◆ Boat damage
- ◆ The shallow draft would eliminate sailboats with fixed keels
- ◆ We just boat on lake Winnebago because at age 74 we boat a few times a year
- ◆ Overly long waits/delays if not staying in area
- ◆ Do not intend to use.-Disagree with the lock system opening
- ◆ Only that these invasive species need to stay away from the Winnebago System as much as we can see possible and at all cost. Not just the species we now know of, but the future species that keep arising in the great lakes systems.
- ◆ Damage to my boat by the lift operator
- ◆ My concern would be on pleasure cruise to wait 30-60 minutes to cleanse boat on the way there and have same process on the way back.
- ◆ Wait times
- ◆ Probably will never use
- ◆ No, it is necessary
- ◆ Time
- ◆ No
- ◆ I don't think I would use it. Have a cottage on Poygan and fish there
- ◆ No
- ◆ Not enough depth for large keel boats
- ◆ No I don't, but we most generally trailer boat wherever we go. Don't take the river through the locks.
- ◆ The training and competency of the staff in charge of the boat lifting
- ◆ No
- ◆ No
- ◆ Would make decision based on more specific information
- ◆ No
- ◆ Don't CARE
- ◆ Concerns would center on the manipulation/movement of the boat through the station. I become rather nervous when others "mess" with the vessel. Too many memories of careless kids hauling boats linger in experience. The result being, I don't trust anyone else to move or in any way tinker with my vessel.
- ◆ The other amenity/service suggestions sound great
- ◆ Need rapid turnover
- ◆ No
- ◆ As much as we try to stop the spread of AIS to the Winnebago system I am sure it will spread
- ◆ None
- ◆ No. Good idea!
- ◆ N/A
- ◆ Yes - I don't think it should be built because it could not be 100% effective to stop AIS
- ◆ The vessel draft - both air and water
- ◆ No
- ◆ Would prefer a deeper draft capability - 5'
- ◆ No
- ◆ No concerns at all
- ◆ No
- ◆ Yes - damage to my boat
- ◆ Cost and if able to stay maintained/serviced/upkeep. Enough users/traffic
- ◆ N/A

- ◆ Will not use
- ◆ No
- ◆ Cost and time it would take to complete the process
- ◆ Would this include locks pass for the day as well? Would the sight have any kind of fishing areas to help pass time for adults/children?
- ◆ Perhaps lift/cleaner operators not properly trained and, therefore, could damage boats
- ◆ No
- ◆ None
- ◆ No
- ◆ None
- ◆ No - get it done
- ◆ No
- ◆ None
- ◆ No, fair easy payment
- ◆ Yes
- ◆ No
- ◆ No
- ◆ No
- ◆ Not use it
- ◆ No
- ◆ No
- ◆ Yes - Training is a concern to operate travel lift and fork lift. Who is responsible for damage to the boats?
- ◆ No
- ◆ In the long term application I do not believe the cleansing system will be effective enough to deter AIS
- ◆ Would not use
- ◆ Training of lift operators; cost of system relative to available budget
- ◆ Major concerns with the ability of invasive species to infiltrate into the Lake Winnebago system. I feel these locks are unnecessary and could very likely contribute to the demise of the Lake Winnebago system.
- ◆ No
- ◆ Possible long wait times
- ◆ Damage to boats
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ The only concern would be the waiting time
- ◆ No
- ◆ Possibly the time
- ◆ No, I really hope it happens
- ◆ No
- ◆ Biggest concern would be with AIS
- ◆ No
- ◆ Not at all
- ◆ No
- ◆ If they drop my boat
- ◆ I haven't and will not be on the Fox River system
- ◆ No
- ◆ No tax increase. Must be self-funded
- ◆ No
- ◆ Damage to boat
- ◆ Water depth in areas before and after the transfer station and also rocks. Insurance for damage during transfer
- ◆ None
- ◆ I personally only use Lake Winnebago

- ◆ No
- ◆ The wait could be a problem. The price needs to be "by the foot." What if the lifts break down? Will this impact schedules for boaters?
- ◆ Yep



Q21) Would you have any concerns about the cleansing process as a required part of transferring your boat? (Cumulative – N=527 Responses)

(1) No	56% (n=297)
(2) Damage to my boat	14% (n=71)
(3) No plan to use.....	5% (n=26)
(4) Effectiveness	5% (n=25)
(5) Time.....	4% (n=23)
(7) Cost	4% (n=19)
(8) Other	12% (n=66)

Individual Responses:

- ◆ The wait during cleaning and transfer
- ◆ Yes what types of agents are you using? How long do you think it will be before these invasive species are transferred between the locks? Lots of effort is being done, but I believe ultimately it is inevitable that these species will enter the waterway.
- ◆ Depends on price-who and with what
- ◆ No, disclose contents of cleaning agents is only requirement
- ◆ What kind of chemicals will be used and are they compatible with the bottom paint on my boat?
- ◆ I'm not sure what 110 water immersion will do to the boat; otherwise probably not.
- ◆ No, this should be done
- ◆ Yes, time factor
- ◆ No, it is necessary
- ◆ Cleaning is proven ineffective in preventing the spread of invasive species; better than nothing, but not even close to as effective as a canal.
- ◆ Only if the power wash started blasting off fiberglass or paint
- ◆ Have never done; have to learn how
- ◆ Not remove wax on boat: I keep a clean and waxed ship
- ◆ I think that the large 110 degree hot water cleansing chamber will probably be too cost-prohibitive, due to the cost of construction, heating and staff that will be required. I think that "power washing" the hull along with other cleaning of any tanks, et, and fork lift handling for the smaller boats might be economical and sufficient for most users.
- ◆ I have no concerns per say, but I think that with larger boats it may be hard to keep up with lifting and cleaning depending on traffic.
- ◆ How is it insured while moving you or me?
- ◆ Will the washing take off the antifouling paint on the bottom?
- ◆ Sailboats-masts-clearance for height, qualified personnel to know proper lift points, proper equipment for lifting
- ◆ Only concern is it environmentally safe
- ◆ Safety of the equipment/knowledge of equipment operators to assure safety of our boat
- ◆ Cost; proven effectiveness
- ◆ Thank you for the \$2.00 bill!
- ◆ How often?
- ◆ No
- ◆ No
- ◆ Harsh chemicals
- ◆ Washing off of bottom paint
- ◆ No
- ◆ None; it must be done correctly

- ◆ No
- ◆ Yes - see above
- ◆ No
- ◆ No
- ◆ Yes. Parts of boat would be missed in cleaning. I don't know if 110 degree water temp. would be hot enough to kill invasive species.
- ◆ Yes - no assurance it will be 100% effective
- ◆ No
- ◆ No
- ◆ Of course
- ◆ Need more education
- ◆ None
- ◆ No not at all
- ◆ No
- ◆ What is being sprayed on boat, just water?
- ◆ No
- ◆ None
- ◆ No, but it may need to be chemical treatment and power washed
- ◆ Yes, I will never use this process... FYI I haven't been in a boat of any size or kind for at least 11 years
- ◆ No
- ◆ No, but it has to be efficient
- ◆ No
- ◆ No
- ◆ No
- ◆ No, as long as all species are clean and not be transferring species to make our water cleaner better.
- ◆ No
- ◆ None
- ◆ Yes and wash would potentially keep me away
- ◆ No
- ◆ No
- ◆ Time would be the biggest factor
- ◆ No
- ◆ None
- ◆ No
- ◆ No as long as it is efficient
- ◆ As long as the boat is not damaged
- ◆ On a larger boat how would you get into the boat if engines needed to be running in the hot water bath? Ladder? A lift Platform?
- ◆ No
- ◆ It sounds like it will take too long a wait, cost too much
- ◆ Yes!
- ◆ No
- ◆ Environmental impact pollution etc.
- ◆ No
- ◆ No
- ◆ No
- ◆ No, but good idea
- ◆ No
- ◆ It can never be 100% effective. There are too many places AIS can be missed, anchor lockers, lines etc. Bilges
- ◆ None
- ◆ No
- ◆ No
- ◆ Yes.

- ◆ Does the cleaning process do anything to the boat finish?
- ◆ None, as long as the process is well documented
- ◆ No, great idea
- ◆ No, not at all, we need something like that to keep the species from spreading.
- ◆ I am in favor of the cleaning process, not just to protect the Winnebago system, but to preserve all of our water ways.
- ◆ Outside boat is okay. Skies, ropes and anchors not sure. Pressure washing would take the bottom paint off. Zebra mussels are a problem, but will temp. of water kill those?
- ◆ Proper placement of lift straps, risk of damage
- ◆ No
- ◆ No
- ◆ No
- ◆ I would avoid it
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ Not applicable
- ◆ No
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No concerns - very necessary
- ◆ We use anti fouling paint
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Are you prepared to lift a 34+ foot boat with twin screws and transducers installed underneath?
- ◆ Cleaning is OK. My concern is damage to boat and extra time
- ◆ No
- ◆ None
- ◆ Cleaning will need to include all raw water intakes-engines, generator, air conditioner.
- ◆ Only if I do not keep it clean. Then I will use the cleaning process
- ◆ No
- ◆ None
- ◆ No
- ◆ No
- ◆ No-good idea
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ If you can guarantee 100% effectiveness I am for it. Otherwise it is a huge waste of money.
- ◆ No
- ◆ No

- ◆ No
- ◆ No
- ◆ No, However, boats that are in the water from Lake Michigan will have Zebra Mussels on them...that cannot be helped!!
- ◆ None
- ◆ Same, waiting game
- ◆ No
- ◆ None
- ◆ Let's keep the invasive species out of Winnebago. We live on the shore of Green Bay, the zebra mussels are horrible- do whatever needs done to prevent anymore such damage!!!
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Yes, the boats should be spotless
- ◆ No
- ◆ See above
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ A must for all boaters who care about our Great Lakes system, but it only takes one idiot to screw us all. As an avid fisherman, I am very aware of what aquatic species have done to our fishing, as well as Muskie stocking :-(Strictly tourism)
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ See above
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ My only concern is that it may damage the paint
- ◆ It might be quite time consuming and hold up other boaters
- ◆ Keep it affordable
- ◆ Would be a good way to clean for your boat
- ◆ No, seems like the plan is well thought out, though it sounds expensive to keep that size pool of water at 110 degrees F.
- ◆ No, it's very important; must do all possible to prevent possible spread of AIS
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ You can't stop ducks from transferring aquatic plants
- ◆ No concerns
- ◆ Cost, time
- ◆ No- assuming environmentally friendly cleaning

- ◆ My concern would be with how the lifting process or the wash would affect the bottom paint- or damage to the boat i.e.- slings in wrong place.
- ◆ Where is the runoff going?
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No, just make it affordable and convenient
- ◆ I don't plan to use it
- ◆ N/A would not use; we don't boat there
- ◆ None
- ◆ Cost
- ◆ Just to make sure it was cleaned proper and that nothing was damaged, not a long waiting period
- ◆ No
- ◆ No
- ◆ The need to check bait wells, bilges, water ballast tank by employees
- ◆ The reality of no policing all the other boat ramps in the system and the cost?? At least the boats in the lock system will not be polluting or spreading things!!
- ◆ No
- ◆ Heat/pressure damage to paint/decals?
- ◆ I run a clean hull
- ◆ No
- ◆ N/A
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ None as long they do a good job
- ◆ Don't plan to use it
- ◆ None
- ◆ No-if hot water is only rinse
- ◆ Cost of cleaning process
- ◆ I typically keep my boat at High Cliff marina. I would welcome the opportunity to go get the bottom cleaned off from time to time.
- ◆ Yes, Where will the cleaner go-into the river?
- ◆ No
- ◆ Would it affect our bottom paint?
- ◆ Should be required
- ◆ No
- ◆ No
- ◆ None
- ◆ If you have to pay money to use the station are you the one washing it or is there someone else washing it
- ◆ Cost
- ◆ No - sounds OK! You state in Boat and Transfer process that you can only accommodate Boat Profits at 4 feet and heights of 23'. This would stop many powered and sail boats from using this lift.
- ◆ No
- ◆ I would just be concerned by how long it takes. I don't think people will wait more than 20-30 minutes before they will trailer and launch somewhere else.
- ◆ No
- ◆ No

- ◆ None
- ◆ No
- ◆ No
- ◆ No, not at all
- ◆ No
- ◆ N/A
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ Time
- ◆ No, I think it is necessary to prevent spread of AIS
- ◆ No
- ◆ No
- ◆ None
- ◆ For larger boats-damage to bottom paint
- ◆ Yes, removal or thinning of anti-fouling paint
- ◆ Effect of hot water on depth transponder and speedometer (plastic wheel)
- ◆ No
- ◆ No
- ◆ None
- ◆ Sounds like a good idea for larger boats not smaller fishing boats
- ◆ None, if it is a chemical wash that does not damage fiberglass or bottom paint (Possibly a steam bath or boiling water bath with no chemicals).
- ◆ The pressure spraying removing any anti-foiling paint
- ◆ No-I support this
- ◆ Costs of process
- ◆ Cost
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Yes, currently use bottom paint to control aquatic growth-heavy cleaning on this coating is not recommended
- ◆ No concern
- ◆ Yes, if you are transferring the boat and have to power wash- this should be done during the transfer. You had better make sure you make this a facility that is efficient and can accommodate multiple boats.
- ◆ There is too much room for error. Sooner or later an ASI will be missed and the damage would be done.
- ◆ Just wondering how much pressure would be used in the pre-wash process. I have noticed at the end of the season, many of the bottom, painted boards loose quite a bit of their paint when pressure washed at the end of the season haul-out (after they have been in the water all season).
- ◆ No, good idea, but I won't be using it
- ◆ I do believe that they would use the proper cleaning supplies, but I would still be concerned. I would also like to watch while they do this.
- ◆ Yes, some people will take short cuts and jeopardize all that the "barrier" stands for
- ◆ My boat has lots of zebra mussels from Lake Winnebago. Will I have to get all of those washed off at a separate facility as I return from Green Bay? If so, I will not be using the transfer station.
- ◆ Safety
- ◆ Yes, what would it do to the bottom paint?
- ◆ Again I will not use it
- ◆ No

- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Not really, we do it ourselves regularly with our power washer
- ◆ No
- ◆ None
- ◆ No
- ◆ No as long as it didn't remove all our wax
- ◆ No
- ◆ No
- ◆ N/A
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Bottom paint what effect?
- ◆ Yes removal of bottom paint
- ◆ No
- ◆ No
- ◆ No
- ◆ I would need to research what 100 degree water would do to my wood boat. O.K. for glass boats.
- ◆ No
- ◆ Safety and damage
- ◆ None
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ None
- ◆ Yes
- ◆ No. See Q20
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Not a problem
- ◆ See above
- ◆ No
- ◆ Removing bottom paint
- ◆ No
- ◆ Yes
- ◆ No
- ◆ No
- ◆ On a hot summer day this process would suck. Let's see, 100 degree H2O on a 90 degree day. And for only \$40 Wake up!
- ◆ If needed, boat would be lifted only and cleaned or lifted and transported? After power washing bottoms, bottom paint is often removed in many areas. This could allow AIS problems. High cost.
- ◆ Make sure it works
- ◆ No
- ◆ Cost
- ◆ No.

- ◆ No. Must be effective
- ◆ Too much time or cost
- ◆ No
- ◆ No
- ◆ The damage has been done; the sea lamprey still isn't a threat due to the different environment
- ◆ The harshness of the process on bottom paint-i.e. it would be power washed off
- ◆ See above
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ Yes
- ◆ No
- ◆ None
- ◆ No
- ◆ The same as above
- ◆ Similar to Q20 - improper use of pressure washers can damage vinyl striping, bottom paints, boots, etc.
- ◆ No
- ◆ No
- ◆ No Bottom paint removal?
- ◆ No concerns except what about water inside engines? Is that a concern?
- ◆ Yes
- ◆ If not carefully pressure washed, it could damage the bottom paint
- ◆ Not applicable to me, because I will not use it
- ◆ It is important to keep our lakes and rivers clean
- ◆ Who insures the hulls are properly cleaned?
- ◆ No, I think this is a great idea. Especially what is happening to the waters of Lake Michigan due to the AIS.
- ◆ No, I assume it is the same process used each year at pull out in the fall
- ◆ No - time is the only concern
- ◆ No
- ◆ How long would it take?
- ◆ Biodegradable materials and cleaners
- ◆ No cleaning boat should be mandatory for everyone using the system
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ To keep the area still clean...not smell
- ◆ Quality of service when in a hurry!
- ◆ None
- ◆ Yes
- ◆ No
- ◆ No
- ◆ No
- ◆ None
- ◆ No
- ◆ No

- ◆ No
- ◆ No
- ◆ No
- ◆ None
- ◆ No
- ◆ None
- ◆ No
- ◆ No
- ◆ How do you stop AIS from other dockage facilities on the river?
- ◆ Don't have the Government involved in the cleaning process or it will be too costly and it will be fouled up for sure; privatizing it for better efficiency.
- ◆ No
- ◆ Power spray might damage "stick on" striping
- ◆ I remove my boat in the fall and clean it then
- ◆ I assume crew and operator and possible pets would remain on board and if so the pressure washer best be well trained to protect open boat (if pontoon), patrons / carpet / furniture / electronics.
- ◆ No
- ◆ None
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No, as long as professionals and respected employees are doing the job
- ◆ No
- ◆ No
- ◆ No
- ◆ N/a
- ◆ No
- ◆ No concerns
- ◆ No concerns
- ◆ Damage to bottom paint
- ◆ No concerns
- ◆ Removing decals and bottom paint
- ◆ Yes, more money, more money
- ◆ Would 110 degree water damage any boat fittings?
- ◆ Many boats already tailored around barrier-would cleaning a few boats have benefit commensurate with cost and hassle?
- ◆ Yes, I live on Lake Winnebago, would want boats to be cleaned, we have enough junk in our lakes.
- ◆ Time hold up, and cost
- ◆ Only that it be done regardless of direction of travel
- ◆ Who would be responsible if there is any damage to a boat? Will it be effective in controlling AIS?
- ◆ Time
- ◆ Yes
- ◆ How can you ensure all water is out of live wells and bilge? People will sneak bait and hide things to avoid the cleaning process.
- ◆ Probably not effective enough to deal with some AIS
- ◆ Not at this time
- ◆ None at this time
- ◆ No-Great idea!
- ◆ Protecting the eco system a must
- ◆ Possibility of removing bottom paint
- ◆ Will it shorten the life of bottom paint?
- ◆ What happen if the station damages a boat who is responsible for the damage.

- ◆ No, this should be done!
- ◆ Yes
- ◆ Does not seem like it is 100% effective or even 8%; not the best possibility but a great start.
- ◆ The cost of a steam off at the yard would be concerning
- ◆ I'm confused! I thought they closed the locks in 1988 because of sea lamprey, but in your introduction you mentioned cleaning to get rid of zebra mussels, that already are in the system. I lived at 3660 Edgewater Ln. in Oshkosh for 17 years (1986-2003). My observation is that zebra mussels along with putting sewer around the lake cleaned up the water. I lived in a house off Lake Winnebago on Candlish Harbor. In 1986 it was muddy, murky, weedy, and algae choked. Once the zebra mussels came, it seemed to clean up.
- ◆ No concerns, this is important for users
- ◆ I hope the quality of the cleaning process will be equally effective for all boats of different sizes, shapes, and drafts. Who will monitor the cleaning process and the thoroughness of the cleaning are issues of concern.
- ◆ Damage to bottom paint
- ◆ Time
- ◆ Is product used to clean safe on all boat hulls and safe for environment?
- ◆ As long as it is efficient, effective and quick. The trip should not have to be centered around the functional limitations of the transfer station.
- ◆ It won't get everything
- ◆ To high of pressure wash will remove my bottom paint
- ◆ My concern is that the cleaning/hauling process will result in private property damage, leaving the tax payer liable. I could understand the proposal if it was needed for commercial activity, to ask the local tax payer and average boater to provide an inexpensive service for citizens that want their Chicago based yacht to cruise our pristine Fox Valley waters is out of line. I believe that if the facility cannot be employed by the average local boater it should not be built/subsidized by local tax payer.
- ◆ I do not believe that a good cleaning would be done most times
- ◆ Yes
- ◆ Yes-what happens if damage to my boat occurs-who pays?
- ◆ Yes, how it is done, and by who
- ◆ As long as the cost does not fall on the taxpayers
- ◆ Effect on boat surfaces e.g. gel coat, bottom paint
- ◆ Only that this process must actually work to clean equipment
- ◆ Where does run-off go? Who pays sewage charges?
- ◆ Cost, How will AIS be disposed of?
- ◆ No
- ◆ Think it's a good idea
- ◆ No
- ◆ Larger boats have anti-fouling bottom paint. Care should be taken that you don't power wash the paint off.
- ◆ No. It is good to make sure boats are clean so species don't get carried through and spread.
- ◆ No
- ◆ No
- ◆ No
- ◆ No, subject to Q20
- ◆ Yes, it would be too expensive
- ◆ Does not apply
- ◆ I doubt that any treatment will prevent the eventual spread of AIS into Lake Winnebago. Never-the-less, some sort of treatment may "slow" the spread of undesirable species.
- ◆ Have wood boat - careful!
- ◆ No
- ◆ No, but I think it may stop some people from using the lock system
- ◆ None
- ◆ No
- ◆ N/A

- ◆ Yes - I am concerned some AIS could survive the wash and could be detrimental to the ecosystem. Could also ruin the multi-million dollar fishing industry and ecosystem.
- ◆ Power wash hull and engine cooling and A/C water circuits.
- ◆ No
- ◆ For the travel lift, care not to mar the hull
- ◆ No
- ◆ No
- ◆ No
- ◆ Yes, except I would not want bottom paint removed.
- ◆ Yes - would it be performed by an attendant or by each boat owner? Would there be a large enough area?
- ◆ N/A
- ◆ Will not use
- ◆ No
- ◆ Time - in WI there is limited amount of boating in the season.
- ◆ The boats must be clean in order to prevent any kind of contaminants from entering upstream. Would there be any way of speeding up the process? People are too much in a hurry and crowding would take place or is there any way to have two smaller boats going at the same time?
- ◆ Could damage bottom paints of boats
- ◆ No
- ◆ None
- ◆ No
- ◆ Potential damage
- ◆ Lifting a 30,000 pound boat requires skill that I do not believe government trained people will possess. They can hoist and clean my 20' fishing boat, but not my 50' cruiser.
- ◆ No - do whatever is required
- ◆ No
- ◆ None
- ◆ Cost and how long?
- ◆ Yes
- ◆ No
- ◆ No
- ◆ No
- ◆ Not go down the Fox
- ◆ No
- ◆ No
- ◆ Yes - do you use a pressure washer? Does the cleaning process affect bottom paint?
- ◆ No
- ◆ No, but I would never use the system regardless
- ◆ Would not use
- ◆ Handling of boat by skilled operators. Effect of water temperature on the hull, paint, etc.
- ◆ How will the wash water be discharged?
- ◆ I believe it cannot guarantee that IS will not make their way from Lake Michigan to the Winnebago Lake system. I believe these locks should NOT be installed at all to extend the range of pleasure boating for the wealthy.
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No, I think it is a good idea
- ◆ No
- ◆ No
- ◆ It is the only way to keep out AIS so it must be done
- ◆ No
- ◆ No, it has to happen

- ◆ No except I believe the hot bath component is all that is required to eliminate the AIS threat. Power wash followed by hot bath is overkill!
- ◆ No
- ◆ No
- ◆ None. You just have to make sure any cleaning time will have to be quick and efficient. One thing you don't want to do is to keep boating waiting long periods of time.
- ◆ Will it be good enough to prevent the spread of AIS?
- ◆ No
- ◆ N/A
- ◆ No
- ◆ No
- ◆ No
- ◆ Same -damage to boat and effect on the anti-fouling paint
- ◆ No
- ◆ I think that a canoe or fishing boat is less of a threat than a big recreational 40' boat.
- ◆ I only use Lake Winnebago, so how would that pertain to me?
- ◆ No
- ◆ No
- ◆ Yep



Q29) Are there any other comments or concerns that you have about the overall impact the proposed boat transfer station at Rapide Croche Lock would have on the waterway and Lake Winnebago?
(Cumulative – N=443 Responses)

<i>(1) This is a much needed project.....</i>	<i>30% (n=134)</i>
<i>(2) Cost</i>	<i>19% (n=83)</i>
<i>(3) No</i>	<i>18% (n=79)</i>
<i>(4) Does not apply to me.....</i>	<i>12% (n=51)</i>
<i>(5) Lack of effectiveness.....</i>	<i>10% (n=47)</i>
<i>(6) Project not needed.....</i>	<i>7% (n=30)</i>
<i>(7) Other</i>	<i>3% (n=12)</i>
<i>(8) Need more information</i>	<i><1% (n=7)</i>

Individual Responses:

- ◆ Is this going to prevent the Asian carp from coming up to Lake Winnebago from Lake Michigan
- ◆ I do not know what kind of boat traffic is in that area. Large vessels that cannot be trailered will have to use the facility. Trailerable boats can go where they want with little or no inspection. Unless you can completely quarantine the waterway (to include all public and private access), this might be a waste of time and money. It might slow the spread of AIS, but to make it airtight, you would have to stop small boats from launching while contaminated.
- ◆ This has taken too long
- ◆ Nothing but good can come from it. I never thought that I would live long enough to see the lower Fox open. I worked on Fox and Winnebago systems in 1947 for Cook and Brown on Barbe 15 and the tug Brown.
- ◆ Your survey does not allow me to tell you I have used the system prior to closing and would again should the entire system be up and running
- ◆ Good luck. It is the right thing to be doing
- ◆ Drafts no greater than 4 feet will not accommodate larger sail boats. Draft should be at least 6 feet because much of the channel is 6 or more feet deep.
- ◆ The cost
- ◆ This is very important for sailboat and power boats that are not trailerable. The transfer station would allow for access to the "big" lake system from Winnebago that is not possible unless you construct a very expensive move and that usually means you're permanently moving off the Winnebago system. Nice survey.
- ◆ No. I think this is a good idea. If it is possible to contain AIS and open the Fox River to cruising options I would favor that activity. It should be considered for the canal in Illinois that is currently under scrutiny. Good luck!! P. S. Thanks for the two dollar bill. I would have done this for nothing.
- ◆ Yes
- ◆ What would happen to the other locks/dams on the system? Would they remain operational and would there be a fee for use? I've never traveled through any of them. Some additional education about the lock system from Lake Winnebago downstream would be helpful.
- ◆ Used the lower Fox waterways 2-10 times a year until the Rapide Croche Lock closed. Have not used the waterway since.
- ◆ If the locks open to Green Bay from Lake Winnebago the boat transfer station is absolutely necessary. Although I may never use the locks to Green Bay, I believe that others will and it's really a neat thing to be able to do. I don't believe that any part of the project should be supported by taxes. Since it will be solely recreational it should be supported by fees from users. I can't imagine user fees could pay for operation and maintenance. As fuel prices rise, I for one use our boat less and somewhat differently than in the past. As fuel prices rise, I think less people will use this system. Summarizing, it's a neat idea, but I don't see it financially stable.
- ◆ We need to protect our waterways from invasive species and pollution

- ◆ My concern would be proper cleaning so the invasive species do not get into the lower Fox and Winnebago. With the cost of gas it's cheaper and faster for us to trailer the boat and put in at Sister Bay or surrounding areas. Also we do not have the type or make of boat for river cruising. If we have a cabin cruiser and a lot of time off it would be fun. Personally I don't know if the cost to build something of this magnitude would be worth it, especially with the state of the economy. People can't afford a lot of gas and we see mostly day boaters who want to spend the day out cruising around and then are able to get home at a decent hour. If they were in the river and had to stop longer to clean the boat more thoroughly it could be a time problem for many boaters. We think it's a neat idea, but not something we could do at this time of our life.
- ◆ As mainly being a fisherman on Lake Winnebago, I am somewhat opposed to the idea of a boat transfer station, unless there's no possible chance of any invasive species getting through. The Winnebago system provides some of the Midwest's best fishing opportunities right now and it provides an economic boost to the Fox Valley. Is there a threat to many boaters on the system to make the transfer station justifiable? And if so we must be 100% sure that there's no way any invasive species can get by.
- ◆ The sooner it gets done the sooner I can use them at age 71
- ◆ This survey does not apply to me. I own a small fishing boat that I take to Canada once a year
- ◆ We kept a boat on Lake Winnebago for 12 years between 1981 and 2005. We have since moved our sailboat to Lake Pepin on the Mississippi River. If we still had a boat in the Fox River-Winnebago area, we would use the system at least twice a year. For further information please contact me.
- ◆ Lake Winnebago is a state treasure. It is a fishery shared by many a delicate ecosystem with unique fish. Delicately opening the door for invasive species will in a short time period destroy that. Only fools believe the fox won't come through the open chicken coup door. Leave it shut. It's not opening trade to the new world...a handful of wealthy boaters want to joy ride. ***** Them. Save what we have. We won't have it.
- ◆ I do not feel that the system will prevent AIS, but actually speed it up. Humans typically put recreation above ecology. I also feel the taxpayers at-large will be the financial source for this effort and the ensuing escalated battle against AIS. Open the river and let nature take its course!
- ◆ Reasonable cost to taxpayers
- ◆ Call me if you want to discuss anything
- ◆ Appears to be a large investment. Small boats will typically trailer around the dam. Large boats will probably use 1 or 2 times annually. Do we have the traffic to support the investment?
- ◆ Great
- ◆ We generally do our boating on the Bay of Green Bay. We use the lock system to Wrightstown 2 to 3 times a year. We like the idea of new places to go. However our biggest concerns are (1) how it's going to be funded (2) I'm sure on the weekends when we most likely use it the lines would be a much longer wait than your estimated 30 minute wait. If there was overnight docking available we would be interested in that. Thank you.
- ◆ Giving an uninterrupted route to Lake Winnebago seems very appealing - I am not aware of how friendly the waterways are to sailors - depth etc. for navigating
- ◆ We enjoy boating from Wrightstown to De Pere. Eventually would like to upgrade to travel to the Bay
- ◆ Stop the Asian carp
- ◆ I feel we don't have to lift any boat coming down from Winnebago. It could use a lock. This may save money on construction
- ◆ We have great waterways. We support all efforts to make them accessible, even if we ourselves may not take advantage of them. Good luck with the project!
- ◆ Aquatic invasive species and other undesirable fish species must be kept out of the system
- ◆ The overall theme of this study seems to slant toward the larger permanently docked boats. It does not take the view of the smaller boats.
- ◆ This will serve the purpose of decontaminating the larger boats. Although, I do not see the necessity of decontaminating a smaller trailered boat that has been washed on the trailer in my driveway!
- ◆ I fear the price of using this facility will be too much of a luxury to use more than just a few times in my future
- ◆ Thanks
- ◆ Ronald
- ◆ Asian carp and zebra mussels. Zebras are down, as of last year.
- ◆ I am somewhat concerned about the cost for the transfer. At \$50 I wouldn't use it very often. My other concern is with the cost to implement and operate the transfer station. My feeling is that eventually, AIS will get into the Lake Winnebago system. I agree that we should do what we can to prevent the spread but nature always finds a way.

- ◆ I think this will open up a new and exciting phase for boaters that have never had the opportunity to boat up to Green Bay via the Fox River
- ◆ If the transfer station cannot be secured and operated properly the system should remain closed
- ◆ No
- ◆ Cost, waiting time, cleaning hull and lifting boat to facilitate cleaning.
- ◆ Seeing that my friends and myself would not use the transfer, and also expense of building and operating the system would be too much. I'm opposed to it.
- ◆ I am not a good person for your survey as I've never used the waterway and don't anticipate using it. I boat on lakes Michigan, Huron, and Superior and never go south of Sturgeon Bay.
- ◆ No
- ◆ Your questions are very biased "in favor" of the proposed transfer station. The proposed transfer station should be totally financed and maintained only by its users. A slush fund should also be established for when the system fails so the users by use activity are responsible.
- ◆ I am a fisherman. Anything that endangers fish and fish habitat are a concern of mine.
- ◆ I believe we should all have the opportunity especially for historical reasons but I don't see us using it regularly - we enjoy the Wolf, Winneconne, and Poigan and are more likely to continue mostly in that area.
- ◆ Positive
- ◆ To me it does not matter because I will never use it.
- ◆ Is the project self-funded? How much are property taxes going to go up when and if it fails and we need to bail it out.
- ◆ Is the cleaning process really going to work, many invasive species have made our lake its home because of mistakes or bad research (Winnebago Lake Flies). Who is responsible to pay for clean up, and is there a plan when the station fails to remove species. Where is the water going from cleaning boats? Dumped in river, municipal water system, landfill? What are their effects on the disposal system/area?
- ◆ I feel it would enhance the Fox River usage. Future generations would get more use of it then me. There is a lot of history in the Fox River
- ◆ We must somehow stop the invasive species from getting into all the Wisconsin lakes and rivers! Boaters must clean their boats off before putting them in a different body of water! If this means power washing or chemical treatment, it must be done!
- ◆ Only that a limit of a 53' boat would be max size boat
- ◆ Boats are getting bigger. Cruising houseboats are already 100'-125' long-but average in the 80'range , small yachts are 60'+
- ◆ Don't under build
- ◆ The river systems could again be used as a delivery options for boats-or industry, but not at 53'
- ◆ My best memories of my youth were taking our 43' & 44' boats from Fond du Lac to Door County. I would like to do that with my children.
- ◆ No
- ◆ Even though I will not use this waterway what you have in this transfer station will be for the best interest of boaters and the water because AIS is not going away. It is only going to get worse not only here but at all boat landings in the state. Thank you
- ◆ Keep water clean. Not transfer species one way or other
- ◆ My boat is for fishing the big lake out of Kewaunee. Thank you
- ◆ Do whatever it takes to save the Winnebago system.
- ◆ Do we need it? Boat on 1 side or the other
- ◆ Great idea everybody needs to do their part in controlling AIS
- ◆ I think the site should be very attractive, welcoming, the use of natural stone products (not fake). The attractiveness will help in its acceptance. It will bring economic growth to the area, especially with the restaurant and ships store. I have not enjoyed the use of any other bodies of water except Winnebago because of the hassle of transferring my boat by semi-truck (and cost). I look forward to the day that this will be possible. Thanks in advance
- ◆ I think it's a great idea. It would be nice to be able to use the entire lock system again, yet maintain the environmental integrity of the area.
- ◆ The proposed transfer is probably a good idea. However, the invasive species currently in Lake Winnebago (i.e. Zebra mussels, Milfoil) were not brought in by use of the Fox locks which have been closed since 1987. The Zebra mussel most likely came in with a trailer. Most of the future invasions by these smaller species will come in on trailered boats. There is not a practical way to prevent this now. It only takes one! The investment in the Rapid Croche transfer site is a noble idea but in my opinion wrought with frustration as invasive species will still find their way into the system.

- ◆ Another concern is a traffic jam at the transfer site. If the station is open 10 hours a day it most probably could not handle the traffic volume on a nice weekend day, this is only 2 boats/hour = 20 boats. With only one slip well on each side of the transfer site there is further possibility of congestions and no place to tie up.
- ◆ A wonderful idea to open the waterway. I would expect recreational development to occur along the river with restaurants, marine facilities, etc. This opening, along with the PCB clean-up will bring the river back for use by local folks and tourists alike
- ◆ All engines & outboard motors must be checked for oil leaks
- ◆ Motor, boat tagged with a very difficult to remove sticker and logged by the DNR. Repair dealers would have a solvent to remove the sticker when repairs are completed. The DNR would remove the boat and engine from the "no boating" list. The boat would be fined very heavily and boat taken away and on the water in repaired by the DNR at the owners expenses!!
- ◆ Note: where does the sediment go when washed off the boats & motors. Is it dumped out of the holding area and then to a landfill or what?
- ◆ With the increased boat traffic I can only see a big advantage to local economy, etc.
- ◆ Tourism-economic development and general convenience for future generations. We must maintain waterways for recreation (fishing and water sports)
- ◆ Thank you
- ◆ I have no input on this survey because I will never be on the Fox River, because of heart disease, I cannot go in a boat alone
- ◆ Just do it right so in the future there are no problems but you need to accommodate boats with up to a 5'0 draft
- ◆ No
- ◆ Originally I was a charter member of "Friends of the Fox" but have since not supported the project. The boat lift will discourage users and more important, I do not want any chance of spreading AIS. I worked next to the canal (Menasha) in the 60's. It is rare to see any boat usage. It would be nice for the system to be here but realistically the usage will be minimal at best. It just doesn't justify the cost and risk. I just noticed the max depth of draft is 4ft., that eliminates most sailboats and that will keep me from using the system. Why didn't the design make for more draft.?
- ◆ None
- ◆ It would be something fun to use once or twice every 1-5 years. It is not something we would use on a regular basis
- ◆ No
- ◆ It is a good idea. It is good for the area, economy, and future development of the river
- ◆ The chance of innovative species entering the Fox River System is too great to have a lift station at Rapide Croche lock. The very "few" people who would use it, would not offset the threat, as well as the cost. It is a fools folly!
- ◆ Long wait times for a day only cruise
- ◆ It is a very good idea to keep AIS out of Lake Winnebago.
- ◆ I am returning the survey, and the \$2.00. All my boating is sailing from a home harbor (Nest Egg Marine- Marinette). Personally, I feel this is an over-the-top project for the benefit of a few.
- ◆ I think it is a good idea
- ◆ The only concern I have is in fishing a few northern lakes (Vilas County). The huge impact that Native American Walleye spearing is making on the Walleye population. In the lakes I fish, I cannot keep any Walleye between 14 and 18 feet. That is if I am lucky enough to catch one!
- ◆ Would you be hassled by DNR or the Sheriff, or would it be a simple check
- ◆ Opening up travel would be a great idea
- ◆ Currently use boat for fishing, can use local boat ramps to enter system
- ◆ I just think it's a good idea to have this to keep as much of the AIS from spreading in our lake system. I'm all in favor of it, I'm all for this
- ◆ What is the timetable for this to be in operation? I think this is a tremendous undertaking to get the river system navigational again. It will give the boaters that I am involved with on the Wolf River in Freemont to enjoy the beauty of the Fox in this area. And hopefully bring an economic impact to the area.
- ◆ I would like to be able to make the trip again with my friends and family. As a former member of the Appleton Yacht Club, Friends of the Fox, and with friends that boat on the Winnebago System, it would be enjoyable to come visit for a few days or a week. My current boat cannot be tailored and the Fox would be the only way we could visit with the boat. A restaurant and visitor center would be nice while waiting for the boat. As owner of "Boating on Green Bay" website, I would be happy to add your flyer to the site's info pages. I have ties to other websites about boating on Lake Winnebago and am sure they could post copies of your flyer also.

- ◆ You're going to ruin the Winnebago system
- ◆ Do not own a boat anymore, boating days are over
- ◆ Must ensure AIS are kept out of Lake Winnebago. If any chance of AIS is in Winnebago, this should not be done
- ◆ I am happy this is happening. Zebra mussels are a help in cleaning the water way better than humans, god bless them. I will see the bottom of the bay in my lifetime. How much impact later will all find out or even heard of make evasive mussel that are coming in here. The flying fish problem - lets open up hunting season on them with a shotgun and a lot of people will be happy to do it.
- ◆ Protect the fish
- ◆ Trailable boats are unlikely to pay very much for this service. It seems to suit only a small sector of boaters. Will they be willing to pay the cost?
- ◆ No
- ◆ No fish and Zebra and Quagga mussels to get past rapide croche lock
- ◆ No
- ◆ No
- ◆ The overall objective should be to prevent AIS invasion into the Fox River and Lake Winnebago. If that cannot be absolutely accomplished, keep the dam and barrier in place and closed to navigation. There are plenty of waters in the bay of Green Bay for boaters. The project does not seem to be cost justified!
- ◆ Aquatic invasive species - we don't need to help them. This is a very very long term deal. For this reason we don't need a Fox River transfer station. Thank you
- ◆ Boat is kept at mouth of the river so we only sail north
- ◆ I keep my boat up in Michigan
- ◆ Not at this time
- ◆ No
- ◆ No concerns
- ◆ I do not think there will be a high usage for it
- ◆ No
- ◆ None
- ◆ I will never be able to pay for gas and \$1400 additional transfer fee. This locks me down river permanently
- ◆ No
- ◆ The success of the system from the Bay of Green Bay to Lake Winnebago will depend on the ease of travel. Costs and time complicate conveniences
- ◆ Zebra mussels will eventually invade Lake Winnebago with or without the cleaning station. Aquatic animals and water fowl would have to be stopped to eliminate the invasion
- ◆ The Rapide Croche lock may have to be developed into a "point of interest" for boaters to visit and use. Bar, restaurant, shipstore, bait store to help pass time of lift / transfer
- ◆ Looking at the site plan, I would be concerned with the limited amount of transient dockage / mooring space
- ◆ Most important to keep invasive species out of Winnebago if at all possible
- ◆ I am not in your targeted demographic. I own 4 registered boats. All are handmade canoes or kayaks that I use for tripping in the Boundary Waters or Canada. I have never used them on Wisconsin waterways, and would not be interested in using them anywhere that power boats are permitted.
- ◆ But we must maintain as much of the environmental integrity of the watersheds as we can. A boat lift and transfer station is a reasonable accommodation
- ◆ The boat I own is a 20 foot pontoon boat it will need to be safe from shallow waters, also not be exposed to theft on the Fox River
- ◆ Protect it
- ◆ My smaller boats (2) are used mainly for family fishing outings & always drive to the lake or flowage to fish
- ◆ No
- ◆ Although my boating is mostly in Door County and I would not use this facility, I consider it a positive for Wisconsin. Recreation, boating, tourism and support the project
- ◆ Comment Q13, price based on time (i.e., one rate for forklift, another for travel lift-(per hour)
- ◆ I didn't see any boat problem before the transfer station. Why build something we don't need? I'm against the transfer station.
- ◆ Increased tourism on the fox river would be great for local business

- ◆ No
- ◆ No
- ◆ No
- ◆ I think it is a very important to stop all AIS to be transferred to and from any lake. I fish Lake Michigan and the Bay of Green Bay and I use great care of cleaning my boat to stop AIS. I wish all major launches would provide some kind of high pressure cleaning process after taking your boat out.
- ◆ I'm OK with this proposal, however I believe the users should pay for it and not the tax payers. We need to do whatever it takes to protect our waters and natural resources. Thank you
- ◆ I have never used the Fox River waterway and I never will
- ◆ Any answer to any questions would be meaningless.
- ◆ Except I am 85 yrs. old.
- ◆ Sorry, I cannot be of further help.
- ◆ What about the hunting rights of landowners-duck & goose, will this be affected. What about soil erosion of shorelines
- ◆ Seriously question effectiveness of plan
- ◆ Engine cooling water + bilge water is also contaminated
- ◆ Cost (capital) of lift station
- ◆ Cost (operation)
- ◆ Cost (maintenance)
- ◆ Unknown...very important in making an informed decision. Who pays for this?
- ◆ Note: if system is not 100% effective it will have been a complete waste of money!!! More \$\$ wasted
- ◆ It appears this will be built no matter what taxpayers think
- ◆ Send results
- ◆ Thanks for the \$2
- ◆ Boats using this station should pay for use. Locks should be closed to stop transfer of weeds and stuff
- ◆ It would certainly help keeping invasive species from Lake Winnebago and its tributaries
- ◆ The waterway should be well marked from Green Bay all the way to Winnebago
- ◆ The theory and principle seemed good. However, I fear the spread of invasive species and this would only speed the process
- ◆ After serious thinking--it may not be a good idea!!! It's bad enough people can and do haul their boats much less just run them up the river!
- ◆ Don't do it
- ◆ I feel the threat of invasive species is real and needs to be addressed for our river system to maintain its quality for both fishing & boating
- ◆ None
- ◆ As a child my folks lived on the east shore of Lake Winnebago-once a summer we would put our 16' boat in-go through locks to Green Bay-camp overnight and return the next day-weather willing. Always looked forward to the journey going up and down the locks, enjoying wildlife etc. Sad day when they closed so I am in favor of anything that would enable generations to experience "the ride". We waited a long time for this to happen-let's get it done!!! Thanks for giving us the opportunity to express our views an good luck!!
- ◆ The system should have never closed, usage now for me would be as part of a boating vacations or long weekend
- ◆ If it had not ever closed I would have probably used the system regularly since the mid 80's. I did go through the whole system in 1980+
- ◆ The overnight aspects have more to do with overall river transit time than anything else dependent on pass through times
- ◆ This survey does not seem to have been assembled by a boater
- ◆ No-don't concern me as a boater. But concerns me about aquatic invasive species
- ◆ None
- ◆ I'm concerned the expense may not be justified. Large boats can be transferred but that expense is solely borne by the owners. The trip through the lock system is not very enjoyable anyway, it is generally just a means to an end.
- ◆ Mostly, I'm concerned that AIS will leak into the Winnebago system in the holding tanks & bilges of transported boats. All things considered, I don't think it's worth the risk
- ◆ No
- ◆ No
- ◆ No

- ◆ None as to this whole system. Our boats are kept on a single lake from April to October at our cottage. When not in use they are stored on boat lifts out of the water. Winter storage in a garage.
- ◆ No
- ◆ How about a place to buy fuel that doesn't rape you with the price. When I heard the locks were being repaired I purchased a large cruiser and currently restoring it with main purpose to travel to Bay of Green Bay and possibly world travel. With these lock opening it is now possible to travel the world. Very pleased!
- ◆ I would not use the transfer station as I do not boat in that area and probably won't. Before building it, you need to know how much it will be used
- ◆ They can launch and clean their boats like the rest of us or buy a smaller boat
- ◆ A necessary nuisance
- ◆ Though I have used the waterway in the past I doubt that I would use it in the future. My interests have changed to sea plane flying and aviation. I personally think boating and waterway use has been over regulated. Forty years ago it was a lot of fun. Now it's hard to spend a day on the water without breaking some law. I really don't think we can stop aquatic invasive species and still use our waterways, but we should give it a try.
- ◆ Although I have never used this part of the system, keeping invasive species out is critical in my opinion for the future health of the fishery.
- ◆ It would be great to get to Green Bay. Would be very great to reopen the locks at Eureka, WI on the Fox River. A great trip to boat by water
- ◆ No
- ◆ We have to stop invasive species somehow
- ◆ How do we know that these AIS creatures have not already invaded the Winnebago water shed? I think they have infiltrated. Open up the locks, the AIS are here! Too much DNR!
- ◆ Do what you have to do to control AIS
- ◆ Closing the lock is the best of ideas lately. This will keep all bad stuff out of Lake Winnebago
- ◆ I think this survey is a good idea to see if enough people will use it before spending a huge amount of money building it. The Lake Winnebago system definitely has to be protected as it is one of the biggest and best fisheries in the state.
- ◆ Would be okay if all the plans and precautions stated here are carried out and enforced. I do boat checks at our landing in Land O Lakes. Preventing the spread of AIS is very important. The cost of getting rid of each type is extreme and not always successful. New AIS are increasing. I did not receive questions 1-9 in my envelope, please feel free to send me them if you need my input.
- ◆ Great program but not for sailboats like ours
- ◆ Containment of Japanese carp
- ◆ None at this time
- ◆ None
- ◆ My sailboat draft is 5' and i thought the Fox River was dredged to 6' so why make the max. draft only 4' in the lifting well. I realize that I could be totally off on the depth of the river due to the fact that it's been 35 years since I went from Green Bay to Winnebago. Good luck with your endeavor.
- ◆ No- good luck
- ◆ Cost is too much for the few people that are able to use it
- ◆ I'm all for it! Good luck with your endeavor
- ◆ I strongly feel this process should pay for itself and not be an additional tax on the general public. I don't see how this is practical with the size communities and short season we have. I feel with cost and risk removing of invasive species this is a bad idea.
- ◆ We are older boaters and will not be making a lot of use of the proposed system. We will probably use once or twice. We went through the lock system twice prior to it being closed. I do think that once opened again boaters will use it to travel between Green Bay and Winnebago and those boaters on the Fox will use any facilities for over nighting at Rapid Croche.
- ◆ As noted, I believe the system is absolutely necessary, but my fear is the AIS will still infiltrate the system by trailered boats. This is needed to satisfy political and environmental groups
- ◆ No
- ◆ Will the prices check inclining each year? Who is responsible if a boat is damaged or dropped?
- ◆ While I want to stop AIS from spreading, I would dislike the solution to become cost and prohibitive to "joe-average" boaters
- ◆ Just keep it convenient, affordable, and accessible. Keep it "real" so that average family can use and appreciate the facility. We boaters like everyone are on a budget and look for value

- ◆ If the city - government - township want to provide this for boaters fine. I don't have any interest in paying for this at all. As boaters we already pay enough to enjoy the sport. We are tapped enough in other things. I'm fine with the way things are.
- ◆ We have never nor will we ever boat in that direction so my survey probably is of little use to you
- ◆ None
- ◆ None except its cost/effectiveness benefit
- ◆ I think it's very good that they want to create a way not to transfer viruses from lake to lake so the fish don't die off. This survey is very knowledgeable and lets people know what's really happening on the great lakes.
- ◆ No
- ◆ Get it right the first time
- ◆ Pay attention to detail
- ◆ Think long term and think green
- ◆ Locks were awesome at one time then fell out of use-it would be nice to allow boat clubs that flexibility again
- ◆ Keep waterways clear of aquatic invasive species at all costs
- ◆ No
- ◆ None
- ◆ N/A
- ◆ No
- ◆ No
- ◆ No
- ◆ Taxpayer money shouldn't be used for this! No taxpayer \$! Close the lock system! Otherwise: let the ones who use it pay for it! Two hundred dollars or more they should pay. Let those who use it pay!
- ◆ Would be a positive resource for the area
- ◆ No
- ◆ None
- ◆ None
- ◆ Do not want to pay for it with any increase in boat and or any other registration fees. People who use it should pay for it entirely
- ◆ How many boats at a time? Just one or more? Would be great to get from Green Bay to Lake Winnebago. Might even buy a new boat
- ◆ I grew up in Little Chute when the locks were open. My thoughts are that pleasure boat traffic on the river would be an asset to all communities and could draw outside tourism dollars. Thank you for including me in your survey.
- ◆ Bad idea, good for only a few people yet we all pay for it
- ◆ Cost? Not another registration increase?
- ◆ Are there going to be facilities for transient boats on the Winnebago end of the river?
- ◆ I don't care about the Fox River system other than to prevent the spread of AIS. I don't use the Fox River since the DNR built the DNR ramp with sticker (registration) money. It was never to have a charge for launch or recovery because of this funding. I have scuba dived for 40 years in Great Lakes and the AIS is only going to get worse because of not cleaning the foreign boats coming into the Great Lakes. You are doing the right thing by cleaning the outside - don't forget the inside (bilge).
- ◆ No
- ◆ My boat is too tall to go up the river system but I am active in the boating community and live on the river. I believe any project which increases the accessibility and utilization of the Fox River system upstream of the Green Bay/De Pere area is a great idea. We have beautiful shorelines and no crowding.
- ◆ Better build a dam with "no" transfer system and solve the problem of invasive species to Winnebago system. Theme really should be no transitive allowed. Let the rich bastards with the big boats trailer them and clean them from slot to slot. The only reason the DNR Fox River sent. Wants this is for the rich fuckers and their yachts, the tax payers will foot the bill for them again!
- ◆ I believe most invasive species will make their way into Lake Winnebago via trailered boats
- ◆ I have used the lock system to access Lake Michigan when it was under the Aceng's. It was an annual event to cruise the Great Lakes. I miss it!
- ◆ No
- ◆ I don't really think that the spread of the Lamprey or AIS will dictate if people use the transfer station as much as the time it will take to load a boat on a lift, clean "powerwash" the boat and then get it going on the other side. I think that the

control of the spread of the invasive species is somewhat of a big deal but most everything has already been spread into the Fox River already.

- ◆ It would keep Winnebago clean
- ◆ I think this would be great for Wisconsin
- ◆ Hopefully it would mean a cleaner Lake Winnebago for all of our future boaters and people that enjoy the water
- ◆ Nothing in nature is 100% fail-safe. Human errors occur for many reasons that may allow species to slip through. What is the value of the "resource" versus the overall accessibility of the system?
- ◆ Evidence of Zebra mussels have already made their presence in the Fox River system upstream from Lake Winnebago. If boaters are willing to pay the price of the Rapide Croche transfer station I would have no objection. Wisconsin has cleaned up its Fox River system. I lived in Wrightstown in 1939 and 1940 where only Bullheads could survive the river water. Now Walleyes and Bass and game fish live in the water. It's better to have no transfer than one shipper to mishandling it or cost cutting to promote the extended Fox river boating waterway.
- ◆ None
- ◆ No
- ◆ We don't need this and is a waste of money
- ◆ I should think it would give a lot of boaters access which in then gives them the option to travel the Fox north
- ◆ No-good luck
- ◆ None
- ◆ Would like to make trips from Lake Winnebago to Door County
- ◆ We would not use this facility with our current vessel, a sailboat with 4' draft and 30' mast. If we had a powerboat I could imagine using this facility once every year or two at most.
- ◆ As long as this boat transfer station continues to stop AIS I'm in favor of it
- ◆ No
- ◆ We have not used the lock system since they closed the Rapid Croche lock. Before that we traveled from Lake Winnebago to Green Bay twice a year
- ◆ Protect Sturgeon population and breeding grounds
- ◆ As with any government program, the fear is that it will be a complete failure! The track record of waterway management is awful at best and generally does not reflect public sentiment or common sense. This water has been closed way too long. The economic impact on the region would be so positive that delay on this project would be an injustice.
- ◆ The water way systems need to be re-opened. Your plan sounds very good. I would like to take my family through the waterway system. I had the privilege when I was young to travel through the lock systems. It's a great boating experience, I'm an avid boater
- ◆ None
- ◆ No. We are selling the boat
- ◆ No
- ◆ No
- ◆ Would fish in live wells be required to be removed when transferring through the station? I assume all live wells would have to be drained prior to transfer?
- ◆ I'm not sure this is worth the money
- ◆ Next time have a boater (a real boater) develop this survey. These questions are terrible and box you into making a certain choice, when there are other answers that are not listed.
- ◆ **The respondent had trouble answering question 27 b/c there were no choices which included the internet or maps/charts.
- ◆ We have no excuse to increase chance of AIS entering the Lake Winnebago system. Our Sturgeon fishery is world class. The Zebra mussel has not hurt the fishery much. We can't assume the same with Quagga mussels, Gobies, Ruffles etc. The danger of harming the system with no hope of reversing the damage is not worth the benefit of the few being able to ride the stretch of the river proposed.
- ◆ I think it would open up many opportunities for places along the waterway over time. I also believe in planning the fees (lock fees, transfer fees, etc.) To make the system as sustainable as possible. I know there is no crystal ball, but along with the fees, comes an explanation of what you are really paying for. I think with that information, people would be willing to pay a little more than they normally would, knowing it is going to support the sustainability of the system.
- ◆ Not sure, this is the best use of my tax dollars at this time in the economy (including local, state, and federal taxes)
- ◆ Long over due
- ◆ Would there be enough use to justify building the site (economic reasons)?

- ◆ Yes, accidents will happen! The boat transfer station is not worth the risk. Common sense would tell you, the barrier is there for a reason, and the reason is not for "the fleeing masses" to "tempt" (over test) that barrier! The "b+s" is not worth the risk please abort the project!
- ◆ Shorelines before and after- lock during peak times, because of 20 minute processing- litter and noise
- ◆ Have you considered that many times groups of 3-5 boats may be travelling together? This is where a reservation may be necessary
- ◆ Right now, I would not use the station because we don't travel that system. However, it's very important to control AIS
- ◆ My first concern is the cost. Even with a \$100.00 fee it would not offset the cost of maintenance the locks and staffing them for the select few that would use them. As an avid fisherman I can't believe that anyone would take the chance of destroying a million dollar industry "fishing" for a select few. Introducing the Brown Goby, White Perch, and now the Asian carp here would be a disaster. If for some reason this gets built, out of state usage could be much higher as we pay to drive on their roads. Last but not least, I see it strange that a proposed lock system with these amenities be considered when the state parks up north that I like to camp at close on Labor Day due to the lack of money to keep them open. I do not support funding this project with my tax dollars or boat registration fees. Thank you.
- ◆ Note: I think everyone should have to pump out dark water we pull it in from the lake.
- ◆ No
- ◆ Too much boat traffic would cause a wake problem
- ◆ As we do not cruise much, I probably would just trailer my boat above or below depending on where I want to fish. So for our family the extra cost of construction and fee would be just be an extra expense.
- ◆ Controlling the influx of Asian carp and other invasive species
- ◆ I also hope there's grants from federal Government
- ◆ I would be concerned on how this project is being funded
- ◆ I understand the purpose of this system. But zebra mussels are already here in force. There are also Sea Lamprey in Lake Winnebago already to a lesser extent
- ◆ Normal passage through the locks (especially manually operated) can be slow as they're small. Fork lifting boats in and out of the river will add lots of time to the process. Reservations will not work well as it is difficult to figure travel time on the water (let alone through locks) and the weather.
- ◆ We trailer our 28 foot boat over to the Mississippi and love the river/locks. Having the Fox open again someday would be nice
- ◆ We used the river system many years ago, but since the lock closure, we moved to Door County to boat. Perhaps, if the lock were opened, boating might become more popular in that area
- ◆ I think it is a good idea
- ◆ No not at this time
- ◆ None
- ◆ I understand the importance of the survey. However I have never boated on the system and is unlikely that I ever will
- ◆ Wait time
- ◆ Hours of operation
- ◆ Dates of operation
- ◆ When will it be operational
- ◆ No
- ◆ We moved our boat from Oshkosh to Sturgeon Bay several years ago-mainly because the locks were closed to Green Bay. We have no plans to move back, but support efforts to open the waterway
- ◆ No
- ◆ Any damaging effects on boat, bottom paint, engine, v-drives and other drive systems
- ◆ No
- ◆ I am for the transfer station as long as the Winnebago system is protected 100%
- ◆ No
- ◆ I live on Green Bay and would not want to see further spread of invasive species anywhere. It needs to be stopped, although I would not use the station & agree with it
- ◆ Think it has to be done to help save the waterways for future generations. It may cost boaters time and money but feel it is necessary. Thanks
- ◆ Good for the people that need it and use it
- ◆ No
- ◆ How would this facility be funded

- ◆ It can help business to open the lock system, these cities need all the help they can get
- ◆ No
- ◆ I am concerned with the scope of the whole project. Repairing and reopening 16 locks that have been closed for various periods of time could be an expensive venture. Add a transfer station and running the locks year after year also costs. In the economic times we live in, I do not see this as a good investment at the current time. As a taxpayer I can see this could be tapping me on the shoulder more than once.
- ◆ This project appears a for profit only enterprise and does not conform to sustainability standards
- ◆ No, let's get it done
- ◆ I would very much like to see this water at Rapid Croche cared for! As my grandfather was lock tender there most of his adult life it is where my mother grew up
- ◆ Don't plan on using it
- ◆ This restores navigation which is great. A lift at most boat yards is \$100+. If the cost of operations is publicly subsidized then rates should be raised to make this system self-sustaining
- ◆ Anytime a boat is lifted there is risk. Does the cost of lift include insurance or is the taxpayer on the hook for summer kids operating a travel lift or travel fork and damaging equipment? How will claims of new vs. old damage be handled? It will happen!
- ◆ I have made the trip from Green Bay to our landing on the Wolf River in one day. It was a great trip. Would like to make it again
- ◆ No
- ◆ Make it safe. Make the cleaning process as stress free as possible
- ◆ No
- ◆ I think it's a great idea. I have property on the Bay of Green Bay (Dyckesville) and I'm well aware of what AIS brings (Zebra mussels) and how it affects property use (i.e. Mess on the beach, having to always wear foot protection both in and out of the water)
- ◆ No, I mainly fish north of De Pere
- ◆ I think it would be a good idea for recreation in the area and the local economy as long as there is no threat of AIs entering the Winnebago system.
- ◆ If attractions exist along the way might be worth it from Green Bay but not too likely
- ◆ I think this is a bad idea. A waste of money that boaters will not use
- ◆ I want to protect the Winnebago system from 'AIS' but, I don't believe the Rapide Croche lock will be effective long term. Fishing boats with live wells cannot be completely dry during transfer. All boats take water in the bilge and AIS will be present and transferred. Many boats i.e. Sailboats have 'hidden arms' where AIS can remain during transport. Such as rudder posts and center board trunks. Way too many restricted procedures and protective high cost to endure. Just not worth it for me. I want to boat, waiting around for hours is not for me. I have 200' of anchor line and a 45 lb. anchor that I would have to remove. During pressure washing, bottom paint will be removed from the hull. It will be much longer than 20-30 min. Wait. For larger boats, not fair to sail boaters. 90% of masts are taller than 23ft.
- ◆ I would like to see the boat transfer station to be self-funded
- ◆ No, other than it will be expensive to build and operate. I don't really think it's worth doing during these tough times
- ◆ Personally I probably would not use it, unless on a vacation trip just to see it and to go somewhere different by boat. I'm probably a little biased in my opinion, but it seems like a lot of taxpayer money would be spent wastefully by government again for something only a few people would use.
- ◆ Lake Winnebago must be absolutely protected from AIS. Will it be self-supporting
- ◆ No
- ◆ I'm the last captain of the VII and the last vessel to officially leave the lock system. The transfer station isn't the answer. We love a wonderful system, why make it so difficult to enjoy it. The AIS invasion is inevitable. This process won't stop it. The only thing that will happen is less people will use the great waterway system.
- ◆ The people need to vote, not let bureaucrats dictate the decision....
- ◆ What about the sailboat
- ◆ The sailing community used to annually navigate the lock system to Lake Michigan and beyond. Now the cities have built fixed bridges. The system now has totally made it impractical for a sailboat to navigate the system. Cost prohibitive for unstepping a mast and restemming at the other end. There is no equality for all boaters!
- ◆ Excellent project! Can't wait for it to be done

- ◆ I've never had any real ambition to travel the river lock system. The transfer station appears to be a poor use of the people's money, which could be used to establish better controls at all launch facilities. Without doing that, the effort at the close lock will be ineffective.
- ◆ I think this is a huge waste of money, as is reopening the entire locks system. People may try it once, but when they find out it takes all day or longer, there will be no repeat customers.
- ◆ As long as it is self-sustaining and does not cost the taxpayers any extra money
- ◆ No
- ◆ Help keep Winnebago clean from aquatic invasive species
- ◆ The only input I can think of is more pleasurable boating experiences by being able to move up and down river system
- ◆ Have it all paid for by the users
- ◆ Do not let any boats up or down. They can trailer their boats
- ◆ Thanks for working on this project
- ◆ No. Our boat is used in Door County only
- ◆ None
- ◆ Reopening the Fox/Winnebago system could stimulate tourism/boat traffic that now terminates, for the most part, in Door County. An aggressive public relations and advertising campaign will bring outside dollars to businesses and communities throughout the waterway.
- ◆ We need this
- ◆ After spending huge amounts of money to construct and operate the lift/cleaning station. I feel that some evasive species will still find their way into Lake Winnebago by trailerable boats or through boats coming up the river. This is just another fiasco that the government will be funding and we will be ultimately be paying for. 25' to 50' boat won't pay for anything more than a token for this system.
- ◆ Everybody should not be expected to pay for something only a few boaters will use. If they want to boat on Winnebago and the Great Lakes they need to make a choice. One or the other.
- ◆ I personally boat on the Great Lakes. I moved my boat off Lake Winnebago approximately 1982 and have never had the desire to return. The water is so dirty on Winnebago. This is a total waste of money. The locks along the river must be in such poor shape by now that it would take millions and millions of dollars to make them operational again. If boaters/residence of the river want to fish, travel, water ski or wakeboard they don't need a lift station to do that.
- ◆ I probably would not use it
- ◆ I think it would really help boaters coming from Lake Winnebago boating to Door County or Green Bay. Before the locks were shut down we have several boaters stop at our Green Bay Yacht Club before heading out on the Bay of Green Bay and the stop back a week or two later before going back through the locks that takes almost a full day. The lifting process better go fast enough so they can get through them all in one day.
- ◆ I feel it would be a great improvement
- ◆ Q 11.) Should have another option: "don't open locks." How can you guarantee the safety of Lake Winnebago clean from all 85 of the AIS already known to be in Lake Michigan. If Sea Lamprey set through fisheries and lake sturgeon speaking will end. Sea lamprey will kill off all, just like the Salmon and lake trout. *Addendum: The cleaning of boats of Rapid Croche will not be adequate to stop these invasive species-they will ultimately go around and through. Predominant among these invasive species is the sea lamprey which would decimate the Sturgeon and Walleye population (and others) in the entire Fox River waterway! (which includes Lake Winnebago and Butte des Morts.) Once in the system, it is virtually impossible to eliminate them, as has been shown in the Lake Michigan system. Is it really worth it to destroy the entire fishery which has a huge economic impact on the state, just to satisfy a few wealthy boaters. I am opposed to the opening of the Rapid Croche lock in any shape or form.
- ◆ Whether there would be a speed limit. Length of the lock
- ◆ I would want to see that all costs are covered by user fees so that non-boating taxpayers do not have to foot the bill.
- ◆ Good luck! I have a small aluminum boat used for pleasure fishing and getting my kids out of my hair (not really...)
- ◆ Not really, I think a very good website about the entire lock system and transfer station would be very valuable.
- ◆ Conceptually, I favor it. I'm concerned about the economic viability of it though. I would envision it as only a "vacation" type opportunity. Take a few days to transit and then cruise the bay or Door County. At least it would provide the option that currently does not exist. I just question the volume of boaters that would be required to sustain operations.
- ◆ I will not be using this waterway
- ◆ Proper safeguards around dams and spillways must be ensured, along with a good buoy system
- ◆ I would have a positive feeling about this project if I could be assured the project wouldn't be placed on the backs of the taxpayers

- ◆ Good idea
- ◆ The idea of motoring from Green Bay to Lake Winnebago has always appealed to me. Doing so is dependent on an adequate lock system and sufficient air draft. Our mast is 54' above the waterline. Dropping the mast would be expensive to make the trip practical. You may contact me
- ◆ Stop wasting taxpayer's money
- ◆ Some questions were poorly worded or ambiguous
- ◆ No - it has to be done. I would just be concerned about time. If you were traveling with 3 or 4 boats it could take a couple of hours
- ◆ What would this project cost me. Taxes, etc.
- ◆ If any taxpayer money state or federal is used for this project I am strongly opposed to it
- ◆ If private donations are used to build it, go for it
- ◆ I think it is too late for any action
- ◆ At this point in time, I believe that almost all of the AIS are already in Lake Winnebago
- ◆ It is very important to be aware of AIS and if anybody wants to keep the fishing on the lake systems they should be responsible enough to keep AIS out. If this includes a transfer cleansing station I am very much for it. Thank you
- ◆ Same comment I made to questions # 20
- ◆ It should be built or the lock kept closed
- ◆ Cost to build, cost to maintain, both to taxpayers and users
- ◆ Will this happen regardless of what the public thinks
- ◆ Can this project become a state tax burden
- ◆ No
- ◆ Good luck ! Thanks, I thought the survey was well planned & organized. I hope you receive a great response
- ◆ We keep our boat in the Sheboygan Marina, opening up Lake Winnebago would make for a nice 1-3 week trip annually
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ No
- ◆ None
- ◆ We look forward to someday traveling on the Fox from Lake Winnebago to the bay. Our parents used to do this when possible and was a great experience. I hope this will attract people & businesses to the waterways
- ◆ Q1-q2-q3 I answered these questions like I would have before they built the new bridge. I no longer can get under the De Pere bridge without taking down my mast.
- ◆ None
- ◆ Thank you for considering may and others opinions
- ◆ Keep the boats clean
- ◆ Too long in coming. Thank you
- ◆ Who will pay for all this
- ◆ No
- ◆ Very necessary to have a complete system again. Local citizens/boaters demand it. Tourism along the river is important for commerce in all of North East Wisconsin. Tax on fuel, paid by boaters, should be used for waterways, not roads.
- ◆ I also have a 27' sailboat that I keep at the marina at High Cliff State Park. I'd be more likely to make the passage if I could do it in the sailboat (on which i could eat, sleep, and have a head), but the mast is taller than 23 feet.
- ◆ Frankly, even though I love boating, I believe that the entire project of re-opening the Fox locks system to recreational boating is a gross extravagance that the taxpayer shouldn't be spending given current (and all other times) economic conditions. It is a hugely unnecessary luxury and near the bottom of the list of priorities that should properly be addressed by government.
- ◆ The cost per user (in WI's short season) will be astronomical, and only a tiny handful of people will devise any direct (or indirect) benefit from it
- ◆ Think about it! (though it's now probably too late and a bait accompli). Sad
- ◆ This is necessary to keep invasive species out of the upper lakes
- ◆ As I read it, for the entire locks system to be navigable the transfer station is not an option
- ◆ Sad but true we have been invaded by carp that assures security for the DNR

- ◆ If you can't beat 'em, join 'em. Thus there is little room for a middle road
- ◆ Thanks to all that have done so very much on this could be hot issue
- ◆ None
- ◆ We keep our sailboat in Sturgeon Bay and cruise north from there. Very unlikely that I would use the Fox River (mast too tall, too far away). If I were a power boater, it would be good to be able to travel the Fox River to Lake Winnebago.
- ◆ How about protecting the great lakes from invasive species from upstream? Is there not a similar risk
- ◆ Thanks
- ◆ Jim
- ◆ "Celeste" Dickerson 36' ketch
- ◆ I think it's a good idea to stop the spread of any invasive species
- ◆ I think it would be a good idea and hopefully aide in the fight against invasive species
- ◆ No
- ◆ N/A
- ◆ More times than not I would likely trailer my boat to Green Bay because of time restraints. I do believe however opening the river is a good idea. The last year the river was open (1987?) I traveled from Green Bay to Appleton.
- ◆ I would not use the system. I only have a small run about boat for pleasure boating
- ◆ I do not see the boat transfer station as being cost effective. Staffing, buildings, facilities and energy usage would not be in balance with usage. A few boats on the weekend would not be cost neutral and during the weekday would be a total drain of budget.
- ◆ Not sure, cost to taxpayers
- ◆ I think it will be a good way to stop invasive species from getting into the Winnebago system. There are enough invasive species all around us now and this would be a very good way to stop the invasion
- ◆ Waste of money-leave as is
- ◆ Boats need to be cleaned good and inspected to pass through
- ◆ My boat has never been used on the Fox. It is a 14' fishing boat and has only been used north of Little Suamico and south of Pensaukee.
- ◆ This survey was answered as if I would be using the locks system. However since a bridge was built in De Pere, my sailboat will not pass under the bridge span. How's that for planning? Maybe, the boating/lock use should have a say in the bridge design higher span
- ◆ Opening all the locks and installing the boat lift at Rapide Croche lock (believe it should remain closed) is too costly for the taxpayers and would be used only a very few rich boaters. If it/they are it should be completely funded by user fees. It/the would not be used by 99.99% of boaters.
- ◆ I think this will be a losing effort. Trailered boats will move up or down river and transfer AIS
- ◆ Let the user's pay for this project. Local tax money should not be used
- ◆ We really need to do this
- ◆ We never use the Fox River
- ◆ Really couldn't go to Green Bay to the locks. Also keep it affordable for boating is already expensive.
- ◆ I would not use the transfer station, however I do support the stop of AIS
- ◆ I like boating through canal system. Tourist-season canal in Ontario is great, with two large hydraulic lifts and unique railway lift. But this sounds terrible-like a border crossing into a police state. Brochure doesn't say if cost of \$25 or \$50 is round trip or 1-way. If one-way, then \$100 for a weekend round trip is too much. Why not try a couple of launch ramps and have operators with boat hauling trailers to pull boats out and relaunch on the other side, with inspector, and wash spray. This is what people are doing now when they pull boat in Oshkosh and trailer to De Pere.
- ◆ Not at this time
- ◆ Not sure
- ◆ Needed
- ◆ I am very concerned about the Asian carp entering the Winnebago system, we should do whatever it takes to prevent this from happening
- ◆ I would never use this waterway
- ◆ Would it ever control water levels on Winnebago
- ◆ Do not know anything about it
- ◆ The cost to taxpayers and boaters is not needed. It's cheaper to keep boat north of Green Bay then it is to pay gas cost to drive boat north to bay. No wake zones really use up the fuel in boats. The whole idea is crazy unless you're a local boater or pontoon fan, if that is the case they can easily trailer their boat to Green Bay. There is nothing on the Fox River or

Winnebago worth boating to see. There are unlimited possibilities north of Green Bay. This project is a huge waste of money to whoever is lipping the bill. Lord knows the government doesn't need this financial headache, spend the money on kids' education instead.

- ◆ My concern is protecting the native water fish fishery
- ◆ Does or will it have any impact on the rivers or surrounding ecosystem or other fish or animal species. Is this the best option to control AIS? Will it be effective in controlling AIS?
- ◆ See previous comments. This in an entirely bad idea you can launch on either side of the lock. Lake Winnebago is a shallow lake, there is really no reason for yachts or other "big water" boats to cruise there. Who and what exactly is the Fox River Navigational Authority?
- ◆ My concern because of living by Lake Winnebago and primarily using the lake, is the increase in boating traffic. A person should be able to enjoy a quality time on the water. From what I have seen in recent years is the number of inconsiderate and rude boaters on the rise. This seems especially true of the younger/first time boaters. It seems like people move to the area, buy a boat, away they go with no idea of boating rules or courtesies. This is my fear of the reopening of the locks. I also believe you are not going to be able to clean every boat thoroughly enough.
- ◆ Given the current budget status of most government agencies this proposal seems ridiculous. I can't believe there is enough boat traffic to justify the cost and upkeep of such a facility. If there was enough boat traffic, one wash station would not be sufficient. 0 min to wash=24 boats a day (assume 12 hr. day) @ \$100 a boat= 2400\$, 3 staff @ 15/hr.=540\$ *poor est, heat water/clean= -200/day\$, facility/maintenance =-1000/day \$, that leaves \$660 or 28 % of income to pay debt on building facility. (doesn't seem like enough \$) *I doubt it will effectively keep AIS from spreading.
- ◆ Though I may not use the transfer, I believe it would be a valuable asset to promote tourism between Lake Winnebago and Green Bay. We need to promote the use of Wisconsin waterways.
- ◆ I do have some concerns of contamination of Lake Winnebago
- ◆ Cost should be less going down stream, less work. 2. Use two travel lifts-one for downstream, one for upstream, speed the process. 3. Lower fees \$50.00 each way is too much.
- ◆ Our boat is kept at Washington Island so the likelihood of using this lock is low. On the other hand this is a new (to us) and interesting possibility for cruising. We are very concerned about AIS and think this lock station is a good idea.
- ◆ I wish to see Winnebago protected as to not pollute the other tributaries and lakes, etc.
- ◆ No. Thanks for the opportunity to participate in this survey
- ◆ If the cost of a boat transfer is going to be determined by what type of equipment needs to be used to complete the transfer, forklift vs. translucent, then perhaps the fee should be determined based on the weight of the boat. Example my boat is 30 ft. long yet the water line length is much shorter which reduces its weight and allows the use of a forklift to transfer the boat from the water.
- ◆ Seems like quite a process for minimal gain. Has the local boating community seen Asians for this transfer station
- ◆ I love the idea of being able to travel by boat to my destination. I feel my boating registration fees should cover the expense. \$20 per trip is too much money and enough of an expense to cause me to avoid using it
- ◆ This is needed
- ◆ Anytime you are opening up a passage that could transfer AIS you are making a big mistake. Nothing is ever failsafe
- ◆ The possibility that something onboard that is contaminated is not cleaned and transferred
- ◆ I am a member of the Green Bay Sailing Power Squadron. My concern is recreational boaters have access to the connecting bodies of water at reasonable cost
- ◆ I believe our boating season is very short in our part of the country. Weekend travel only attendants at the station (Croche lock) would be too costly for most boaters waiting to pay the fee plus delays on weekends would discourage people. Keeping our waters free of invasive species is a prime concern of mine. So we do need the lock permanently closed.
- ◆ Go for it! It will improve the future of boating. It will help with tourism as well. It will be necessary when these Asian carp get here. Boaters will be looking for a place to escape to! Thanks for the efforts.
- ◆ The protection of all we have in the Winnebago system should be our main fight for the future of our children's enjoyment of life in and around the Fox Valley. No clean station. No passage!
- ◆ I think it will usher in a new recreational use for the system for the next 100 years as it did for commercial use (paper industry) for 100 years
- ◆ Aquatic invasive species can be carried in by duck's! Not only by boat's. Species. Of other things
- ◆ However, if AIS get in the system by other means this lift station becomes a waste of money
- ◆ It would be great to see the lock open again and keep the invasive species out
- ◆ I feel that it is a little late for this kind of action, though I applaud the attempt at doing something to combat AIS
- ◆ Keep Winnebago clean

- ◆ Before the locks were closed we took our sailboats from Oshkosh to Door County every summer. By now the navigation channel is probably full of debris, so it's unlikely we could make the trip again regardless of the lift station. I see a much more use benefit for fishers, kayak, canoe, etc.
- ◆ I'm concerned about any evasive species, getting into Winnebago system, because I fish it, as a means of food, and fun. 2. Can the work bay get all evasive stuff off a ship or big boat
- ◆ Not at this time
- ◆ I think it would have very little effect on keeping aquatic invasive species out of the Lake Winnebago system. We will only be able to keep the species out of the system if we have a comprehensive monitoring system at every landing on the system to which fishing boats and every other boat that will be launched into the system. Pleasure boats are only a small part of the problem. I am 78 years old and live on Chute Pond in Mountain, WI. We now have Eurasian Milfoil and Curly Leaf Pond Weed in our lake. They arrived here by fishing boats or small watercraft used for shrimp or other pleasure purposes. Unless every boat landing can be monitored the same thing will happen in the Winnebago system. It is now costing the lake association tens of thousands of dollars per year to try to eliminate these aquatic plants.
- ◆ Do it right! Make it so efficient that it doesn't become a significant factor in boater's trip plans! Whenever government gets involved-often becomes above them not the boaters.
- ◆ I think this would boost local businesses in the Winnebago-Fox River system. I was stationed in the U.S. Coast Guard in Menasha from 1981-1985 at that time we did all navigational aids for the whole system. We would go up and down the river at least 5-6 times a year. I miss to this day not being able to go and take my family all the way through the locks. Which is a very beautiful trip, spring, summer and fall.
- ◆ If the intent is to keep the invasive species out of our fresh waters, exterior cleaning and bilge draining should be completed when hauling out at the vessels origin, and then transported, allowing bilge/exterior to thoroughly dry out, killing the invasive organism. Using water to spray off the external surface is a waste of time it will not solve the spread of any undesirable species, microbe or virus. Using chemicals that would actually kill the invasive organisms will drain back into our water and kill the waters we are trying to protect. Air drying is the most effective and least expensive way to control the spread of undesirable living organisms. Ocean going commercial transport ships should have been required to pump their holds into large frying pans and the dead remains shipped back to the ocean on their vessels the next trip. Proposing that the Rapide Croche transfer station will stop the transfer of invasive species through the Fox River waters is ludicrous.
- ◆ My main concern is to eliminate the possible introduction of aquatic invasive species from the Great Lakes system into the Lake Winnebago watershed
- ◆ Even though I don't currently use the Fox River system, I believe this is a worthwhile project. Thanks for putting this together
- ◆ Do we need to kill the sturgeon off like we are doing with deer by letting wolves and CWD do it for us
- ◆ This operation cannot be done in the time frame you suggest
- ◆ Even though I don't plan to use the station at this time. I believe it is important to have the facility available for the general public
- ◆ I have a sailboat so the proposed use of the transfer station is a moot point for me since the boat draws 4' 8" and mast height is 53'. I think it is really difficult to justify the expense of the project. I don't believe there will ever be enough boat transfer to realistically make this a viable project to undertake.
- ◆ You would never get your money out what it would cost to put this project in operation. Besides you would need lock tender at every lock. This whole project is not worthwhile
- ◆ Cost
- ◆ I think it might delay invasive species, but not stop
- ◆ It sounds like it could get very expensive for boats that stay in the water all season
- ◆ Biggest concern would be transferring problems from Great Lakes to Lake Winnebago and other waterway connected
- ◆ Q 22. Would base my travel on avoiding delays, since trip in normally 7-10 days @ a time. My boat would be moved via travel lift, how are personnel trained for proper sling placement?
- ◆ I think this plan is the best way to stop AIS
- ◆ Simply put-the lock system needs to stay closed. Nothing is fool proof. Even with all the planned precautionary steps being put in place at the Rapide Croche lock, eventually some type of AIS will be transported into the river and Lake Winnebago. Thank you.
- ◆ \$50.00 transfer fee is \$100.00 up and back. That is too much for less 26' boat. It will discourage usage. Already pay \$120.00 for annual lock pass. Reconsider. \$25.00 transfer fee-all boats.
- ◆ Very much concerned about cost and who pays for it, and how much boat transfer would be used

- ◆ I don't ever see myself using this so maybe not the right person to ask. However, in today's economy the cost should be minimal
- ◆ No, go for it
- ◆ Cost of construction
- ◆ Would like to see kayak launch and portage
- ◆ No
- ◆ No
- ◆ I think to protect Winnebago from invasive species it would make using it too expensive (with boat cleaning and anything else that may be needed) for the average boater to use
- ◆ However it may bring more tourism to the area as a pay-off, in which case, it would help the area even if it's too expensive for the average person
- ◆ Charge the rich people for this service
- ◆ This whole locks thing was voted down a while back
- ◆ Q26 denigrates the validity of usage predictions. Q1, 2, and Q3 become arbitrary when the river system is confined to only "the river." those of us who live on Lake Winnebago (who far outnumber "river" residents) will trek to the Great Lakes on a seasonal fashion. However, rigging and provisioning a larger vessel is best when the length of the cruise is long (i.e. Several weeks and usually happens only once a season). The closing of the Fox locks system has changed my property value from world port status to lake property.
- ◆ There are probably many issues with the new transfer station building just as I see many assets for both power boaters and sailors. And, when it comes to sail boats, there will be issues with the new construction of traffic bridges. Obviously there are several newer traffic bridges which would never clear an average sized 30 foot sailor sporting a 60 foot mast. That being said, sail boats will have to traverse the waterway system with unstepped masts. That is to say the masts will need to be tied to the deck of the boat. A 23 foot vertical clearance of superstructure indicates this structure was never meant to accommodate sailors of any reasonable size. Someone wasn't thinking here.
- ◆ The entry to and exit from the transfer area must be capable of allowing a minimum of 65 feet length to clear masts (i.e. Not hull length), mast lengths. Or, masts will have to be removed from decks and carried around the boat transfer area. Masts will then need to be re-secured to the deck.
- ◆ A four foot draft involving the transfer station is simply too shallow. Many sailboats draft at least six foot. Looks like the system authority is purposefully designing a system which prohibits sailboats.
- ◆ If the authority cares anything about sailboats and wishes to demonstrate that concern, please contact me
- ◆ We used to travel this route each year for many years; we look forward to again do so
- ◆ You are going to have to take reservations in advance or you will end up with a backup of boats that will cause severe traffic jams on the river. If it is going to take 20-30 minutes per boat, you will not be able to move very many boats in a day. Reservations may be difficult to get due to the volume of requests.
- ◆ None
- ◆ It should not be built
- ◆ The lock was supposed to be filled in with dirt
- ◆ Cost and maintenance will exceed fees! At the taxpayer's expense
- ◆ This is a waste of money!! Regardless of what is done AIS will spread
- ◆ I believe it would bring out of area boaters to use the complete waterway from Winnebago to Green Bay and beyond.
- ◆ Minimum vessel draft of system to be 8' to allow larger vessel and bridge clearance
- ◆ Thank you
- ◆ No
- ◆ No
- ◆ The only concern I have is that the cleansing process goes through the necessary steps to make sure the boat is clean/free of any invasive species
- ◆ I would like to know of other solutions to this issue. I believe the transfer station approach is too complicated
- ◆ I look forward to this happening and operational. I believe it will be a positive impact financially for all the Fox River waterway businesses from Lake Winnebago to Green Bay and north into the Bay of Green Bay. I believe boaters love to escape and explore and boat to different destinations for a day, overnight, or a few days to a week or more, stopping at various towns, cities, marinas, and parks whether as a single boater, a couple, the family, or with other boating friends as a group adventure. I believe the adventure will stimulate more boaters to explore the beautiful Fox River - its banks, and shoreline and going through the locks. It is fun, plain and simple, and a wonderful time enjoying nature with family and friends and also meeting new likeminded people creating a lifetime friendship and camaraderie.

- ◆ No
- ◆ From Green Bay Yacht Club to Bayshore Park and from Bayshore Park boat landing to Chaudoir's Dock which are safe harbor places to get off of the water if it gets too rough. The next point from Chaudoir's Dock to the next safe harbor point is Wavepoint, in Little Sturgeon. Chaudoir's to Wavepoint is too far a distance without a safe harbor in between. The new safe harbor should be located at Sugar Creek Park which was started a few years ago and needs some good engineering for the people who have cottages in that area so they don't have to travel such a distance. As of now they have a blacktop parking lot, concrete ramps are in place, and a nice picnic area for people to picnic and swim. What you need now is to look at Chaudoir's Dock and dredge it out at Sugar Creek. Try to buy old retired ships from Bayship, sink them, and put dredging material inside the ship's hull and cap them off with concrete so they are walk able, so that people could fish off of them. It would be a lot wiser to spend money here before we have several drowning.
- ◆ Any questions contact me
- ◆ No
- ◆ No
- ◆ No
- ◆ None - thank you for this survey
- ◆ I would scale back the project and limit the transfer to boats smaller than 30'
- ◆ Please complete the project but do your very best to keep Winnebago free of problem fish
- ◆ Should be positive economic impact for the municipalities along the waterway. There should be no negative impacts on the waterway
- ◆ Better done
- ◆ Cost, time of use
- ◆ I am age 77 and recently gave my boat away due to bad health. I support this concept to help keep the Fox River and Lake Winnebago "clean." thank you
- ◆ Though I don't use or intend to use this facility I feel it is critical to all that it is necessary to protect these waterways from all types of pollution and unwanted aquatic intruders
- ◆ If they get in the Winnebago system the possibility of transfer to other waterways / lakes / rivers is a very real possibility
- ◆ No, just concerned on time it would take
- ◆ What are the planned hours of operation? With the time frame listed, the amount of boat traffic is going to be very limited
- ◆ This lock system is a bad idea. The potential for catastrophic loss for an unjustifiable gain poses an unnecessary risk. All it takes is one sloppy boat user to put the entire Winnebago lake system at risk. Another case of benefits for the wealthy coming at the expense of the "average Joe." Ever heard of the gulf oil spill?
- ◆ No
- ◆ Make sure no AIS can get into the water system
- ◆ It won't be enough to keep out the various species. They'll slip through the locks and enter on trailer boats. Time to close the St. Lawrence Seaway
- ◆ Overall, I believe this lock system is needed
- ◆ No
- ◆ No concerns
- ◆ Comment: transfer cost needs to be reviewed in terms of boat "size" as opposed to only length. Current anticipated cost uses a 26' length baseline. Under 26' or over 26'? My boat "is" 26' so am I under or over?
- ◆ Recommendation: 26' length + 8' or less beam = lower cost 26' length + over 8' beam = higher cost Or Width x length x height = total size Charge according to the above formula (takes into account sailboats, cruisers, houseboats)
- ◆ Do everything possible to limit AIS spread to more of the inland waters
- ◆ Just cannot keep boaters waiting long period of time to go through
- ◆ Keeping the river clean and AIS free is the utmost important
- ◆ Price for cleaning should be by the size of the boat. You can't expect someone with a 20' boat to pay as much as someone with a 40' boat
- ◆ People are out to enjoy the river system and not to be held up and listen to people complain about this process taking too long.
- ◆ Enjoy boating and have a great day
- ◆ None
- ◆ The lock should stay closed
- ◆ We will just avoid the Fox River from now on and keep the boat in Lake Michigan
- ◆ No

- ◆ I think it is a great idea! Keeping in mind that we want to protect the waterway above this point B. Menning
- ◆ I will not be using them
- ◆ None
- ◆ In the long run, I think that fishing boats will still be the main transporter of AIS. It's almost impossible to stop the spread. I do think that the transfer station will open opportunities for boaters that cruise for days at a time. The Winnebago system and lake would become a nice destination for folks like me that cruise all the great lakes. Marinas on Winnebago will see increased business.