

Special City Council Meeting
Mokelumne River Safety Issues
March 26, 2001

Meeting Format

- A. Mayor Nakanishi
- B. City Manager Dixon Flynn
- C. Staff
 - 1. Chet Somera, Lodi Police Department - History
 - 2. Bruce Agnew, San Joaquin County Sheriff's Department - What its agency can do
- D. Pat Stockar, Mokelumne River Task Force
- E. Council Member Comments
- F. Public Comments



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Discussion and appropriate action regarding Mokelumne River safety issues

MEETING DATE: March 26, 2001

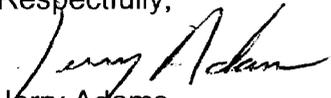
SUBMITTED BY: Jerry Adams, Police Chief

RECOMMENDED ACTION: That the City Council approve the attached proposed Agreement between the San Joaquin County Sheriff's Office and the City of Lodi for purposes of jointly staffing of the Mokelumne River/Lodi Lake Area for enforcement of safety issues.

BACKGROUND INFORMATION: Staff will make a presentation during the March 26, 2001 Special City Council meeting regarding the attached proposed Agreement. It is the intent of the Agreement to provide enforcement functions on the Mokelumne River in cooperation with the San Joaquin County Sheriff's Office. The City's commitment will be to provide a part-time officer(s) position to assist with the Sheriff's boat patrol. The cost of the part-time officer(s) will be paid through the State of California C.O.P.S. Grant at no cost to the City of Lodi.

Funding: C.O.P.S. Grant

Respectfully,


Jerry Adams
Police Chief

JA/jsk/sl

Attachment

APPROVED: _____
H. Dixon Flynn -- City Manager

Mokelumne River/Lodi Lake Area

Joint Staffing Agreement

BETWEEN

SAN JOAQUIN COUNTY SHERIFF'S OFFICE

AND

CITY OF LODI

GOAL

The goal of this agreement is to provide the citizens of San Joaquin County, the City of Lodi, and any member of the general public using the Mokelumne River, from the Woodbridge Dam to the eastern most boundary of the Lodi city limits, and Lodi Lake (hereafter referred to as the Mokelumne River/Lodi Lake area) with an increased law enforcement presence through a cooperative staffing agreement during the high use season.

PARTICIPANTS

Participants to this agreement are as follows:

Baxter Dunn, Sheriff
San Joaquin County Sheriff's Office
Boating Safety Unit
Lieutenant Stephan D. Moore – Coordinator
7000 Michael N. Canlis Boulevard
French Camp, Ca. 95231
(209) 468-4461

City of Lodi
H. Dixon Flynn, City Manager
Jerry J. Adams, Chief of Police
Lieutenant Chet Somera – Coordinator
230 W. Elm Street
Lodi, Ca. 95240
(209) 333-6727

DUTIES AND RESPONSIBILITIES

The San Joaquin County Sheriff's Boating Safety Unit members will be responsible for enforcing all laws and ordinances applicable to the waterways patrolled by it.

Lodi Police Department personnel assigned to the San Joaquin County Sheriff's Boating Safety Unit are authorized to assist Deputies with their patrols of the designated waterways and enforcement of laws and ordinances.

CALIFORNIA DEPARTMENT OF BOATING & WATERWAYS

REQUIREMENTS

The San Joaquin County Sheriff's Boating Safety Unit is a participant in the Boating Safety and Enforcement program sponsored by the California Department of Boating and Waterways. This program sets forth the following definitions and requirements.

In accordance with section 663.7 (a) of the H&NC, the Department of Boating and Waterways recognizes basic boating safety and enforcement activities as the following:

- I. **Enforcement of State and Local Measures for Regulation of Boating Activities.**
- II. **Inspection of Vessels**
- III. **Supervision of Organized Water Events**
- IV. **Search and Rescue Operations**

San Joaquin County Sheriff's Boating Safety Officers: All deputies on the water (both full-time and part-time) assigned to the Boating Safety and Enforcement program must have the appropriate training and qualifications required for the enforcement of State and Federal laws and local ordinances for the regulation of boating activities.

The operator of any vessel legally owned by the California Department of Boating and Waterways, listing the participating agency as the registered owner, must be a duly authorized member of the participating agency.

Lodi Police Officers: All officers assigned to the San Joaquin County Sheriff's Boating Safety Unit will be sworn peace officers. When assigned to the unit, they will be utilized as assistants to the deputies.

TRAINING

Once the agreement is put into effect, Lodi Police Department staff to be assigned will be scheduled to work with the Sheriff's Boating Safety Unit Training Officer on the Mokelumne River, from the Woodbridge Dam to the eastern most boundary of the Lodi city limits, for a period of time to be determined by him. During this period, Lodi Police Department staff will be working in an on the job training mode. As their knowledge and skills develop, they will then be available for assignment to work with other Sheriff's Boating Safety staff as assigned on a master schedule. Due to the officers limited training, experience, and duties with the Sheriff's Boating Safety Unit; officers utilized in this assignment will be back up or secondary to the deputy on the craft.

In addition, all Lodi Police Department staff must meet their ongoing state and P.O.S.T. training certifications as required by law, in order to maintain their peace officer status.

EQUIPMENT/UNIFORM

Each participant agency shall be responsible to provide all basic personal safety equipment of the type, style, and manufacture pursuant to each agency's general orders or policies to any officers assigned pursuant to this agreement. This is to include personal communication devices, i.e. portable radio, pager, cellular telephone, etcetera.

The San Joaquin County Sheriff's Office, via the Boating Safety Unit, shall provide either a marked patrol vessel or marked personal watercraft for use by staff assigned to boating safety enforcement in the designated area. All Sheriff's Office vessels or personal watercraft shall be equipped with all required safety equipment pursuant to current California boating laws for vessel operation as well as required emergency equipment.

All Sheriff's Office patrol vessels and personal watercraft shall primarily be stored and maintained at the Sheriff's Boating Safety Office located at Stephens Anchorage. Any assigned patrol vessel or personal watercraft will be towed to the launch ramp located at Lodi Lake for the days deployment and then be returned to the Boating Safety Office at the completion of the assigned shift.

If during the high use boating season in the Mokelumne River/Lodi Lake area, the city of Lodi wishes to provide appropriate berthing and storage for a Sheriff's patrol vessel, maintaining a vessel at that location may be explored based on the overall operational needs of the Sheriff's Boating Safety Unit.

Sheriff's Office staff shall wear the established Boating Safety Unit uniform (green uniform shorts, without body armor). Lodi Police Department staff shall wear the designated uniform (black uniform shorts, black uniform shirt, black tennis shoes, with optional body armor).

SCHEDULING

Staffing for the Mokelumne River/Lodi Lake area pursuant to this agreement shall be for the deployment of one (1) Sheriff's Deputy and one (1) Lodi Police Officer on weekends and regular holidays during the peak boating season – May through October.

The Lodi Police Department coordinator shall supply the names of staff designated to participate, along with any restrictions as to number of hours to be worked within the established pay periods or any other internal departmental restrictions.

The Sheriff's Boating Safety Unit Supervisor, subject to the approval of both agency coordinators, shall make the scheduling assignments of staff for deployment pursuant to this agreement.

The schedule shall reflect days to be worked, the start and end time for each shift and the location for staff to meet to begin each shift. Whenever possible the type of patrol vessel to be used shall also appear so staff may respond in the appropriate uniform for the type of craft to be operated.

The Sheriff's Boating Safety Unit Supervisor shall develop a comprehensive schedule for the entire season to be submitted for review. In cases when unscheduled events are to be held in this area, notification shall be made to the Lodi Police Department coordinator as soon as possible for his review and authorization for participation pursuant to this agreement.

OVERTIME

The use of overtime for staff assigned pursuant to this agreement shall be utilized only when necessary to complete in progress investigations, i.e. reports, bookings, evidence collection, etcetera, or search and rescue activities in the Mokelumne River/Lodi Lake area.

In all cases where overtime is required, the Boating Safety Unit Supervisor shall be contacted for authorization. The Lodi Police Department coordinator shall also be notified no later than the next regular business day of any overtime worked by Lodi Police Department staff.

TERMINATION OF AGREEMENT

Either party may cancel this agreement without prejudice upon providing the other participating agency head with thirty (30) days written notice of termination.

INDEMNITY

Except for the gross negligence of the City or its assigned police department staff, San Joaquin County agrees to save, defend, indemnify and hold harmless the city of Lodi, its' officers, agents and employees, from liability of any nature associated with performance under the terms of this agreement.

Baxter Dunn, Sheriff
San Joaquin County Sheriff's Office

Date

H. Dixon Flynn, City Manager
City of Lodi

Date

Jerry J. Adams, Chief of Police
Lodi Police Department

Date

SUMMARY of City Council Meeting Minute Research Related to "Boating" and the "Mokelumne River"

Prepared by the City Clerk's Office for the Special City Council meeting of March 26, 2001

NOTE: *This is a summary only. Refer to official minutes of the City Council for complete information.*

- 06-04-41 Councilman Bull recommended a 1-month trial period opening Lodi Lake to motor-boat owners one evening each week, and eliminating the 5 MPH speed limit for that evening only.
- 07-07-48 City Manager Weller reported on investigations looking toward elimination of the hazard caused by City-owned boats above Woodbridge Dam on the Mokelumne River, stating the danger is now much less but studies will continue.
- 01-28-76 Recreation Commission recommendations to Council (from its meeting of 01/06/76):
1. eliminate water skiing and use of high-powered boats on Lodi Lake, effective May 1976
 2. close the existing boat ramp to public use
 3. urge Council to contact the Board of Supervisors with concerns regarding high-speed and v-drive boats and the dangerous boating conditions that exist as a result of high speeds on the river, and further requested Council and the Board work together to remedy the dangers
- Council actions:** 1) Approved apprising the San Joaquin County Board of Supervisors of the City Council's concern for the safety of boating under the existing conditions on the River and that the City Council would favor the development of a plan for the continuation of boating and water skiing on the River, if safety could be achieved as part of the new plan; 2) Approved the continuation of water skiing & power-boating on the lake 5 nights per week (eliminate weekends)
- 01-26-77 Planning Commission reported no action taken/item tabled for further consideration of recommendations to Council and the Board of Supervisors considering methods for control of the speed of motor boats on the Mokelumne River adjacent to the City limits.
- 06-02-81 Council directed City Clerk to respond to a letter from Rivergate Mokelumne Homeowners Association regarding hazards to boaters on the Mokelumne River
- 08-01-84 Council Member Olson indicated that she had received a call from a citizen of the community expressing concern for the safety of water skiers on the waters behind Lodi Lake. Staff was directed to check into what agency would have the responsibility for the safety of these waters.
- 08-15-84 City Manager provided a summary of the County Administrator's comments on boating safety on the river:
1. The County does not have authority to prevent boating on the river. Speeds can be limited to maximum limits or possibly horsepower limits might be placed on the boats using a portion of the river.
 2. The County does have an ordinance regarding boating on waters within the County
- The City Manager commented that the Sheriff's Office provides minimal patrol, rarely needs to write citations, and accident reports seldom occur.
- 06-03-87 **Council action.** Set public hearing to receive public input regarding motorized boating on Lodi Lake.
- 06-17-87 Public hearing to review Recreation Commission's recommendations to eliminate all motorized boating with certain exceptions, and that the boat launching ramp remain open to provide access to Mokelumne River with prohibition of certain types of power boats.
- Council action:** Directed Recreation Commission to devise a compromise plan and propose rules outlining time limits, etc. for motorized and non-motorized/leisure boating on the lake.
- 07-15-87 City Manager Peterson reported that the Recreation Commission, at its meeting of 07/07/87 voted unanimously to return to Council with its original recommendation to eliminate all motorized boating from Lodi Lake with certain exceptions, and that the boat launching ramp remain open to provide access to Mokelumne River with prohibition of certain types of power boats.
- Council action:** Directed the matter be placed on the agenda for the Council meeting of 08/19/87.

08-19-87 **Council action:**

1. Established a schedule allowing power craft to use the lake from 8am to noon and 6pm to dusk on Mondays, Wednesdays, Fridays, and non-power craft allowed to use the lake from 8am to noon and 6pm to dusk on Tuesdays, Thursdays, Saturdays and Sundays.
2. directed that a survey be conducted on the lake's usage by non-power craft.
3. directed closing boat access from the launch on the lake to the Mokelumne River in March, 1988.
4. directed staff to return to Council with its recommendation on power craft which should be prohibited

07-06-88 Received letter of complaint from Patrick Coulston regarding Council's newly established guidelines for usage of power and non-power watercraft on the Mokelumne River, stating he is unable to enjoy canoeing on the river due to the limits set by the guidelines.

Motion Failed - requesting City Attorney and Parks and Recreation staff to review guidelines.

Council action: Mayor Pro Tempore Snider moved that it was never the intent of the City Council not to allow non-powered crafts access to the river. The motion also directed the Parks and Recreation Department to monitor accessing of non-powered craft to the river from the lake area for problems.

06-20-90 Mokelumne River North Bank Land Use preservation proposed by Mokelumne River Conservation Alliance. Motion Failed - approve preservation of land in its natural state, including a public access park in the area.

Council action: approved concept of preservation of land in its natural state along north bank of Mokelumne River from US 99 overpass to Woodbridge Dam, including the feasibility of a public access park in the area west of the 99 overpass, namely the Mason property.

09-04-91 Mayor directed that a task force of property owners, members of the Mokelumne River Alliance, and other interested groups should be formed to study the Mokelumne River access issue. The task force following its review of the matter should present its recommendations to the Parks and Recreation Commission and the Lodi City Council

10-16-91 Mayor Hinchman asked that a copy of a letter Council received from Captain R.E. Thull regarding access to the river be forwarded to the Committee recently formed to review Mokelumne River access.

03-18-92 The following recommendations (in part) were made by the Lodi Parks and Recreation Commission:

1. impose a 5 mph speed limit on the river adjacent to all City of Lodi properties
2. encourage all other areas along the river (private properties) to create a 5 mph limit
3. initiate a comprehensive master plan of the river (to be completed and adopted as a joint venture of the City of Lodi and San Joaquin County) addressing access, development, preservation, maintenance and resource management
4. full access for all types of crafts that can be realistically trailered from City boat ramps; that City staff address their boating controls/restriction as to motorized or non-motorized crafts on the Lake and the 5 mph speed limit on the City's waterway; that the City perform required maintenance on the Lake and river to handle the parks and control erosion problems
5. encourage the City to lead in working with the County for a patrol and enforcement plan
6. City-owned scenic overlook property be developed into a City park for boat access only
7. address Calif. Subdivision Map Act if/when Thorpe property develops
8. no access through the Mokelumne Village streets w/exception of City maintenance vehicles
9. encourage highway 99 bridge/flood plain for preservation and a wetlands area
10. add Knight's Lake and Woodbridge Regional Park to Comprehensive Master Plan and encourage formation of a river bank maintenance district for more economic erosion control

The following recommendations (in part) were made by the Mokelumne River Access Task Force Committee:

1. adopt a Mokelumne River Comprehensive Plan of access, development, preservation, maintenance and resource management for the Mokelumne River from Highway 99 to Lodi Lake
2. watercraft shall have unobstructed access to the Mokelumne River from Lodi Lake
3. activities on Lodi Lake relative to alternating between speed boats and non-powered boats and their days and hours of operation remain the same
4. San Joaquin Sheriff's Office be requested to place river patrols on the river to enforce the 5 mph ordinance, and the City will step forth to demonstrate a willingness to participate in the patrol
5. maintenance to be performed on the Lake in the form of removing sand bars, etc., river bank erosion along river to be repaired through dredging and rocking, and maintenance of fallen debris, trees, etc. into the river

6. the City shall coordinate with County of San Joaquin to develop a comprehensive plan of development for Woodbridge river area that will be compatible with the City of Lodi Mokelumne River Comprehensive Plan, and ask County to adopt a 5 mph speed limit

Council action: Voted not to proceed in adopting a 5 mph speed limit on the river; not to pursue access through the Thorpe property; to pursue a comprehensive master plan including the scenic overlook, to proceed to provide access to the river from Lodi Lake.

05-06-92 Received a boating plan/operations plan for Lodi Lake Park (presented by Parks and Recreation staff) addressing silt conditions, recommending a 5 mph speed limit on the Lake, sign warning of river condition and stating that the City has no control over conditions in the river – that all crafts/persons accessing the river from the lake do so at their own risk, construction of a log boom to restrict speeds when entering or exiting the lake, and fees and specifications proposed as a part of a boating policy approved by the Recreation Commission.
Council action: Approved boating plan/operations as proposed with minor language amendment.

07-15-92 Introduction of Ordinance 1553, placing a 5 mph speed limit on Lodi Lake.

08-05-92 Adopted Ordinance 1553

01-19-94 **Council action:** Adopted Resolution 94-10 approving the Parks and Open Space Master Plan, with changes which included deletion of recommendation to request the County impose a five mile per hour speed limit on the Mokelumne River for that portion located within the Lodi area.

12-21-94 **Council action:** Rejected Planning Commission's recommendation to reconsider the Scenic Overlook at the corner of Awani Drive and Mokelumne River Drive as public access to the Mokelumne River and as a potential park site.

08-02-95 Council Member Davenport commented that a Shirtsleeve Session was held 08/08/95 discussing the Lodi Lake Master Plan and a possible berm connecting land masses to stop all boat traffic from going into the river.

04-02-97 **Council action:** Accepted recommendation of the Parks and Recreation Commission to reject the Cal-Boating Grant offer for the Lodi Lake Boat Launching Facility. In regard to the 5 mph speed limit, the City Council agreed that it shall be the Parks and Recreation Commission's decision on whether or not it will hear the matter.

07-05-00 Agenda Item H-2 "Mokelumne River Patrol Discussion"

Police Chief Hansen stated that the river is under legal authority of the San Joaquin County Board of Supervisors and the Army Corps of Engineers. He further reported that in 1996, discussions were held with the Sheriff's Office regarding the issue of river patrol, as concerned citizens regularly report poor conduct and river safety concerns to the Lodi Police Department. While no river patrol agreement was conceived, the patrol of parks was removed from the Parks and Recreation Department and became the responsibility of the Police Department. Chief Hansen stated the formation of the citizens committee is the proper course of action, and has assigned Sergeant Chet Somera to take the lead in representing the Lodi Police Department to work with the Sheriff's Office regarding discussions and possible coordination of safety patrol at the river. Chief Hansen then asked that a representative of the Sheriff's Office be allowed to address the Council.

Assistant Sheriff Bruce Agnew, 2081 Sylvan Way, Lodi, stated that there are provisional speed limits when operating a motorized craft near moored boats and near established swimming locations, but that the remainder of the limitation is for the most part at the discretion of the operator as safety permits. Sheriff Agnew stated that about 10% of the river between the Highway 99 overpass and Lodi Lake would qualify for the 5MPH speed limit currently, and that many hazards exist, including blind corners, debris, swimmers, stationary craft, and high speed craft such as boats pulling skiers and jet skis. Further, he stated that in his experience, even extensive patrol in some areas does not solve the problem, but that the Sheriff's office was very interested in working toward a resolution.

Council action: Authorized Mayor Mann to coordinate with the County to establish a balanced committee of 7 individuals to review and discuss all issues, concerns and recommendations brought before them and to provide recommendations to the County Board of Supervisors regarding Mokelumne River safety. Further, authorized Lodi Police staff to begin discussions with the Sheriff's Office to negotiate a Lodi Police/Sheriff's Office team partnership patrol agreement for shared responsibility of safety at the Mokelumne River in Lodi.



JACK A. SIEGLOCK

MEMBER
BOARD OF SUPERVISORS
FOURTH DISTRICT

222 EAST WEBER AVENUE
ROOM 701
STOCKTON, CALIFORNIA 95202

TELEPHONE (209) 468-3113
FAX: (209) 468-3694

January 30, 2001

RECEIVED
CITY CLERK
CITY OF LODI

DENISE WARMERDAM
Legislative Assistant

Mayor Alan Nakanishi
Lodi City Council
P.O. Box 3006
Lodi, CA. 95241-1910

Dear Mayor ^{Alan} Nakanishi:

Thank you for having Assistant City Manager Janet Keeter contact me in regard to the Lodi City Council's discussion pertaining to the recommendations from the Mokelumne River Task Force.

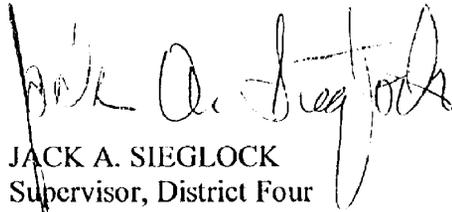
Please find attached a copy of the proposal for your review and consideration. I would welcome your thoughts either individually or from the entire Council.

At this point in time, I have asked the County Administrator's office to work with the Sheriff's Department and County Counsel in drafting the necessary policies and ordinances for Board consideration of implementing the recommendations.

Thank you again for contacting me in regard to the recommendations of the Mokelumne River Task Force. Please do not hesitate to contact me if you have any questions at 468-3113.

With best regards - -

Sincerely,


JACK A. SIEGLOCK
Supervisor, District Four

MOKELUMNE RIVER TASK FORCE
Recommendations
November 8, 2000

The following recommendations apply to the section of the river from Woodbridge Dam to the Northeast boundary of the city of Lodi.

1. The use of the Mokelumne River is to be shared. From 12:00 noon until 7:00p.m., the river may be used for all types of water craft in accordance with state and federal safe boating laws. From 7:00 p.m. until 12:00 noon a five m.p.h. speed limit will be in effect.

Yes- Albert, Alegre, Sanborn, Stockar, Vaccarezza, Walters
No- Bell

2. Due to the increased amount of debris, snags, sandbars, fallen trees and other obstacles, water-skiing, wakeboarding and other types of pull-behind recreation should be prohibited on the river.

Yes- Bell, Stockar, Walters, Vaccarezza
No- Albert, Alegre, Sanborn

3. An annual maintenance program for removal of obstacles where permitted, such as those listed above should be implemented.

Yes- Albert, Alegre, Bell, Sanborn, Stockar, Vaccarezza, Walters

4. It is essential that the Mokelumne River should be patrolled by law enforcement agencies.

Yes- Albert, Alegre, Bell, Sanborn, Stockar, Vaccarezza, Walters

5. In order to enhance public awareness and education, boat safety information and maps of the river should be located at boat ramps and at the entrance to Lodi Lake. Information safety signs should be installed at appropriate locations on the river.

Yes- Albert, Alegre, Bell, Sanborn, Stockar, Vaccarezza, Walters



Borra
Vineyards

RECEIVED
PLANNING AND
COMMUNITY DEVELOPMENT
CITY CLERK
CITY OF LODI

Susan, please include this letter and
the accompanying article with the
Council packet for the
meeting scheduled to
hear the River Task
Force's recommendations.

Thank you,
Susan

January 8, 2001

Council Member Susan Hitchcock
P.O. Box 3006
Lodi CA 95241-1910
Re: Mokelumne River

Dear Susan Hitchcock,

Enclosed is an article I found in the Stockton Record (Dec. 2000). It addresses an environmental concern with regard to personal watercraft. This issue will not go away and will only magnify if something isn't done. I own land on the Mokelumne River and am also concerned with the safety of myself and my family who swim and fish in the river near Lockeford. Jet skis come up from Lodi Lake past my ranch. Until now I have only addressed the safety issue but it seems that there are environmental issues to consider. Rather than target the personal watercraft, a simple 5 MPH speed limit on the entire river would address both the safety and environmental issues. It is my hope you will have the foresight to deal with this issue now while it is small. You will be protecting this river for future generations.

Sincerely,

Stephen J. Borra

SJB/cjw

Enclosure

Cc: Pat Stocker

Personal-watercraft ban might grow

LAS VEGAS (AP) — Personal watercraft could be banned from 21 more national parks and recreation areas after the National Park Service settled a lawsuit with an environmental group.

Lake Mead on the Nevada/Arizona border, Cape Lookout in North Carolina, Cape Cod in Massachusetts and Whiskeytown-Shasta-Trinity National Recreation Area in Northern California are among the places named in the agreement, Russell Long, director of the San Francisco-based Bluewater Network environmental group, said Friday.

Federal parks, lake shores and seashores in 16 other states also would be affected by the ban on the watercraft — widely known by the trade name Jet Skis.

Long said the park service agreed that unless it can prove the machines don't harm the environment on a site-by-site basis, each will be added to a list of Jet Ski-free zones by Sept. 15, 2002.

"This is a victory," Long said of the settlement reached Wednesday that avoided a hearing before a panel of federal judges in Washington, D.C.

Bert Byers, a Park Service spokesman at the Lake Mead National Recreational Area, said the pact will have no immediate effect at the huge Colorado River reservoir formed behind Hoover Dam.

Most weekends, Lake Mead and Glen Canyon National Recreation Area at Lake Powell on the Arizona/Utah border are abuzz with personal watercraft.

Byers said a study to be completed next spring could yield a finding that Lake Mead is not harmed by personal watercraft.

National Park Service officials in Washington could not be reached Friday for immediate comment.

In announcing restrictions last March on the use of personal watercraft at 66 national parks, seashores and recreational areas, agency Director Robert Stanton acknowledged the machines are controversial.

Stanton called the restrictions "a prudent approach" and specifically exempted Lake Mead and Lake Powell among the others, which prompted Bluewater to sue.

Manufacturers and owners complained that the restrictions went

too far. They maintain that personal watercraft pollute less and are more maneuverable than motorboats. They said the nation's 1.2 million watercraft owners have a right to use public waterways.

Personal-watercraft opponents, including Long, complained the restrictions didn't go far enough. They said the machines' engines run at higher throttle speeds and at more horsepower, spewing more pollution than conventional boats.

"Jet Skis are a bane to our national parks and our nation's waters," Long said. "They threaten and harass wildlife, cause tremendous air and water pollution, disturb other visitors and cause horrific amounts of noise."

The environmentalist pointed to the Park Service charter, which calls for maintaining parks "unimpaired for future generations."

"There's simply no way anyone can say harassing and threatening wildlife, swimmers, other boaters and the environment keeps the parks in their unimpaired natural conditions," Long said.

RESOLUTION NO. 2001-74

A RESOLUTION OF THE LODI CITY COUNCIL
RECOMMENDING THAT THE SAN JOAQUIN COUNTY BOARD
OF SUPERVISORS ESTABLISH A 5-MPH SPEED LIMIT ON
THE MOKELUMNE RIVER FROM THE WOODBRIDGE
IRRIGATION DISTRICT DAM TO GUILD AVENUE

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WHEREAS, the Mokelumne River runs adjacent to the City of Lodi and Lodi Lake from the Woodbridge Irrigation District Dam to Guild Avenue; and

WHEREAS, the City of Lodi has an interest in protecting the health, safety, and recreational enjoyment of its citizens who use the river and Lodi Lake for recreational purposes; and

WHEREAS, the Mokelumne River has numerous blind corners, snags, and narrow channels that make high-speed water travel dangerous; and

WHEREAS, high speed watercraft create wakes that damage banks and levee improvements; and

WHEREAS, the citizens of Lodi have overwhelmingly vocalized support for a 5-mph speed limit on the Mokelumne River.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lodi does hereby recommend to the San Joaquin County Board of Supervisors that it establish a 5-mph speed limit on the Mokelumne River from the Woodbridge Irrigation District Dam to Guild Avenue.

Dated: March 26, 2001

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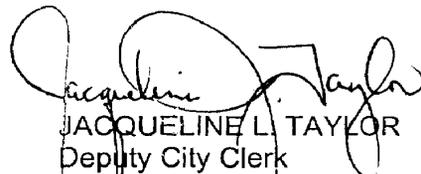
I hereby certify that the foregoing is a true and correct copy of Resolution No. 2001-74, which was duly and regularly passed and adopted by the City Council of the City of Lodi in a special meeting held March 26, 2001 by the following vote:

AYES: COUNCIL MEMBERS – Hitchcock, Howard, Land, Pennino and Mayor Nakanishi

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None


JACQUELINE L. TAYLOR
Deputy City Clerk

Petition submitted by
Donna Phillips

We, the undersigned, support the concept of a quiet, tranquil and natural park at Lodi Lake, free from additional urbanization.

NAME	ADDRESS	TELEPHONE	COMMENTS:
David Szuchak	806 Virginia Ave	333-6038	
Michael Szuchak	806 Virginia Ave	333-6038	
Bruce Presby	2668 Douglas Fin	367-4562	
John Drumette	949 WILKINSON DR.	339-8384	
Gene Hammatke	849 WIGHTMAN DR.	339-8384	
Jack Sollich	219 S. ^{14th} CASTRO	Lodi CA 367-1145	
Denise Fros-Friedman	930 Elliot Pl, Lodi	369-9013	No jet skis!
Kay Fannin	501 Fairmont Ave #5 Lodi	333-7686	No Jet Skis
Al P. Rutter	232 Madison Dr		✓ Skis only applied
Mike Wauter	331 E Bellevue, San 94401		NO
Frank Lofeyno	617 Miramar St CA		HOUSES ON LAKE
Cindy A. Lawrence	18805 N. Dalrymple Rd		Keep the trees!
Harold R. Lawrence	Lodi CA 95242		year round water
Mandi Young	12150 E. Harney Ln Lodi	95240	Keep the lake clean
Catrina Linn	14346 Prospect Pl Lodi	95237	No More Jet Skis or Motor!
Jeanette Lackey	1624 West Regal St. SAKN.	95205	NO Jet Skis, Motor boats Year around water, Plant more
DON MENTHART	1906 COLETTE	(334-4939)	NO JET SKIES - NO BUILDINGS ON LAKE
PERRY George	2801 SULLIVAN WAY 9501 Lodi	95242 369-1809	
Gordon Smith	1301 S. Washington	366-0679	
James T. Jones	4445 Hillview Dr	339 267-3584	
James T. Jones	1017 Dotson Ave Lodi		More and Better Education Programs
Jay Bell	335 Louie Ave		
James Leon	2006 Pamanche Rd #23 Lodi	CA 95240	
Stephanie Fuller	334 Barrington	366-1133	
Phyllis Fitch	334 Barrington Way	265-1175	

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NAME	ADDRESS	TELEPHONE	COMMENTS:
Lyce M. Kenny	15W TOKAY ST	(209) 365-0127	
Linda Huftman	2207 Oxford Way	334-6006	
Linsay Huffman	7707 Oxford Way	334-6006	Don't Destroy Lodi Lake
Lester Lindh	—————	334-0713	Keep it clean,
Caecilia Casaredo	—————	759-6769	Keep it Clean
Robert A. Ross	—————	369-5133	As is
Cathryn Hayward	1108 hahmed Pl.	369-0235	
C. Russell Hansen	"	"	
Menda Daubler Veloz	6700 Butler Rd. ^{400 BURN} Penny, Ca	916-663-1258	I love the flowers
Madalynne Daubler Fortman	419 So. Lee ^{code}	916-9-1803	Remembers Daughter -
Sandra Smith	1020 Kirkwood	369-2557	
Lester (LSTH) Smart	1020 Kirkwood	269-2557	
Linda Steinhilber	—————	333-1409	Lone Nature!
PAULA & ERIC PEACH	215 DEL MONTE Way ^{400 BURN}	(530) 885-8878	
Pat + Chris Scholzen	331 Whitney St	368-9093	
Rydlis Dudley	1128 Bowdoin	SP94134 ⁽⁴¹⁵⁾ 239-6541	
Kathleen Fitzpatrick	12343 Mundy Ln. Lodi	952-40	It should remain so
Pat Fitzpatrick	—————	—————	
Alicia Pangosa	2081 Sylvan #206		Keep it beautiful
Sherley LeChuga	8395 East Harney Lane Lodi		Keep it the way it is
Sal LeChuga	" " " " "		
Colleen Martin	2312 Mcowan Way Lodi		BEST thing about Lodi -
Jan Thomson	5896 W. TURNER	1601	
Patricia M. Byrn	1228 S. Pleasant Lodi		
Mauri Jacobs	3711 E Acampos, Acampos		Don't cut down on trees

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NAME	ADDRESS	TELEPHONE	COMMENTS:
Chakedis, M.	Box 585 Clayton CA 94517		Please do keep from Keep birds fr
Wanda Jones	3870 Annadale # Sac 95822		4
Randy Edmonds	310 S. Orange Ave #67 Lodi		4
Do Houston	4373 Fair Oak Blvd Sac. Ca 95864		1
Judy Hutton	9519 Rosewood Dr. STAN		6
Donna Lee	Box 449 Clayton CA		1
Polly Amigo	#50 Lodge Dr. Concord 94520		11
Walter Myer	2602 Latona St. STAN 95201		
Janet D. Spake	2232 11 th Ave. Sac - 95818		
CHRIS CALIFORNIA	1615 1st 4049 DRECH CA 94623		
ROBERT EVANS	715 Bolla Vista Dr. Lodi CA 95242		
Pollyanna Thompson	11329 El Camino Ave. Stockton 95206		11
Amy Stillwell	1242 El Camino Ave. Stockton 95209	478-1867	Save the birds
ANNA ROBERTSON	815 KIMBERLY Lodi 95240		
Pam Beckill	233 S. Pleasant Lodi 95240		
Mary Munnecke	21760 N. Trethewey, Acampo		
Doug Munnecke	21760 N. Trethewey, Acampo		
Betty Loring	" " " "		
Amanda Barteloge	1209 Devine Dr. 368-8640		
Randall Baxter	1209 Devine Dr. Lodi 368-8640		
Martha Malley	7824 N. Fishers Stockton 477-3966		
Robert N. MYERS	5733 La Field Dr. Rainoaks CA 95228		
Destiny D. Stovall	3745 Marshall Ave. 95608 Cor. CA	944-2799	Save the Wild life
Ben Fleming	5160 Pompano, Sacramento		

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NAME	ADDRESS	TELEPHONE	COMMENTS:
Vinetta J. Myers	5733 La Field Dr.	(916)961-3364	Keep it Natural
JAMES GIBBS	844 N. Cardinal St.	(209)338-1122	Keep it non-palatable
1. Alicia L. Salazar	Alicia Salazar	482 La Salle Woodbridge	334-6208
2. Erna Feil	Erna Feil	1808 W. Vine St. Lodi	369-563
3. Phyllis Almeyda	Phyllis Almeyda	122 Rivergate Place	369-7276
4. Diana Smith Conley	Diana Smith Conley	412 First St Lodi	333-0159
5. Hugh W. Fairleigh II	Hugh W. Fairleigh II	443 LaSalle Woodbridge	333-144
6. Robin Fairleigh	Robin Fairleigh	443 LaSalle Woodbridge	333
7. Olivia Gutiérrez	Olivia Gutiérrez	2300 Eilers Lane Lodi	367-387
8. Nancy Coughlin	Nancy Coughlin	426 Lake St. Lodi	365-9060
9. Michael Coughlin	Michael Coughlin	1426 Lake St Lodi	365-9060
10. Paul Gutiérrez	Paul Gutiérrez	2300 Eilers Ln	367-387
11. Jose Gutiérrez	Jose Gutiérrez	2300 EILERS LN.	367387
12. Monica Gallo	Monica Gallo	1413 W. Laurel	334-653
13. Steve Brackney	Steve Brackney	1414 Lake St	334-0
14. Helen Holmes	Helen F. Holmes	1434 LAKE	3391
15. DALE HJORT	Dale Hjort	1433 Ayers Ave	368-98
16. Kathleen Hall	Kathleen Hall	2676 Ponderosa Dr. Lodi, CA	36595
17. Amalika Gutierrez	Amalika Gutierrez	2300 Eilers Ln. Lodi, Ca.	367-38
18. Laurie J. Bradley	Laurie J. Bradley	2307 W. Tokay St. Lodi	369-560
19. Sandra Gilbert	Sandra Gilbert	1611 Kent Ave Lodi	333-047
20. Shirley A. Bellon	Shirley A. Bellon	PO Box 4 Lodi, CA	367-910

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NAME	ADDRESS	TELEPHONE	COMMENTS:
JON P.	435 cedar ct	309-7026	Don't want it Lippell?
Charles Freund	1165 E. W. 12	368-167	The best thing
Faith Ross	1145 E. Hill 12	308-1072	about Lodi is the keep the lake park
Carol Williams	1112 Lake Home Dr	368-1706	Keep the Lake Park
Mark Hally	1102 Green Hills		Keep peaceful & uncluttered Its size makes it special Keep it peaceful
Juan, Bichal	806 Virginia Ave Lodi	333-6038	NO URBANIZATION!!
Carlos Ballesteros	2245 STARR DR. Lodi	368-0850	Keep it peaceful / NO ^{SP} _{BOO}
Kileen Yocum	2601 Alder Glen Dr. Lodi		
Wendy Gitsch	817 E Turner Rd Lodi	307-1800	we support the
Larry Gitsch	817 E Turner Rd Lodi	307-1800	naturalness of Lodi Lake
ROBERT J. JAMMATTI	STAPITANS Lodi CA		
	728 willow GLAZ AVA		
Jeanette Stephens	728 Willow Glen Dr Lodi		
DODI MILLER	243 INDIANA ST WOOD		QUIET PLEASE!
MARK QUINTERO	32 N. PINEWOOD CT		AGAINST MODERN
JAME TOMASS	900 Molberg Cir		

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NAME

NAME	ADDRESS	Telephone
Thomas C. Cropp	1018 S. Mills	368-9382
May Qualkins	1308 Arundel Ct	334-1624
Clara Hann	115 Louie Ave #234	368-1149
Patricia J. Guedes	1830 S. Math #507	365-5000
Lindy O'Neill	513 Olive Ct	369-8036
Daphne	89 River Meadow	339-0165
Jan Beckman	1640 Lake St	368-3054
Carol Meek	1360 Rinegate Dr	334-0656
Marilyn Cook	1945 Edgewood Dr	334-3197
Loraine Eakles	1321 S. Hutchins St	369-2055
Berta Johnson	753 W. Turner Rd	
Angie Ernst	1770 Normandy Ch, Lodi	369-4041
Leonora Mundt	517 Windsor Lodi	368-5081
Ann C. O'Connell	2426 W. Inkey St	369-5674
Mary Ann	1250 Edgewood Dr	369-3215
Judith	2333 Rockingham W.	369-5066
Karen Reeves	224 So. Crescent	368-3722
Mary Ann Knight	188 Rivergate Place	369-4241
Dorothy Pugh	19626 Hildebrand Rd, Acampo	368-3139
Vesta Mason	12518 Guild	369-6258
Ann Meyer	131 So. Wana	368-2759
Yoliet Stenson	607 N. Elm	369-9189
Rachel Whitted	1036 Timna Dr.	333-2411
Lloyd Whitted	"	"
Janet F. Preece	2421 Diablo Dr.	369-2185
Mandy Gulack	101 N. Loma dr.	368-9287
Gwen Tecklenburg	935 S. Cherokee	333-2863
Colleen Woodman	1701 Edgewood	368-9573

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NAME	ADDRESS	TELEPHONE	COMMENTS:
James & Kay	5855 Kern	368-6078	
BOB KELLY	564 E. AUGUSTA WOBG.	3340754	NO DEVELOPMENT
Mike and Tracy Vorburgh	3510 E Walnut Lodi		No Development
RONN & SANDY SCHMAF	1927 CAPELL DR. LODI		NO MORE DEVELOPMENT
KEN & PAUL BUCHMILLER	715 EL DORADO Lodi		LEAVE IT ALONE!
Joe Mary Wick	710 Eureka Ave		Please - no amphibious boat dock
Linda & Don Nicolson	Thurston		No Amphibious boat dock No hit tranquil no more development
Lorria Foley	2624 Barberru Dr Lodi		NO DEVELOPMENT
Edgar & Millie Martin	1612 Foxborough Way		The lake & water Lodi area belong to the people
David Croft	406 Whitney St		no development
William M. Haven	94 Madera Drive Lodi		NO MORE DEVELOPMENT
John & Fran Norman	88 Winton Dr. Lodi		LEAVE IT ALONE
Nancy White	2531 Bayberry Dr	3656075	
Randy Hill	629 CENTURY	368-0200	
Ken Harnsted	719 S. SCHOOL	339,8803	
Louanna M. Planchon	1430 Owens	366-7224	
Jan P.	435 cedar Ct	309-7026	Don't want it to happen
Charles Freund	11645 EHW, R2	368 1677	The best thing about Lodi is the lake
Faith Ross	11645 E HWY 12	368 1672	Keep the lake beautiful

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NAME	ADDRESS	TELEPHONE
Kyle	1712 W Pine	368-7147
Justin	17-19 MAR PROSSA	365-1389
Anber	619 Marsopgaway	365-1389
1st - Gus Wachenhoff	4775 E Woodbridge	334-4600
Alicia Rapposa	2081 Sylvan Ln #206 Lodi	368-8464
Jenna	821 W Lucas Rd Lodi	368-8739
Jenay	701 W Lodi Ave #3 Lodi	368-0368
Elizabeth Davis	2145 ALDER GLEN DR Lodi	333-2069
B PARKER	623 S. HUTCHINS "6"	
Steve Thompson	1227 N. Lower Sac Rd	
Bridgette Sanderson	10261 Aia	368-8567
Lisa Goldman	740 E Augusta Woodbridge	
Kim Hernandez	427 E Vine St Lodi	334-0887
DAN GRUBER	649 ROPER AVE Lodi	368-7131 (work)
Stacy Walker	521 S. Washington Lodi	
Mimi Wally	12585 N Junction Lodi	
Augusta Elton	101 W Wood Lodi	368-2113
Anthony Inumbo	" "	"
Ed Kosk		
A. KAWDRIS		339-1371

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NAME	ADDRESS	TELEPHONE	COMMENTS:
Sandra D. KB		209-931-8661	I PLAY
Sandra D. Swanfeldt	12375 E. TAKAY COLONY		I LIKE TO
Lee Nancy	2405 W Elm - 601 RD. 95240 CA 95242		COME AND PLAY A QUIET SESSION OF
Mary Anderson	410 5 Mills, Lodi 95242		GOTT GUITAR AND
Susan Wall	515 S Crescent Lodi 95240		IT'S NICE W/ JUS THE BIRDS! ☺
Jenny Moreira	701 W. Lodi Ave #3		I like to walk.
Annita Carroll	319 Lodi Ave		Lodi Lake is cool
Jenna Pike	821 W. LUCAS VAL. Lodi		IT'S a nice place to
Natalia	N/A N/A		GOOD IDEA
Maria Kautz			Very Good.
Colma Juanes			I don't think is a bad idea
Ernest Engman	523 Sylvia DR Lodi	209-368-4802	
Paul Engman		"	
John P. -1	416 Forest	209-2306	
Johnny P. -1	SPRUE	SPRUE	
John Wiley	1410 Hayes Ave	339-1839	
Eugene E. Buelington	910 N. HANCOCK	369-2890	
Finnigan Paul	1700 W. LOCKSTON	34-9201	
Frank M. M. Olo	191 S. Sacramento St.	369-7560	
Romanos Costas	1990 Trice St Woodbridge		
Donald J. Smith	2137 W. Johnson St.	3344392	
Deborah Schatz	1001 W. HOMEY LN	36841	
Janet Baker	307 Lodi	333612	
Cathy Harrison	1467 Bris St. Lodi	339-9485	
John P.	321 Rainer Dr Lodi		
Deborah K.	"	"	

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NAME	ADDRESS	TELEPHONE	COMMENTS:
Jal Taylor	2324 W. Turner		We Luv Lodi
Paula Case	Laurel Ave		More than no Lodi Lake
Kim Hunter	216 S. Sunset Dr	368-3858	
Milbe Hunt	420 Weed Ln.	354-4872	We need to make a
Priscilla Chaffin	33 Rio Vista		skate park !!
	Would like to become member		LAKE should stay AS IS
LAVENA LANDRUM	1120 W. LOCKEFORD ST.		Keep it the same Plea
Joshua	Rutledge Dr.	333-7217	Need skating par
Melissa Cuevas	835 S. Cedar St.	339-0326	Don't D the lake!
TERRY	179 SAN MARCOS	365-1240	KEEP LAKE AS IS!
M. M. T. King	416 E. ELM	334-5828	
Donald P. Page	412 RAHWAY AV, LODI	333-8748	I LIKE THE QUIET ALSO, PLEASE DON'T BOTHER IT
Alpha Conroy	1431 W. Sunset St.		leave things as nature
Mary J. Fielder	1401 W. Elm St.		
Missy Crocker	19041 Rio Verde Woodbridge CA		
John Miller	PO. 691533 STOCKTON CA	744-8153	The lake is a peaceful community area, in w/ the likes of an aquatic habitat is given. Keep it
Jenny Spring	1122 N. Turner Lodi		NO Pavillion needed.
Jenny Chase	2214 W. Tokay St.	368-9246	
W. M. C. Blackenbair	240 Hickman St		

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NAME	ADDRESS	TELEPHONE	COMMENTS:
PETER S BRIDGE	428 W OAK ST.	334 2763	I LIKE IT WILDER!
NANCY OSSIPOFF	529 S. CHURCH ST.	309-0261	
Isabella Stojer	1449 West Locas	368-4681	
Heidi Tom	715 N. CHEVY CREEK	310-0031	
Richard Ashbrough	609 HAM LN	369-8877	
Ruth E. Hieb	863 Bl. Airt Ct	368-0545	
Steve Thompson	1227 N. Lower San Rd		
Lotus Duchwa (Sau Wa Chan)	427 W. Oak St.	333 8219	
CRISTINA PELLICCI	1818 REISLING DR	334-5350	
Crystal Gatewood			It's Beautiful right now ^{we} _{ru} if you build houses it won't be the same.
Lisa Hoffman	70 Box 631 W. Corbndye		preserve Natural Beauty
Markus & Dee Wagener	25231 N. Pearl Ave		
Cynthia Zavala	307 N. Pleasant Ave.		
Jo Siedel	2103 Devonshire		
Danny Zarza	301 N. Pleasant Ave.		
Idelen Siefert	2959 Dittmar Rd	95219	
Angelica del Castillo	12911 N Hwy 99 Lodi	368-9528	Leave it alone
Janette Mares	5992 Arabians Pl	95210	
Yvanna Mendez	1911 Cram St. Manteca, Ca.		It's nice...leave it!
Liliana DelCastello	13191 N Hwy 99	368-9568	It's a park, not a rd
Chantel Anthony	2515 S. Ham Ln.	367-4822	
Angelique Anthony	11427 E. Acampo Rd	334-2244	
Maria Lopez	(Lodi) Ca		
Andrew Corral	1126 W. Lockwood Apt 5		

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NAME	ADDRESS	TELEPHONE	COMMENTS:
M. Williams	1536 W. Flora St	5TH - 942-1821	
Jim Roweth	427 E. Wyantville St	462-7512	Keep it natural! quiet
MICHELLE SIXTA	1533 JACKSON ST. #108	AKLAND 510-238-9639	
Mary Duffin	233 Ruthledge Dr	333-8316	Keep it natural!
Rebecca Bode	3045 Bradburn Ln	642-8303	Lodi is great!!
Kathy Bahia	224 W. Pardee Tr Stn	477-5367	
James Chay	1818 S. Sacramento, Lodi	333-7125	Keep it natural & quiet
Frosalio Cere	190 South 23rd St	San Jose 95116	
Vicki Johnson	1413 Arlington Av.	Lodi CA	
Naomi M. Carey	462 W OAK ST	Lodi 369-0117	Quiet is restful
Shelly Donald	1726 N. Davis Rd	Lodi 939-1556	
Audrey Casentini	115 Louie Ave #126	Lodi	
Bill deSilva	1802 W. Cerne Ave	Stockton	
Constance Zirk	410-36th WA	Stk 95216	
N Corbin	"	"	
Mary Landman	1333 Madison Dr.	522-8285	
Shirley Linnell	3425 N. 42nd St	501 373-2487	We cannot see the birds &
Barbara Lane	601 Mississippi St	415-821-2778	Green Quiet space King
Shelly Dildy	701 N. ROPER AVE	LODI 341-9201	No boats (power) too much poll.
Donna Marshall	506 Breck Ct	Bucaria 746-7714	quiet is so nice
Mary Plog	2208 Numbury Cir	Lodi	
Carol Kasper	659 W. Mariposa Ave.	Stockton	Let's keep it that way
MAN TONG	P.O. BOX 691152	Stockton CA 95269	
Janice Dennis	15332 Hilde Lane	Lodi 369-1199	
David J. Naupp	456 Foundation Dr	Dallas, OR 97338	

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NAME	ADDRESS	TELEPHONE	COMMENTS:
Alan Hitt	2917 Estate Dr.	478-7027	
Municipal Refund	4032 ^{Stockton} random Dr. Sacramento		great festival - celebrating water
Jo Schleicher	808 Maplewood		Keep it natural -
Fay Swenson	134 Mokelumne River Dr. ²⁰⁹	369-4156	Please, ^{protect riparian} keep working
Dorothy Dwyer	1804 Cape Cod Cir Lodi	369-2581	
Sam & Lolita Brullard	5411 Teixeira Dr., Str.	95215	Too many bird feathers SW m. area
Nancy & Greg Gaudin	18800 Lovick Way		quiet & natural is good here ^{let}
Marga Crane	78 Valley View Rd Watsonville		keep it green ^{Sta.}
Kathy Mullen	4024 Pharrish Dr. Sac'to	916-362-3121	
Rosemary Peyton	11213 Wild Oak Dr Oakdale	848-2726	Awesome
Nicholas J. Deese	1933 Walnut Haven Dr	551-7733	
Nathan	" Modesto		
Ted + Teresa Hutter	25 Kennelford Sac	95823	
Nancy Bullat	5149 Galwall	Silken 95207	
Karen Holt	25490 Graham Rd Acampo	95820	
ANNETTE ARNTSEN	815 KIMBERLY	LODI	
Grace Denzler	12434 Poplar Ave Auburn		
JOHN MARSHALL	501 Gerard Dr. Lodi		
Julie Sly	1500 10th Ave. Sacto CA	(916) 442-6840	
Karen Flynn	2783 Marty Way Sacto CA	(916) 441-0275	
↓ John and Jimmy Flynn			
Mary Jo Douglas	1243 Edgewood Dr. Lodi		CAOZ HALL BOAT RINGS 2 MILE
Paul & Jean Steiner	2277 W. Vine St Lodi		NO MORE DEVELOPMENT INT
Megan Sheely	3138 Polk Way, Stockton	95214	
Jean Kuester	2227 W. Vine	334-4073	Pigs lake - used for meditation

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NAME	ADDRESS	TELEPHONE	COMMENTS:
Michele Riggs	224 Poplar St Lodi	333-6267	We love Lodi Lake
Doug Schmitt	4101 KENNEDY Avenue FARA Oaks, Calif 95624		
Joseph Sklar	3826 Fruitvale, Oakland, CALIFORNIA		
Virginia E. Mad Bull	7433 East Parkway, Sac		enough of roads
Carmen Perera	4130 Cobblestone Ct Sac	95826	open ^{bio-diversity} space essential
THOMAS CALLAHAN	1200 CREEKSIDE DR. Apt. 1322, FOLSOM		GREAT IDEA
EM Maidand	1017 Bel Marin Keys Blvd Navato CA	94949	enough urbanization!
Frederick W. W. W.	" " " "		
Helen Seft	2959 Driftwood Pl. Stockton	95209	Need more natural p
Patricia Anderson	Cosumnes River Preserve		
Amos Healy	743 Alpha Rd Turlock	95354	Face people, more trees
Bill Hottle	5150 CLAREMONT 233, STOCKTON	95207	472-3650
Johnette Orpinato	182 W. McKenzie, Stockton	95204	
Margaret Lemery	260 El Camarito Livermore	CA 925-443-3073	
Susan Wasik	P.O. Box 1186 San Andreas	CA 95249	
Nancy Yates	1015 Euclid Berkeley	94708	
Barbara Steiner	1155 W. Walnut Stockton	95203	
Maurice Klingman	1758 Monty Ct. S. Ln.	95207	
Kathleen Forhan	1049 1/2 S. GARFIELD ST Lodi	369-7845	
Vilma Braham	1049 1/2 S. GARFIELD Lodi	CA 95240 369-7845	
Jim Vanter	509 ALLANTE LODI CA	95240	
Pat & Kathleen Fitzpatrick	12343 Mundy Lodi	96240	Keep it quiet
Thomas Amato	233 COLUMBIA DR Lodi CA	95240	
Christine Thompson	233 Columbia Dr. Lodi, CA	95240	

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NAME	ADDRESS	TELEPHONE
Margie Snyder	621 E Zephyrus #10	367-1037
Betsy Schroeder	619 W. Turner Rd	339-4995
June Taylor	1034 Lake Home Dr.	369-2082
LeAnn Hsu	505 Pioneer Dr #70	369-2956
Kyanna Hoy	505 Pioneer Dr #70	369-2956
Suzanne & Bruce Collins	14401 N. DAVIS Rd	
Hazel Casenave	428 W. Dak St #2	
M C Scholzen	331 Whitney st	368-9093
Marilyn Dillon	610 S. Mills	369-5088
Dave Dillon	610 S. Mills	369-5088
S. FSSG	21401 N. LOW. AC RD	334-3766
BOB KELLY	564 AUGUSTA W086	334 0754
GENE KELLY	564 AUGUSTA W086	334 0754
Jane Morgan	943 Lake Home Dr.	
Janis Madrid	1606 W. Mariposa way	333-8384
ALEX S. D		333 8384
Ernie W. Williams	1112 Lake Home Dr	368-1325
Edwin Williams	1112 Lake Home Dr	368-1328
Robert D. Hays	Willow Glen Dr	369-1715
Louise Holwig	545 Westwood	368 0773
Leann Bmbs	600 N. Pene st	369-6725
Janis Johnson	804 LLOYD ST #1, 101	365-1813
MARISSA GOIST	388 W. Walnut	365 9667
DON KINTER	1301 W Lodi AVE 101	366-1002
HARRIET KENWOOD	411 S school # 6	369-2373

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NAME	ADDRESS	TELEPHONE
Ferris Toyner	301 Rutledge Dr. Lodi	368-3664
Laurie Correll	727 James St, Lodi	339-4535
David Brown	807 S. School	368-8796
Christina Lynn Baker	2125 Fontana Ave. Stockton	941-2170
Kelleen Yocum	2601 Alder Gl. Lodi	
John-Allen Talbot	800 Maplewood	368-2737
James Earl Best	5-31 S. Rose	368-6228
Gerard K. Young	1344 VANDER RD ARBUCKLE	476-2091
Franky Pugh	7 S. School St Lodi	369-5399
Diana R. Koenig	7120 W. Woodbridge Rd Lodi	369-0522
Don Mason		
Judith Riggall		
DAN GRUBER	649 ROPER AVE LODI	368 0179
Ruth E. High	863 Bel-Air Ct. Lodi	368-0545
Sara Hoffman	980 Indiana	333-6286
Steve Arnes	980 Indiana	333-6786
Rebecca Hoffman	980 Indiana	333-6786
Thomas G. Mills	2284 Washington	368-6881
Merry Phillips	422 W. Oak	N/A
Janet Vestine	1841 W. Lockeford St	339-4146
Walter Williams	309 Hilborn St.	334-0378
Jackie Lewis	720 Cypress Woodbridge	339-0521
Urda Spurgin	1116 W. Burner Rd. Lodi	339-1377
Gerard K. Kauder	19403 Benedict Dr. Woodbridge	
Julia Kauder	19403 Benedict Dr. Woodbridge	339-1377

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NAME	ADDRESS	TELEPHONE	COMMENTS:
Jan P.	435 cedar ct	309-726	Don't want it happen
Cherlene Freund	11655 Hawthorne	368-1677	The best thing about Lodi is the
Faith Ross	11045 Hawthorne	308-1072	Keep the lake park
Carol Williams	1112 Lake Home Dr	364-1586	Keep the Lake Park
Patricia	1127 Remington		Keep peaceful & unch
Paul Kelly	1102 Grand Ave		It's size makes it special keep it peaceful
Jean, Richard	806 Virginia Ave Lodi	333-6088	NO URBANIZATION!!
Carlos "Ballesteros"	2245 STARR DR. Lodi	368-0850	Keep it Peaceful / No ^{SP} _{BOC}
Kileen Yacum	2601 Alder Glen ^{Lodi} Dr.		
Wendy Gritsch	817 E Turner Rd Lodi	307-1800	We support the
Larry Gritsch	817 E Turner Rd Lodi	307-1800	Naturalness of Lodi Lake
ROBERT J. JANNATTI	STRAPIANS Lodi, CA		
	728 willow Glen Ave		
Jeanette Stephens	728 Willow Glen Dr Lodi		
DOLE MILLER	240 INDIANA ST WOOD		QUIET PLEASE
MARU QUINTERO	32 N. TANEWOOD CT		AGAINST MODIFIC
JAME TOMASS	900 Molberg Cir.		
SHARON S. HAYES	328 RAINIER DR. Lodi		LEAVE AS IS
ROGER GEARHART	19417 DEL RIO DR, Woodbridge		OK as is
ANNE GEARHART	51 Lowell St Redwood City CA	415 363 0920	"IMPROVEMENT" OF A PARK: MY STREET HAS DESTROYED OUR QUIET NEIGHBORHOOD - LET IT HAPPEN HERE!

We, the undersigned, support the concept of a quiet, tranquil and natural park at Lodi Lake, free from additional urbanization.

NAME	ADDRESS	TELEPHONE	COMMENTS:
JOE LOZANO	3205 Trudi Wy.	522-4682	
JOHN LOZANO (II)	3205 Trudi Wy.	522-4682	
JOSEPH LOZANO (IV)	3205 Trudi Wy.	522-4682	
Bob Padden	18600 Olive St	366-0117	make it more natural
MARIETTA GANNIE	7232 PINESCH PL. RSVL	789-1075	
Zelie LaCosse	7216 Pinesch. Pl. Rosville	781-6652	
Clare Hancock	7264 Pinesch. Pl. Rosville		
Elsie Kearny	114 Rivergate Pl. Lodi	334-4000	Keep it simple!
Bridie Aubel	2585 Cliff Ave Hayward	945-445	
Prine - San Diego	230 Ruteledge Ln	952-42	this is for nature, not just loud boaters
Dominique Delasbe	1325 Hill Road		
Meiling Huang	4 Still Shore Ct	653-3388	
Melissa Huang	9 still shore ct		
Clifford Huang	(same)		
Fred Huang	(same)		
Michele Mills	2380 Oakleaf Lane Meadow Vista CA		
Jack & Lemie Harkins	819 Sylvan Dr Lodi	952-40	Keep it Natural!!
John Anderson	Sacramento		Great Place!
Nancy Ellen Grayson			
Nathly Whitley	SACRAMENTO 2321 LLOYD LN		
LINDA KILLICK	SACRAMENTO 2321 LLOYD LN		
Mark Moss	2775 18th St. Sacto CA	95818	
Kimberly Noyes	2775 18th St Sacto CA	95818	
Madeline Moss	2775 18th St Sacto, CA	95818	
Zagari Noyes	2775 18th St Sacto CA	95818	

We, the undersigned, support the concept of a quiet, tranquil and natural park at Lodi Lake, free from additional urbanization.

NAME	ADDRESS	TELEPHONE	COMMENTS:
Peter Ng	2045 Powell St. SF 94133	415-362-6895	
Bill Shelton	WALNUT GROVE 95690	916 776 1890	
Margaret Shelton	WALNUT GROVE A 95690		"
Beatrice Hanselman	2110 W Lodi Ave	333-2782	
Bradley Peterson	2110 W. Lodi Ave	" "	
Jill Schodt	828 Daisy Ave.	368-2678	
Jane Keroban	2305 Sandcastle Wy SAC CA		KEEP IT NATURAL!
David Crow	406 Whitney St Lodi, CA	333-1461	KEEP IT NATURAL
Pat Craft	406 Whitney St, Ca	333-1461	Thank you! we love Lodi
SYLVIA BENDER	1436 CLAREMONT WY SAC	95822	Work preserving natural location!
Karen Kashiwagi	7686 Del Oak Way SAC	95831	
Lee Shearman	900 Henderson San Jose		
SATOMI FUKU	1853 Cherry St Lodi		terrific
Nelinda Sparks	2000 W. Turner Rd. Lodi	334-7139	
Gachel Sparks	11780 Main St Valley Spr	95252	948-3375
George Turner, Jr.	3420 Dwight Way, Alt.	95504	1817; Ph. 948-3375 I definitely agree with all areas of the park not
Melanie Joss	7620 N. El Dorado #315-Stockton		I enjoy the lake.
Alvina Egeland	2625 Madonna Ave. Stockton	95207	like the river view for the lake then wild
Robert Gutschuschen	317 Church B		
Joyce Fukuman	682 Galleon Court San Jose		fun interesting
Tak Fukuman	682 Galleon Ct. SJ.	546-7220	Like hiking, nature tri
MAX RICHMAN	P.O. Box 5236 COTTONWOOD CA 94022		Learn there as they
Steven Gatz	PATRICIA Gatz		P.O. Box 78 Stockton 95
Joanne Womvau	820 Hanposse Wy - Lodi	95240	

We, the undersigned, support the concept of a quiet, tranquil and natural park at Lodi Lake, free from additional urbanization.

NAME	ADDRESS	TELEPHONE	COMMENTS:
ROSE Nicics	1615 Edgewood Dr	—	
Sandy Kretzer	1215 S. SCHOOL		
John Shank Marko	2341 KROUN		
Christopher HUFF	2315 BURTON WAY		NO MORE IMPROVEMENTS
Lois Bruno	1359 MIDWAY		NO URBANIZATION PLEASE
* KAREN ANDERSON	726 PEACH ST Lodi CA		NO MORE URBANIZATION!
THOMAS + MARCIE LANE	609 MARSALA CT, Lodi CA		
Dennis + Jaci Willis	3350 W. TERRY RD Lodi, CA.		
Tena Christian			
Elizabeth Baker	200 Flora		Keep it natural!
DENNIS Norton	445 ALMOND #22		I LOVE DUCKS
Becky Clingan	116 S. Ham Lodi		
Bonnie Kaul	806 Louie Ave		
Johanna	Lodi CA		
Edith Hendrick			Keep it the same
Carol Trujillo			Keep it as beautiful as
Mary Lou Kieff	936 Gene Way		Keep it as is
Kim Ribaudy	11430 Eureka AVE		Keep it natural
Wanda and Mary Lou	936 Gene Way		Let it be natural
Ron Marier	1812 Minosa Lodi		
Boyd Fulto	1162 GENOVA Lodi		Be Bonnie
Hellene Smith	940 Melodean Rd		Have us some natural no
Case Thomas	1808 Walnut Lodi Ca 95243		
Kesler			
Jerry Salinas			

We, the undersigned, support the concept of a quiet, tranquil and natural park at Lodi Lake, exempt from additional urbanization.

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
Bruce Preston	2668 Douglas Fin Dr/Lodi	367-4562
Bernice J. O'Connell	19690 N. Hwy 99 3/110 Camp	369-8835
Arnette Speer	PO Box 304 Lodi	334-6635
Dori Polson	972 Woodrow St Lodi 95240	369-7851
Barbara Williams	692 E. Hursey Lane, Lodi, CA.	368-4636
Mildred Schabergue	549 W. Lakey Lake	369-1666
John C. Nette	1545 Mills Ave #223 Lodi	374-2308
James M. Divens	311 W. Turner Road Lodi, Ca. #103	334-376
Ingrid Imhof	536 Sonora Avenue CA 95240	369-1183
Bob Carrow	12938 PADDY CREEK LANE Lodi 95240	931-3843
DINO STEFANIAH	536 SONORA LODI 95240	369-1183
Margaret Corda	20298 N. Hwy 99 ACamp 95220	334-2710
Luanna Moore	1619 Tahoe Dr. Lodi 95242	
Emma Rabusin	518 Gerard Dr. Lodi 95242	
Mary Yarbrough	47 No. Colton Dr " "	" "
Mauda Proesch	1223 Midvale Rd Lodi Ca 95240	
John Vandenberg	21 S Crescent Lodi Ca 95240	
Yvonne Bracker	2131 W Elm Lodi Ca 9524	
Ann and Alvin Wollett	1011 Elm St Lodi Ca 95240	
Wayne Harmon	502 Yellowstone Woodbridge 95258	
Alpha H. Mason	725 W. TURNER Lodi Ca. 9524	
Bernice J. Parlow	5147 E. Cor. Post Rd Lodi 95240	
Frederic Fulson	5055 E. Line Mark Rd Lodi 95240	
Martha Butcher	31 S. Summit Dr Lodi Ca 95240	
John Deiner	423 Forrester Lodi Ca 95240	

We, the undersigned, support the concept of a quiet, tranquil and natural park at Lodi Lake, free from additional urbanization.

NAME	ADDRESS	TELEPHONE	COMMENTS:
Michelle Day	770 DORCHESTER	369-3420	act rid of watercraft
Richard Sanchez	905 PUTLEDGE DR #37	367-5454	NO BOATS OR RAMP
W. M. Munt	1102 Pauline		NO BOATS
MILES COPE	1012 LAUREL AVE.	3681412	NO BOATS RAMP
Cecelia Patinos	121 No. California St	3340586	no additional buildings
BRIAN PERRY	519 Sandstone Ct	45-7723	No Boats
Frank Chandos	Rm 1236 S. PLEASANT		NO BUILDINGS NO BOAT
Cheri Harrison	13518 McFarland St	Galt, 745-3300	" " " "
Wayne Spurr III	1116 W. Turner Rd.		
Doris Shuman	"		
BOB CONTRERAS	2475 Sargeant Rd		NO RAMP NO BOAT
James Hathaway	1830 S Hutchins #516		No motor boats
Roset Fuller	1830 S Hutchins #516		
Tannis Fuller	1830 S Hutchins #516		
Jennifer Lozo	207 S. Rose St.		No motor crafts
Fred Lozo	207 S. Rose St.		NO water lake build
Radene unflue	740 Putledge Dr	368-9019	leave everything as is
Deborah Lewis	610 Huntington Dr	367-9215	no new parking
FRANK MIYASHITA	16199 N. MOORE C.	846-6220	
Michelle Johnston	1431 W. Locust St.	369-5005	Stop exploitation
Jonathan Koloban	435 cedar Ct.	369-7026	It's nature let it
Jeremy Smith	I hope there's		
Wendy Leginger	23074 Sowles Rd.		Don't ruin one of Lodi's best attractions

We, the undersigned, support the concept of a quiet, tranquil and natural park at Lodi Lake, free from additional urbanization.

NAME	ADDRESS	TELEPHONE	COMMENTS:
Nora Jensen	12691 Mundy	316-74552	Leave lake as it is
Pamela Manley	12691 Mundy	756-2156	NO MORE DEVELOPMENT
KITA & DOUG FELLOWS	1024 EL CAPITAN	368-9868	Ditto - Keep natural
Bob & Heather Beding	918 Mason St.	365-1653	
Ed & Frances Williams	112 Lake Home Dr	368-1326	
6 " " "	505 E. 11th		
ROSEMARY TERESI	1301 W LODI AVE	339-4450	Build a bridge
Laura Meyer	4950 F 9th and Ridge	369-0577	
Lauren Abbott	1831 Clamboard Cir Lodi	368-8634	Keep the park QUIET
M. Horn	434 1/2 OLIVE CT., LODI	368-9280	WOULD LIKE TO KNOW ABOUT DATE OF POTLUCK DINNER
David Lee	(San Wn Chan) 427 W. Oak St. Lodi CA	95240	
DENNIS CATTON	9815 DEERWATER LANE STOCKTON CA		Build a skate park
Mike Hunt	1919 Lake St. Lodi, Ca	95240	Clean the Lake Better
Jack Mehoff	739 Short Ave. Lodi Ca	95242	→
Anthony Mueller	445 Alameda Dr #10	365-7907	
Lensei Reed	445 Alameda Dr #10	365-7907	
Cindy Reed	1831 S. Sten St	334-9469	
Francis Reed	↓	↓	
Stacy Reed	↓	↓	
TORREY PONTIUS		308-5287	THAT'S bad!!!
Henry Anshuda		369-6247	Don't know if good or not. But think it was good. I brought my daughters he
Janice Welch		333-2229	
Heaven Huntley		369-7337	

We, the undersigned, support the concept of a quiet, tranquil and natural park at Lodi Lake, free from additional urbanization.

NAME	ADDRESS	TELEPHONE
Kyle	1712 W Pine	368-714
Justin	101-19 MARPOSSA	365-1889
Anber	1619 Marsopria Way	365-1389
Mr. & Mrs. Wagenhoff	4775 E Woodbridge	334-4600
Alicia Raposa	2081 Sylvan Hwy #202 Lodi	368-8464
Jenna	821 W Lucas Rd Lodi	368-87
Jenny	701 W Lodi Ave #3 Lodi	368-0368
Elizabeth Davis	2145 ALDER GLEN DR WDR	333-2069
B PARKER	623 S. HUTCHINS "G"	
Steve Thompson	1227 N. Lower Sac Rd	
Brigona Sorenson	10261 Aia	368-88
Richard Sorenson	69 (6889) 420	620
Lisa Goldman	740 E Augusta Woodbridge	
Kim Hernandez	427 E Vine St Lodi	334-0885
DAN GRUBER	649 ROPER AVE LODI	368-7131 (work)
Stacey Walker	521 S. Washington Lodi	
MIMI WALKER	1585 N JACKSONE Lodi	
Alvina Walker	101 W Lucas Lodi	368-2113
Anthony Trevino	" "	" "



We, the undersigned, support the concept of a quiet, tranquil and natural park at Lodi Lake, free from additional urbanization.

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
RAYMOND JON FINE	8849 E. Acamp.	337-1980
BILL A FERREIRA	373 W TADLER RD. ACAMP	95220 368
William von Hie	710 RUTLEDGE ST	LODI 95242

MOKELUMNE RIVER RECOMMENDATIONS February 2001

The Mokelumne River, from Highway 99 to the Woodbridge dam, is a twisting, snag-filled waterway. It serves as the northern border for the City of Lodi bordering luxury homes, the Lodi Lake Nature Preserve, and Lodi Lake rental sites. It is accessible from a boat ramp in Lodi Lake. This river is home to wildlife including, salmon, otters and nesting herons.

We urge the Lodi City Council and the San Joaquin County Board of Supervisors to:

1. Allow boating -- from Highway 99 to the Woodbridge dam, and into Lodi Lake -- at speeds not to exceed 5 mph.
2. Patrol the river for the first year this speed ordinance is in place. We believe that a well-publicized 5 mph zone would be self-regulating after an initial transition period (including leafletting and ticketing of flagrant violators).
3. Engage in a public awareness campaign that would clearly delineate this stretch of the river as a 5 mph zone. Such a campaign might include flyers distributed to boaters by the Sheriff's department as well as visible signage at the Lake's entrance booth, boat ramp, and in strategic locations along the river.

We believe that because of the many snags in the river and its twisting course, speeds higher than 5 mph are unsafe, additionally, speeding boats contribute to habitat degradation and accelerate erosion of the river banks. Noise from speeding watercraft are incompatible with the tranquility people seek when using Lodi Lake, its riverside rental sites and the nature area.

February 21, 2001

Dear Council Members:

My name is Amy Fritz and my family and I live at 1234 Rivergate Drive, in Lodi. Unfortunately, we could not be here tonight, but my husband and I feel strongly about the river and wish to voice our concerns.

Living on the river, we see a lot of what goes on there from most windows of our home. What we have seen during the seven years we have lived here has been upsetting, to say the least. The terrible accident that happened last summer is a realization of my family's worst fears. The speeds in which the boats are allowed to go in this small, winding river are a recipe for disaster.

We have owned a ski boat for the last 18 years and have never launched it in the Mokelumne River because it's just too dangerous. It would only take one summer day watching the traffic on the river to figure this out!! How can such a narrow, winding river safely transport people on a regular basis without occasional fatalities? It's not possible!!

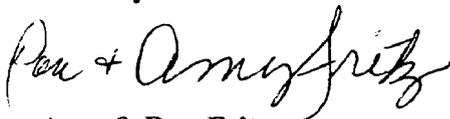
We did purchase a Jet Ski soon after moving onto the river. It took no time at all for us to realize that this, too, was a mistake. Blind curves, crowded waterways and other jet skiers racing one another made the river chaotic and stressful.

My husband, Dan, and I feel very strongly that there should be a five-mile per hour speed limit put on the river at all times of the day. By only requiring the 5-mile per hour speed limit in the mornings and evenings only means that the worst accidents on the river will happen in the afternoon hours. It certainly won't mean a safer river.

Since the Mokelumne River runs right through Lodi and feeds into Lodi Lake, we feel that the Lodi City Council should address the issue of speed on the river and take a stand to keep our citizens safe!!

We ask you to please consider putting the issue of a five-mile per hour speed limit on your agenda in the near future.

Thank you.

A handwritten signature in black ink that reads "Dan + Amy Fritz". The signature is written in a cursive, flowing style.

Amy & Dan Fritz

ELLEN AND PAT MCGUIRE

P.O. Box 1247
Woodbridge CA. 95258
(209) 3332818
mamman@catholicfamilies.net

August 23, 2000

Mokelumne River Task Force
C/O Chet Somera
Police Dept.
230 W. Elm St.
Lodi CA. 95240

Lodi City Council
P.O. Box 3006
Lodi CA. 95241

I am writing this letter in regards to the safety issue on the Mokelumne River. My husband and I have lived on the river for the past 10 years. Our house is located behind the Woodbridge Welding Shop. Our beach is located close to where the last fatal accident occurred.

When we first moved here, we owned a motorized aluminum fishing boat. My husband and I took our small child out for a boat ride. A ski boat that was pulling a knee boarder on the back purposely tried to spray us. We were unable to get out of its way and it repeatedly targeted us. We were helpless. As we tried to escape, the boat once more sprayed us with water, this time hitting our boat and filling it with water. Luckily we were all wearing life jackets and we paddled to shore.

After that incident we sold our small boat and we purchased a ski-boat with the belief that we would no longer be a helpless target. We took a few boat rides that summer and we even purchased a tube to let our children ride in behind our boat. Well, this also met in disaster. Every time we went boating something dangerous occurred. Boat skiers would come dangerously close to our tube riders, sometimes purposely and other times accidentally. Jet skiers would try to cross our boat wake and nearly hit our children. When the summer was over, we sold our ski boat as well.

For the past 6 years, we have not used motor crafts of any kind. The lives of our family and our friends are precious to us and it just isn't worth the risk. Now we have our children and their friends use paddle boats, kyaks, and other floating devices in the river. They may only go out directly in front of our house, close to our beach. We have to watch the river like patrol officers to make sure that the boats and wave runners whizzing by at speeds up to 60 mph. stay away from our beach area. Sometimes we have to make our children and guests get out of the water because of the irresponsible, disrespectful drivers who threaten the lives of others.

We are also concerned with the beauty and tranquility of the Mokelumne. Occasionally we will take our paddle boat out into the river at 7:00 a.m. before the motorcrafts arrive. We have an opportunity to see and hear the wildlife in their habitat. The water is so calm and peaceful. It is hard to believe it is the same place two hours later. By 9:00 a.m. we are forced off the river. The boats, jet ski's and wave runners populate the river and the sound of loud engines and smells of

August 10, 2000

Pat Stockar, Chairman
Mokelumne River Task Force
221 W. Pine St.
Lodi, CA 95240

Pat and Task Force Members:

My intention on August 9th was to attend your second meeting and give my input in person. However, since my children's Back-To-School Night went longer than expected, I now will need to give my input through this letter. I will try to keep my thoughts succinct.

First of all, thank you for your time and effort, it is appreciated. Secondly, the accident on the Mokelumne River in May was a sad and terrible event.

My family and I live in the Willow Glen area. My wife, Lisa, and I have been on the Board of Directors for Willow Glen Property Owner's Association (WGPOA) for 10 years. We own a ski boat and a canoe. I am a water-skiier, kayaker, canoeer and swimmer. I learned to ski on this river as a teenager. I have taught my two children to kneeboard and wakeboard on this river. We always tried to be off the river before noon, because that is when the "crazies" came out on the river. We haven't skied on the river in over two years due to the sunken debris, unsafe drivers and the fact that the river is so windy it is a lousy tow. Nowadays we travel either 20 minutes to the Delta or 35 minutes to New Hogan Reservoir.

The Mokelumne River is a mature river. Since our Valley's topography is flat, the rivers here meander slowly trying to carry their load. They don't flow straight and fast like rivers that are cutting a new path. The distance from Hwy. 99 to the Woodbridge Dam is approximately 2 miles. In that distance on the Mokelumne I count about 25 turns and 1 railroad trestle (see attachment). Of those turns, I count about 20 that are greater than 90°, and 10 of those are approximately 180° (hairpin turns). Not the best layout for fast vehicles, especially if they are dragging something behind them.

Past discussion regarding this overall issue has been:

- 1975 Lodi Lake Park Land Use MASTER PLAN
 - Discusses eliminating boats on Lodi Lake due to its relatively small size
- 1987 Lodi Lake Park Master Plan
 - Mr. Richard Bigler, the architect, discusses:
 - Not using large power boats
 - Erosion from boats and natural forces
 - "I only have one reservation in my mind about the park's future development. That is the potential for overuse of the natural area. This can not be allowed to happen. I mention this now, in the hope that some future citizen will read this, and speak out."
- 1992 Dock Was Closed (I don't know why)
 - Parks & Rec. recommended
 - Re-open dock (City Council approved)
 - 5 MPH along city property (City Council unanimously defeated)
 - City of Lodi Police "TAKE THE LEAD" in patrolling (has never happened)
- 1995-97 13- Acre Improvement Project
 - \$412,000 "LAUNCHING FACILITY GRANT"
 - 27 pull-thru parking places + 56 other spaces.
 - The main goal was to finish the 13-acre development (but at what cost to the environment?)
 - Parks & Rec. recommended to turn back the money, but only after public outcry.



California Orthopaedic Physical Therapy, Inc.
Lodi, California, Ste 1 95242
Ph: (209) 368-1678 Fax: (209)368-2134

June 28, 2000

City Hall
221 W. Pine
Lodi, CA 95240

Re: Lodi Lake and Mokelumne River

Dear Lodi Council,

I was very disturbed over the death of the 11 year old boy last month and must write to you.

I have water skied for 35 years and I enjoy the sport, but I must say that I would not ski in the river behind Lodi lake. I feel it is too narrow and difficult to see other boats, people and objects such as logs and debris in the water.

My experience while canoeing in the river has been terrible. Boats flying up and down the river, cutting corners; basically having the attitude of, "get out of my way, or I'll run you over." Children such as the boys in the boat last weekend, have no maturity to realize the danger that could happen. I find it surprising that a parent would allow them to be out in a boat on the river.

I am not against water skiing nor jet ski's, but I do not feel that the river or Lodi Lake is a place for such activities. Lets leave it to non-motorized craft and take the boats out to the delta or larger lakes where the risks are much less.

I have a wife and four children ages 10, 8, 5, and 1 1/2. Until this matter is settled, I will not take them out into the river in our canoe. Life is too precious to have it taken from you like it was for this family.

Yours very truly,

Eric S. Sorensen

RECEIVED

Aug. 24, 00

Mayor's Office

River Safety Committee

Lodi, CA

Committee Members:

00 SEP 13 PM 1:58

SUSAN J. BLACKSTON
CITY CLERK
CITY OF LODI

I am a teacher for L.U.S.D. and a former resident of the city of Lodi, and as a user of the Mokelumne River waterway that runs from HWY 99 to Woodbridge, I have safety concerns.

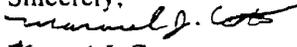
I paddle a small kayak and launch it at Lodi Lake Park. On days when my "timing" is good, I enjoy this natural environment. Good "timing" means paddling early, before the river becomes busy with a variety of motorized water craft, ie: ski boats, jet skies, and personalized water craft. It is not, however, possible to always avoid these vehicles by paddling early, since they often have the same idea.

Speed and this winding section of river is a hazardous combination. Many bends in this river are "blind curves" and speedy water craft, especially those pulling skiers and wake boarders, take the middle of the water way to avoid submerged objects and fallen trees near the shoreline. I have often been forced to quickly paddle toward shore to avoid on-coming boats that take their half of the river out of the middle.

Hugging the shore is not enough protection for kayaks and canoes, if the on-coming boat is pulling a skier or wake boarder. If the skier is not following the boat at the wake's center, then avoidance for the kayak paddler is even more difficult. If the boater and/or skier is the type who finds joy in spraying, swamping, or trying to startle the paddler, the situation becomes truly perilous. Near misses are frequent at these "blind curves," and getting CF numbers to report the intentionally unsafe boaters or skiers is usually impossible.

It seems to me that an enforced 5 MPH speed limit needs to be instated for this section of the river before another injury or death occurs.

Sincerely,


Manuel J. Costa

8127 Mariners Dr. 3408

Stockton, CA 95219

139 Mokelumne River Drive
Lodi, CA. 95240
August 15, 2000

RECEIVED
00 AUG 17 PM 3:46

SUSAN J. BLACKSTON
CITY CLERK
CITY OF LODI

Committee on River Safety
c/o Mayors Office
305 W. Pine Street
Lodi, CA 95241

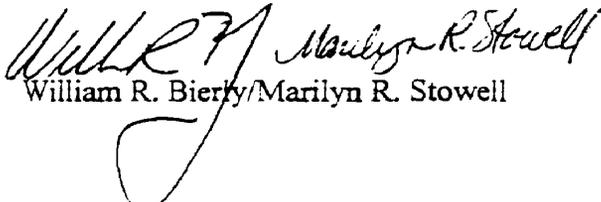
Sirs:

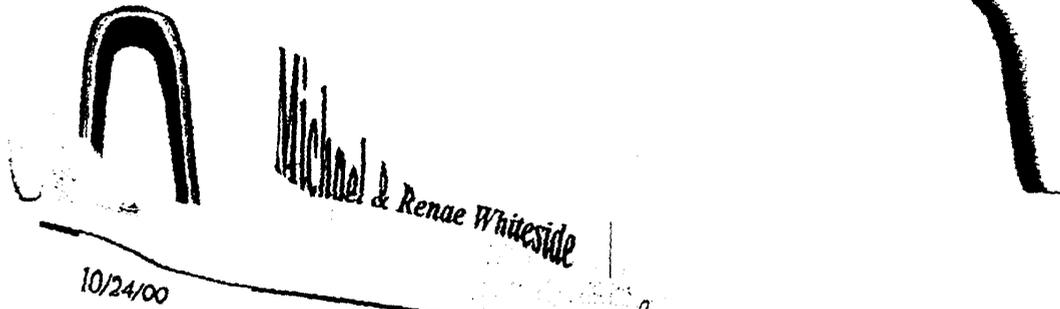
We understand that your meeting last week was the final meeting for public comment. First I would like to say that it was disappointing that this fact was not made clear to the public, and that the entire meeting schedule was so poorly published. That said, I do hope that you will take into consideration the following. I will attempt to keep this concise, but should you need further clarification please contact us.

We have lived on the river since 1989, through wet years and dry years. My first comment is, aside from safety and concerns, the negative environmental impact on the river brought about by motorized watercraft. We have heard the arguments that it is the high runoff that is primarily responsible for the erosion, but I can assure you through our observation, deep V hulls and jet skies wash away much more dirt from the bank, than does high water releases. This point was also clearly made a few years ago when a Cal Trans engineer testified at the city council on an earlier attempt at controlling river safety when the issue of erosion was brought up. Secondly is the release of petroleum products into the water from these vessels. Although we understand safety is your primary focus, please do not dismiss the magnitude of environmental impact.

As for safety, I spent several years in the Coast Guard on search and rescue vessels and in the rescue coordination center as the controlling officer, and have been a long time boat owner. Aside from this experience, anyone who has spent any time on the water will know that this river is very unsafe with its blind curves, narrow channel and deadwood. Put this along with the fact that many of the users do not have any understanding of rules of the road or common sense and courtesy, and you have a very dangerous situation. Unsafe use is not restricted to kids. We have seen many older adults also acting in reckless and careless fashion.

River traffic is down significantly this year, perhaps due to the exposure of the danger from the accident, possibly from the sheriff's patrols. I have noticed that activity does pick up after the sheriff has made his run down the river so perhaps those who watch are waiting for this to be completed. I do not think that patrols are the answer, either in terms of safety or fiscal responsibility. There is no clear answer. Those irresponsible users, of which there are many, will continue to operate recklessly if allowed on the river. At the same time, it is difficult to say ban all motorized craft; although given the lack of responsibility that exists today perhaps that is the only answer. There are many other local areas more suited to safe water recreation.


William R. Biery/Marilyn R. Stowell



10/24/00

120 Lodi Ave.
Lodi CA 95240
(209)333-9222

To: Lieutenant Chet Somera
From: Michael & Renae Whiteside-Native Lodians
Re: Mokelumne River SPEED

We have enjoyed the river & Lodi Lake our whole lives,
one thing we can all agree on is it is truly a jewel of Lodi.
People, CHILDREN have DIED!! on our jewel. We must change
the speed limits now so not another family will suffer.

All our roads have speed limits, Mokelumne River should too.
As the population & speed of vehicles rise, we need stricker
laws to keep us all safer. On our roads, the more sharper the turns &
the more narrow the road gets the slower we all have to drive, there
are signs posted. HWY 1 is just as windey & narrow as Mokelumne
River is. On Hwy 1 you must drive 15- 20 MPH around these turns.
On the Mokelumne River your saying between 12:00p.m.-7:00 go any
speed the driver thinks is safe. That's CRAZY! People have DIED over
& over every summer! PLEASE make the speed limit 20MPH or lower
on the Mokelumne River so everyone, everyday, all day, can enjoy the
view & peace, of our jewel, the Lodi Lake & Mokelumne River.

Sincerely, Mike & Renae Whiteside

P.S. Please let the other Task force members read this letter. better yet
please read it at the meeting tonight, I know there's alot of
Lodians who want our river safe also! THANKYOU!

Pho

Fax:

From: Loren and Joyce Dickerson
2029 W. Tokay St.
Lodi, CA 95242 369-0722
bjoy@gotnet.net

October 24, 2000

RECEIVED

00 OCT 27 AM 10:30

To: Lodi City Council

SUSAN J. BLACKSTON
CITY CLERK
CITY OF LODI

Re: Boating privileges on the Mokelumne River

Over the course of several years, we have been boat owners. A few times we have traveled up and down the Mokelumne River - it is a beautiful place with many twists and turns, fallen trees and brush, an interesting change of scenery.

With all its turns and blind curves, this river is not a suitable place for waterskiers and fast moving watercraft. We have been in Lodi since 1965, and personally know of three fatal accidents on the river (Joey Rose, a young woman skier, and one other whom we cannot remember) as well as the recent senseless death of an innocent young boy and the serious injuries to his father. All were attributed to speeding boats. We have seen many near-tragedies behind Lodi Lake during the times we have picnicked there with our family.

The proposed use of the river makes no sense - allowing fast power boats to use the area the major part of the day and hand powered craft only the mornings. The popular sport of rafting down the river cannot generally be accomplished by noon.

It would seem more equitable to impose a speed limit of 10 or 15 miles per hour for all boats at all times on the Mokelumne. At this speed one can enjoy the sights and yet not create so much turbulence as to cause further erosion to the banks. At 10 or 15 miles per hour a boat can quickly be stopped or diverted should a canoe or kayak or other small craft be in the area.

As for using Lodi Lake for water skiing. This lake is really too small for safe and effective skiing. How many injuries do we need to make this clear? People who wish to ski and drive fast boats can easily go to Hogan, Comanche or to the Delta where there is plenty of open space - where the driver can see and be seen. This is only a 30 or 40 minute drive, and launching at Hogan is only two dollars. It's hard to believe that any caring member of the council would entertain the idea of opening the lake to skiing.

Whatever the council decides on this issue, we will have to live with for a long time. Do we want to further erode the riverbanks, create more noise, deal with more injuries or deaths on the river? Or do we want to preserve the area for sensible use and for the enjoyment of the peacefulness and quiet of nature?

Joyce K. Dickerson
Loren B. Dickerson

October 24, 2000

Mokelumne River Task Force
Lodi City Council
County Board of Supervisors

RECEIVED
00 OCT 31 PM 2:42
SUSAN J. BLACKSTON
CITY CLERK
CITY OF LODI

My name is David Goehring. I am un able to attend tonight, however, I do wish to explain my position on the issue of the Mokelumne River usage.

I have been a resident of Lodi all my life. Much of my childhood and adulthood has been spent on the Mokelumne River both below and above Hwy 99. I feel that I know this river extremely well.

I do believe that there needs to be some changes on the river, however, I do not believe that it should restrict waterskiing entirely. I am in agreement with the Task Force's recommendations on the following.

1. Requiring removal of debris
2. Requiring boaters to complete a drivers safety course (long overdue)
3. Frequent patrolling of water ways (necessary for any type of enforcement)
4. Providing boat safety and maps of the river.

Where I do not agree is eliminating skiing altogether or just in Lodi Lake. My suggestion is to limit water skiing to 20 mph which will eliminate slalom skiing where a much higher speed is necessary. Additionally, primarily the only water skiing that can work at a speed as low as 20 mph is wakeboarding, trick skiing, and knee boarding. These three categories of skiers also use a shorter length ski rope for safer skiing.

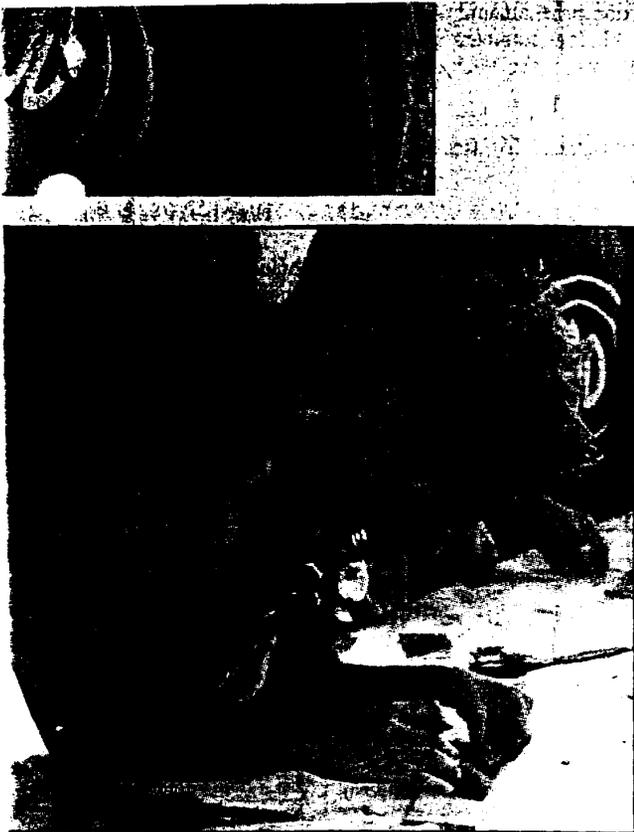
I do not agree with the time frame of passive and non-passive boating. I would rather see a rotation of days leaving the users without time restraints on their leisure.

One area I see as a concern which I believe is being overlooked, is the use of the water ways above Hwy 99. My family owns property between Bruella Bridge and Hwy 99. I have spent considerable time in this upper area. I fear that restricting only the lower river will force many of the boaters (Jet skiers) up river where the conditions are much more dangerous due to more obstructions, narrower waterways, and swifter currents. This consolidation could be lethal.

Additionally, the State of California cannot expect boaters to be aware of all rules and regulations without requiring some sort of licensing. Even commonsense is not good enough when it comes to consistent knowledge of U.S. Coast Guard rules and regulations. Education is key as well as enforcement when done fairly.

Sincerely,





Above, Freddie Garcia, left, looks on as Sal Vidaura works on his block stamper project. At left, Refugio Luna, right, and Alex Garcia take a break from swimming to bathe in the sun.

Matthews-Howell

Tokay Liquors before the abduction, Benincasa said.

Higuera and the other suspect grabbed the girl about 5:50 p.m. as she headed to her home several blocks away, police said. One of the suspect put his hand over her mouth to quiet her screams.

Immediately after, a brown 1987 GMC van drove up near the store and the two men forced the girl inside, Benincasa said. The van was last seen headed east on Lockeford Street.

The van's license plate number is 2E2S138. The van has a spare mounted on the back. It also has stickers of the Virgin Mary in the rear window.

Higuera is described as a Hispanic male, 5 feet 3 inches tall, weighing 145 pounds.

Police have identified the driver but are not releasing the name.

Anyone with information on the whereabouts of Cruz Higuera is encouraged to call police at 333-6727.

Lodi's opinion sought on river safety issue

By Chris Derr
News-Sentinel staff

In an effort to get the pulse of the local citizenry, the News-Sentinel is asking readers on its Web site how safety on the Mokelumne River and Lodi Lake can be improved.

As of Sunday, with 223 votes tallied, two possible safety fix-its in the poll are neck and neck. While 37.7 percent say they believe there should be a 5 mile-per-hour speed limit on motorized watercraft on the river, 36.3 percent say all such craft should be banned outright. Another 16.6 percent want to see increased law enforcement patrols, and 9.4 percent say no changes are needed.

Responses were also gathered from locals enjoying the waterways on a comfortably warm Sunday af-

ternoon. While activity on the waterways was minimal, many were at the park to picnic and to play various games.

Louis and Roberta Presley, long-time residents for 10 years, said they have reservations about motorized watercraft because of limited space.

"Power boats have no business in small areas," Roberta said. "It should be determined by the amount of footage of space available. I can't see them being used on the Delta, not here."

Personal watercraft, the high-powered vehicles which include the popular Kawasaki Jet Ski, are allowed on the Mokelumne but not on Lodi Lake.

"They have the right kinds of watercraft here," Louis said, referring to the lake, to the south of the river.

Please see Safety, Page 2

Lodi Community Hall of Fame

Evelyn Olson: Pioneering community service

By Chris Hanner
News-Sentinel editor

Number of years ago, Evelyn Olson was dining with friends. The conversation turned to the City Council and the need for both harmonious leadership.

"If, for two cents, I'd run for council myself," said Olson.

Her friends, though, were not laughing.

Eventually, they suggested, she had the stuff to be a council member.

She ran and won.

She began her career as a council member from 1982



OLSON

through 1990 included two stints as mayor.

But it is only part of the record of pioneering community service Olson has achieved.

Name an area of service or accomplishment and Olson has likely been there, done that.

Art and recreation?

Olson was chairman of the Lodi Arts Commission. She is a former member of the board of the San Joaquin zoological

Society.

Business?

She was president of the Lodi District Chamber of Commerce and has helped her family with two flourishing, if disparate endeavors, meat and feed stores.

Health?

Olson is a member of the Lodi Community Hospital board.

Government?

Beyond being a council member and mayor, Olson has served on LAFCO, the group that studies and approves government boundaries

Please see Olson, Page 2

Safety

when I didn't know what was going on," Lodi said. "So, he joined me to help restore my self-esteem that he had lost after the accident in February 1968 and joined the Lodi River Kayakers. He played a large role in the formation of the group in 1966, and served on the board of directors after which he was re-elected."

Continued from Page 1
Sergio Gomez, a Lodian enjoying the river on a personal watercraft while younger family members played on a large intertube, said he's had no problems during his frequent visits to the waterway. "I feel safe here," he said. "If you're careful and not drunk, you'll be okay," he said. "It's a matter of respecting the rules."

Martha Sweilem, of Elk Grove, said she feels safer on the Mokelumne than the American River in Sacramento.

"There aren't as many people here, so there's less chance of an accident happening," Sweilem said.

Safety has become a hot topic locally since a fatal boating accident on the river earlier in the summer.

On June 25, an 11-year-old boy was killed and his father seriously injured when an 18-foot motorboat holding seven teen-agers and pulling another on a knee board crashed into the victims' canoe.

According to Megan Standard, a spokesperson for the state Department of Boating and Waterways, similar accidents have become all too common and that personal watercraft and the debate of voluntary-versus-mandatory boating education



JERRY R. TYSON/News-Sentinel

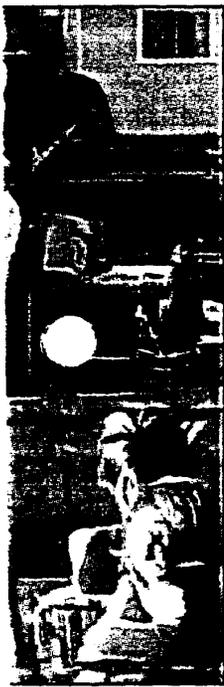
Two young girls zip along the Mokelumne River behind Lodi Lake on Sunday afternoon.

are two of the key issues facing the department.

Current California law allows anyone 16 and older to operate a mo-

torized craft without supervision.

To voice your opinion of the subject, visit the Lodi News-Sentinel's Web site at www.lodinews.com.



JERRY R. TYSON/News-Sentinel
A community day evening at Hale sponsored by the Together Coalition.

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AccuWeather Forecast For Lodi

dues that many of the old did not afford, according to the city. The location of the camp means that living there do not require the things they need. "It's an opportunity to make them feel they belonged to someone," Mrs. Jensen said. "I have also given the boys things they experience new things, and small — like a day at camp, the Home

Local Forecast

Sunny and seasonably warm today. Highs 92-96. Clear tonight. Lows 60-64. Sunny and seasonable tomorrow. Highs 92-96. Plenty of sunshine Wednesday; comfortably warm. Highs 90-94. Sunny and seasonably warm Thursday. Highs 92-96.

Almanac

Statistics for Lodi through 5 p.m. yesterday
Temperature

High	92°
Low	50°

Lodi Five-Day Forecast

Today	Tonight	Tuesday	Wednesday	Thursday	Friday
Sunny, seasonably hot. 94°	Clear. 62°	Sunny and seasonable. 94°/60°	Mostly sunny. 92°/60°	Sunny and very warm. 94°/60°	Sunny and rather hot. 96°/62°

California Forecast

Our readers write

Avoidable tragedy

Editor:

Yes, This letter has "I told you so!" written all over it - unfortunately.

My heart was ripped out when I saw your front page article dated June 28 headlined "Finding solutions, tragedy on the river." Two summers ago I was bank fishing with my 10-year-old son at Lodi Lake and witnessed a near tragic accident from what appeared to be a 12-year-old driver on a personal watercraft.

The personal watercraft nearly collided with a family of four in a canoe. I had a nice quiet day ruined from all the noise and disregard of all the watercraft buzzing around. I no longer fish out there anymore because it is not pleasant!

Now, I realize there are people who are responsible that say we have just as much right to be out there as anyone else seeking water recreation.

When I wrote a letter two years ago complaining about the problem, which you printed, an angry adult watercraft owner responded to my letter. Now we have a dead 11-year-old boy and a seriously injured father. We have a tragedy that never should have occurred!

That tragedy could have involved myself or anyone else.

My heart goes out to that family and I certainly hope they will work hard with the city of Lodi for a resolution to keep our valuable river a safer place where our children don't have to needlessly die.

**Greg Hampel
Lodi**

Stop power boats

Editor:

I have watched the news reports and read the newspaper articles regarding the boating accident on the river near Lodi Lake and I would like to share my opinion.

The Lodi City Council is deciding whether it should make this area of the lake a 5 or 10 mile an hour zone and get a boat patrol. Let me understand this: The boat driven by an inexperienced driver - and I mean inexperienced due to the fact that you never watch your

tow, that's why they have an observer in the boat - driving approximately 18 mph plows over a parked canoe.

Now, with the boat patrol out there, you would have had another person yelling at this driver to "Watch where you are going," and then he would have run over the person in another part of the river.

People of Lodi wise up. Your big business people want to put in a new launch ramp so more boats can drive on this river and make more money for big business. The river area behind the lake does not have a wide enough area for two boats with skiers to pass each other. This river has been dangerous for boaters forever. The shoreline is also being eroded by the power boats and if you have ever been out there and watch the jet skiers, it's a real treat.

The lake is a serene place of beauty and should be enjoyed by everyone and not the elite few who send their teen-agers out to run amok. Stop power boats using the river area now before someone else gets killed.

Check the records and see how many people over the years have been killed or maimed by boating accidents on the river. I'm so sorry for the family of this boy who were just out to enjoy the day. I hope your City Council considers this issue as if it had been one of your own children.

**Melinda Ball
Galt**

Grading our liberty

Editor:

At the time of the signing of the Declaration of Independence, July 4, 1776, our agreement on ethics laid this claim: That unique principles of freedom reign over us.

But how are we doing? Does America still hold to the high principles of it's nascence? Let's see:

"We hold these truths to be self-evident," proclaims the Declaration. But today 65 percent of college students find truth a woolly concept, certainly not self-evident. Truth to them is private, for each person and purpose.

The infection of relativism has weakened all our resolve for civic virtue. I'll grade us a D.

"That all men are created equal":

Today, the official religion permitted in school, naturalism, disavows creation of any sort, but hypocritically preaches that inequality advances the species through evolution. Grade B.

"And are endowed by their creator with certain unalienable rights." Today's list of divisive "rights": Taxpayer funded pornography, the elevation of sodomy, outlawing of prayer, and attacks on males. These certainly weren't the rights endowed by our Creator! Grade D.

"That among these are life": Here, certainly, lies America's greatest shame, the widest departure from our Founding Fathers' ideal, and a monumental affront to humanity: The acceptance of the killing of babies before birth. Though most Americans are nauseated to think they would personally kill a child, the spirit of relativism prevents us from protecting the unborn babies of other men and women. And the rejection of innate human equality gives many a sense of accomplishment when poor women kill their babies. Grade F.

"Liberty": Today's government regulates, taxes, manipulates and mandates far more than the little stamp taxes that caused the 1776 rebellion. Grade C.

"And the pursuit of happiness": Americans are still a great people. But the foregoing low grades attest America's love for latitude and self-indulgence. Yes, we both permit and pursue happiness grandly, but at the expense of justice and human dignity. Grade A-

**Peter Stearns
Lodi**

No wake on the lake

Editor:

I am an avid boater and fisherman and I believe that 5 mph throughout the lake and river area is adequate.

People who want or feel the need for speed - or even just skiing and having fun - have plenty of open opportunities, the Delta, Commanche and Hogan just to name a very few.

Keep it safe - no wake on the lake, nor a quiver on the river.

**Mark Akers
Lodi**

Present your position on the other side, then fast compromise. b) Punc

2. Your favorite to win the champions. last second the victory away by a terrible You: a) Remind you just a game, and the more important than b) Punch Bob again.

HOW TO SCORE
answered "b" to both you are a male. I comment on a recent article in the New York Times about the including humans stress.

According to the of psychology research made the breakthrough that - prepare to be males and females a

The researchers by studying both hu which are very sim except that they enough to purchase The studies show th are under stress. t either fighting or (the so-called "fight drome)," whereas f by nurturing othe friends (the so-calle friend" syndrome).

This finding is psychology commu parently is located planet. Here on E been aware for s males and females ently to stress. We males bump into e will respond like th

FIRST MALE:
SECOND MA
watch it!

FIRST MALE:
deliberately bump again.)

Two females, in uation, will responde
FIRST FEMAI
SECOND FE
my fault!

FIRST FEMAI
are cute shoes! (Th

Here are some based syndromes th gy community mig into:

The "laundry drome: This has be by both me and a named Jeff. What male will attempt laundry, and wher

idates.
 Strategic goals for 1996-
 recruitment and support
 ation candidates and
 litical action commit-
 sin? rlier, it listed
 ot er registration
 rget communications
 rs.
 ound like political
 the IRS tax-exempt di-
 the way described, he

27 years, seemed puz-
 ses for 1993 through
 gh level of sensitivity"

all rules governing tax-
 s found no problems, he

nce of political expenses
 r nonmember teachers.
 NEA bargaining units
 ary and working condi-

of sensitivity" anytime
 dly Democratic. Profes-
 roup at Democratic na-

deserve widespread at-
 acks like a duck is no

n the Indianapolis Star.

Our readers write

Wed 7/5

How many deaths?

Editor:
 Several years ago when a large
 state grant was dangled our "em-
 pire building" Recreation Depart-
 ment and our City Council took the
 bait to build additional boat ramps
 at Lodi Lake.

Several Planning Commission
 and council meetings were held with
 packed audiences. At all these meet-
 ings not one voice spoke out for ac-
 ceptance. Because of this, the council
 voted unanimously not to accept.

Councilmen Pennino and Warn-
 er, after their vote, severely casti-
 gated all those who opposed accept-
 ance. Councilman Sieglock, al-
 though he was in favor of
 acceptance, but was more political-
 ly astute, remained silent. Had the
 council accepted this state grant, it
 would not have the opportunity it
 now has.

At that council meeting, this
 writer proposed that a horse power
 limit of 10 be imposed on Lodi Lake
 and the city's portion of the river.
 We put our boat in the river only
 three times because it was unsafe
 and that was 35 years ago!

The river has no "white line"
 down the middle and there are
 many blind spots. The recent sad
 accident could just as easily be
 caused by a speeding jet ski. It's not
 like we are in the middle of a
 desert. A 20 minute drive makes
 1,000 miles of prime ski water
 available.

A 10 h.p. limit, with appropriate
 penalties, would enforce itself with
 a little help from riverside resi-
 dents who are irate at current con-
 ditions.

Council members ask yourselves
 how many deaths does it take to
 remedy this situation and eliminate
 our liabilities?

*Bing Taylor
 Lodi*

Just a matter of time

Editor:
 Long before the devastating
 death of Tommy Farnsworth, many
 of us knew it was just a matter of
 time before a serious accident would
 occur.

Like many others, I own proper-
 ty on the Mokelumne River where
 we have created a beach in a beau-
 tiful natural setting.

My family and friends enjoy fish-

ing, and we offer the beach to nu-
 merous organizations such as the
 Boy Scouts, school children, church
 groups and others.

There is a bend in the river just
 before our location and many times
 jet skiers come whipping around
 the corner only to find they are im-
 mediately in the midst of children
 that are swimming.

I have witnessed three near fa-
 talities and the worst part of it is
 that nothing can be done because
 no one is breaking a law.

Furthermore, it is a known fact
 that jet skis and motor boats have
 been instrumental in the deteriora-
 tion and erosion of our river banks.

Many, many people are aware of
 the on-going destruction of our riv-
 er and the potential danger to
 swimmers, fishermen, canoeers,
 rafters, tubers and others who use
 the river for recreation that is safe
 and enjoyable.

Please, let us all make a
 supreme effort to ban all motorized
 water craft from our river before
 the inevitable loss of more lives and
 deterioration of the river occurs.

*Bill Kooyman
 Lodi*

Arrogant logic

Editor:
 I read the article "A River Runs
 Through It All" with great interest.

Having spent the last 20 years
 in the Lodi area, I visit the lake of-
 ten for the nature area. With all the
 regulation and conservation of this
 area, and it's natural state, it
 amazes me that these high-speed
 watercraft are allowed at all in the
 river.

They're noisy, they pollute both
 the water and the air and they dis-
 turb the natural environment.

If these craft are allowed in the
 river, then why not allow dirt bikes
 and off-road vehicles in the nature
 area? How is that different?

The one thing from the article
 that speaks volumes of this group of

enthusiasts is the common re-
 sponse: "They [canoes] don't have
 any way of getting out of the way."
 Would that logic work if you were
 debating automobiles vs. bicyclists?
 It's an arrogant and irresponsible
 response.

Is that the reason a child lost
 his life on the river, because his fa-
 ther could not get their canoe "out
 of the way?"

With thousands of miles of wa-
 terway available in the Delta just
 miles away, why is this small natu-
 ral waterway such a draw?

*Stan Trevena
 Lodi*

Starting dates

Editor:
 Hello! Anyone out there?

I am hoping an authority with
 the Lodi Unified School District Ad-
 ministration Office would explain
 to me the logic in having two start
 dates for the new school year begin-
 ning this week.

My understanding is that Track
 C, for all schools on concept 6, had a
 beginning day on Monday and
 Track B, for all schools on concept 6,
 has today as its start day. Why
 would anyone agree to such a thing?

How much does it cost on a dai-
 ly basis to open and run an entire
 school for one-third of the student
 population? You still have to supply
 transportation on buses, supply
 cafeteria workers, supply office
 staff and administration staff on
 site let alone the waste on gas, elec-
 tric, phone, etc. that is part of any
 business for one-third of the stu-
 dent population.

Wouldn't the money be better
 spent elsewhere: such as new hous-
 ing, salaries or educational materi-
 als and books for the students?

Anyone have a good reason why
 this is happening?

*Sydney Darsie
 Woodbridge*

INITIATIVES

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 ve., Washington, D.C. 20500

20510 or 1700 Montgomery
) or (202) 224-3553
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916) 445-2841

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. State Capitol, Sacramento,
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. Keith Land, Alan Nakanishi,
)

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 n M., Harvey Robins,
 95240

n. CA 95201

na Huerta-De La Cruz, Bob
 o Dr., Gaft, CA 95632

Letters invited

The Lodi News-Sentinel welcomes opinions from its readers.
 Letters must be signed and include the writer's address and phone
 number. No letter longer than 350 words will be accepted. The News-
 Sentinel reserves the right to edit letters. Send letters to Letters to the
 Editor, P.O. Box 1360, Lodi, CA 95241-1360, or e-mail letters to
 letters@lodinews.com

settlements on the West Bank. It is
turn for as many as 3 million Pales-
thians before the establishment of
l, it's about Jerusalem, the holy city
Christianity, a city that Israel re-
find a way to share.

from certain, there's little other
Prime Minister Ehud Barak, Pales-
tinian leader Yasser Arafat and Presi-
Clinton.

Arafat has threatened to unilateral-
ly declare a Palestinian state by Sept.
if no final status agreement is
reached by then. That's an action he
does not want to take because it would
require Israeli withdrawal from the West
Bank, stop any concessions on
Jerusalem, and lead to Israeli annexation
of West Bank settlements. That
decision, and Arafat would wind up with

as well. His coalition government is
vulnerable from the right. Yet he must
win the next week's summit to succeed.
The peace plan and put it before Israeli
agreement with Palestinians first.

Legacy is at stake. Success at Camp
David history as the man who brought
peace from the historic handshake in
1993. Yitzhak Rabin to a final agree-
ment, and violence erupts, then Clin-

some way to share Jerusalem, this
is a fact. Settlements and Pales-
thians are uprooting some settlers
from their land. The right of return can be

an agreement that doesn't include
Jerusalem. It must find an innovative yet sub-
stantial Palestinian governmental presence
in the West Bank, if Arafat can claim that the
city is a capital in Jerusalem, a final

from the San Diego Union-Tribune

REPRESENTATIVES

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Room State Capitol, Sacramento, CA 95814,
(916) 319-2010, or (209) 333-6325, (209) 333-6326

Our Readers Write

Mon 7/10

The real Yosemite

There are no lies, Mr. Sowell,
About Yosemite National Park.

Yosemite doesn't belong to
politicians or environmentalists, it
belongs to the American people!

Nobody wants to restrict the
public from Yosemite, we just
don't want to love it to death. Traf-
fic was a problem, a few years ago,
now with two campgrounds closed,
and 10,000 less people on week-
ends, sure there's no bumper to
bumper traffic.

Mr. Sowell, driving through
Yosemite in a town-car, and stay-
ing a couple of nights at the Lodge,
and looking out the window at the
falls, is not what Yosemite Nation-
al Park is all about.

Put a day pack on with a sand-
wich and a bottle of water. Then
walk a couple of miles, anywhere
you want, away from the village,
and spend the night. You'll soon
find that you don't rule, that you
are part of the environment. How
many working people can afford to
stay at the Ahwahnee Hotel, at
more than 200 dollars a night?

You're storing sour grapes, Mr.
Sowell, just to smell them. You've
got to let them ferment, Mr. Sowell,
then you get the finest tasting
spirits, in the world.

So get yourself a day pack, and
a bottle of fine wine, and walk a
little, you'll see the real glories of
Yosemite.

As for Glacier Point, Mr. Sowell,
parking hasn't been a problem for
10 years. They built a new parking
lot about then. You've got to get
out and walk around. There's Sen-
tinel Dome, and its 300 degree
view. And then there's the Panora-
ma Trail, with the wonderful
views, all the way to Nevada Falls
and the little Yosemite Valley.
You'll know what Yosemite is all
about. Its not artificial hysteria,
you'll find, its peace and harmony.
So forget about political propagan-
da and buy some power bait.

You'll soon find that cleaning
fish, and watching a boy fish, is
what this world is all about.

Buy a fishing pole.

J. Louis Trull
Galt

Safety on the lake

Editor:

Bill Lewellens' letter of June 29
is right on the mark.

In the summer of 1958 our 9-
year-old daughter was learning to
water ski in Lodi Lake and didn't
get up and a boat ran right over
her and severely injured her left
leg.

Thanks to Dr. Clarence Lucky
she is leading a normal life with
only a slight handicap.

Our family has never boated or
water-skied again. I believe Lodi
Lake and the surrounding river
does not have enough area to han-
dle both speed boats and smaller
pleasure craft. A reasonable speed
limit should be enforced for the
users of the lake.

With this in place a great young
man would still be with us.

Chester M. Locke
Lockeford

Fireworks for all

Editor:

I have lived in Lodi all my life
and have my parents, brothers and
sister and their families.

This is our town and Lodi Lake
is our lake. It belongs to us and all
the other residents of Lodi. We are
the taxpayers.

Lodi Lake is too small for every
resident of Lodi to fit in. So, it is
logistically impossible for each
resident to enjoy the festivities in-
side the lake area which are of-
fered on the Fourth of July each
year.

How very unfair that the fire-
works are not completely offered
to all the resident to enjoy. We live
in the Willow Glen area as does
my bother and his family. Every
year, we have a big family barbe-
cue topped off with homemade ice
cream and the fireworks display.

Each year, the quantity of fire-
works that can be seen outside of
Lodi Lake gets smaller and small-
er. There are so many fireworks
that can only be seen if your are
by the lake. We knew that fire-
works were being set off by the
sound of the boom, but they were
not visible to us and the many peo-
ple gathered outside their homes
and lined up in the street.

This is unfair. All the small
children were so disappointed
when they could not see the dis-
play.

I love my town and I love my

lake. I look forward
to fireworks display ever-
year. I shouldn't be punished
because I don't go to the lake to
play. It isn't a matter of
money, it's a matter of simple logic
that can't all fit in.

I hope something
will be done about this so that next
year residents of Lodi and
their families can enjoy
the fireworks display equally.

Bre

Clements appeal

Editor:

On June 27, concern
of Clements took our a
time extension of Oak-
ton vision, SU-90-21, before
Joaquin County Board
of Supervisors.

Mr. Jim Curtis, the
one who filed the appeal, and
our spokesperson, was
the reasons we felt this
division was not app-
ropriate for the rural Clements area.

One of the reasons
brought to the attention
of the supervisors was the in-
terference. As he drank be-
cause of which he had brought
Supervisor Simas lead
Supervisor Sieglock an
remark, "He is probab-
ly nitrates," and they bot-

Mr. Simas did not
to cover his microphone
would not be heard in
a hearing room and Mr.
the supervisor for the
area, found this remark
I was shocked at their
conduct.

Our appeal was de-
clined. The only supervisor to
veto our appeal was
Supervisor Simas who represents the
rural area who comment
is facing the same prob-

Mr. Simas' commen-
tary "We have ours and don't
want one else to have theirs."
It has been an addition that we
cannot maintain our rural atmo-
sphere. It would not have appeale
to the 37 house gated subdivi-
sions. The will almost double the
Clements.

Rober

of river death raises ethical concern

ably, prescription drug or Medicare recipients (a -a-year item). The tax ing through Congress cky: \$248 billion to re-called marriage penal-lion to eliminate the es-lus 0 billion or so in the tax reductions, all ext decade.

l? Roughly \$650 billion. at leave more than \$1 surplus money? Not ex-ter on Budget and Poli-es, a Washington think ntly put together an how much of the sur-ually available for tax-ised to learn that Con-oney. cial Security, Democrats will not reduce benefits y will dip into the \$1.9 into Social Security and g term. to set aside \$400 billion Fund, protecting its rev-trust fund. ies noted that little pro-ent programs. The con-ems to be that defense about the remainder of at these programs will

illion and \$400 billion illi he size of those already appears on its playing the dangerous

Akron Beacon Journal

About that picture

Editor:

We are sure Ms. Pennington, the lady pictured on the front page of the Lodi News-Sentinel on July 11, is a very nice lady.

But we do wonder if the commu-nity would have been better served if the 7 inch by 6 1/4 inch color photo-graph had featured the egg mass rather than the life size image of Ms. Pennington's hair rollers.

If the photographer had cap-tured a picture of the egg mass, and/or insect, to reproduce in life-size, color for the front page of the Lodi News-Sentinel, the citizens of the area would have had an oppor-tunity to learn more about the glassy-winged sharpshooter.

It would appear from the infor-mation in the article that Ms. Pen-nington did not recognize sharp-shooter when she discovered the in-festation in her yard.

A life size, color photograph would have helped to identify the threat in her yard months ago.

*Earl and Vivien Haynes
Acampo*

Editor's note: The News-Sentinel has published various pictures of the dreaded sharpshooter and its egg masses. Mindful of the Haynes' comments, we will do so again as soon as news developments and space allow.

this country.

The court said: " A school dis-trict's policy of allowing such stu-dent led prayers violates the consti-tutionality required separation of government and religion." (quote from Lodi News-Sentinel)

To what constitution was the Supreme Court referring? Certain-ly not the Constitution of the Unit-ed States of America. Nowhere in the U.S. Constitution does it say this.

The First Amendment states: "Congress shall make no law re-specting an establishment of reli-gion, or prohibiting the free exer-cise thereof; or abridging the free-dom of speech, or of the press, or the right of the people peaceably to as-semble, and to petition the govern-ment for redress of grievance."

How does a person's prayer be-fore a football game even resemble "the establishment of religion" as Justice John Paul Stevens stated in his opinion? This decision does, however, "prohibit the free exercis-ing thereof."

No one is required by law or de-creed to join in any prayer by a stu-dent, or anyone else for that matter. This decision does abridge the right of the individual leading such a prayer from exercising his or her freedom of speech, and is directly against the First Amendment.

*Joanne C. Honeywell
Woodbridge*

dinner with my in-laws.

Since this was the time that there was no swimming in the lake, we noticed two or three children swimming on the river side of the lake.

This was sad in itself because they should not have been swim-ming at all. If the lake water was unsafe to swim, so was the river wa-ter, or one would reason.

But what was so appalling that evening was the boats and Jet Skis on the river. Their speed was unbe-lievable. Being so close to shore and around the sharp blinded curves, they came a break-neck speed. The ducks could not even enjoy the wa-ter till the boats stopped running.

Anyone of the children swim-ming that night could have easily ended up a victim of speed on the river.

It may be fun to go fast on your Jet Ski or in your boat, but safety must always be first on your mind when you are driving any machine.

There needs to be some kind of posted speed limit in our 'not so large' water playground. After all, we are not some big lake with thou-sand of square miles of open water ways. Our beautiful lake is just a small lake that should be enjoyed by all in a safe and comfortable manner.

Having to worry about speeding boats and Jet Skis on the nearby river, seeing their speed and hear-ing their speed, does not make the area a nice, peaceful, enjoyable place to relax.

Wake up and see the loss that will continue to happen if some-thing is not done to make the river near our lake a safe place for all.

*Jean Ruby
Lodi*

Limiting free speech

Editor:

The latest decision of "our" illus-trious Supreme Court to forbid stu-dent led prayers in schools is an-other example of the government's desire to eliminate free speech in

Making the river safe

Editor:

The Saturday before Father's Day, we were on the north side of Lodi Lake enjoying a late evening

Africa hit hard by AIDS epidemic

The AIDS epidemic ravaging Africa has gained world-wide attention during the International AIDS Confer-ence in Durban, South Africa.

As grim as the AIDS crisis is, there is another medical catastrophe looming that could be overlooked, a group of African journalists and civic leaders visiting Indianapo-lis warned recently.

Malaria takes as many lives in some African coun-tries as AIDS does. Worldwide, it kills up to 2.7 million people, about 1 million of whom are children under age 5 living south of the Sahara Desert. Victims of war, natu-

ral disaster and poverty are at greatest risk.

The African visitors say the treatment of malaria vic-tims has been undermined by African leaders who steal or horde shipments of quinine and other anti-malarial drugs. And the epidemic has been exacerbated as malaria-carry-ing mosquitoes become more resistant to current vaccines:

Last year, 860,000 primary schoolchildren in sub-Sa-haran Africa lost their teachers to AIDS. Malaria claimed the lives of more than a million. Whether AIDS or malar-ia, children are the losers.

Copley News Service

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...y, it's substance vs. appearance

appeals to smaller and smaller pockets of students

the have-nots felt they weren't get-ting whatever there was to be got-

When the president proposed Caribbean studies, all parties flatly



Our readers write

Dangerous waters

Editor:
 Having worked on the Delta for a number of years, I have watched experienced and inexperienced riders on Jet Skis (or personal watercraft). Slow is not the game plan.
 As riding the highways on a motorcycle is dangerous so is riding the waterways on a motorcycle-like craft. Also, water skiing has the same spirit of adventure attached. A fast boat and fast action.

Enjoyment is thwarted by constant searching for other watercraft. A slow-moving canoe or fishing boat will be in the way of a thrilling ride of any distance.

The proper places for these units are the channel or wide rivers so that they do not interfere with other people's pleasures. They are more easily guided there than on a river, which is lined with homes and bends, making travel very slow and hard to navigate. Wakes prevent people from embarking and debarking boats safely; they wash away the soil from levees, causing constant repair, which is paid for by every taxpayer.

Change comes to all of us, but we must take that change within the purview of the over-all plan. Over the years, it has been Lodi's intention that Lodi Lake be a non-motorized-craft area.

Motorboats were allowed only on July 4 and the days of the Parsons races. The recent rejection of a launch ramp for larger boats has re-enforced that intention.

All this shows is that my effort may be your discomfort and vice versa. We must live and play together and do it with the least amount of danger to anyone.

As mechanical stop signs on streets are awarded to an intersection only after someone has been killed, so let us now say that the sacrifice has been made and this area needs a stop sign for motorized craft (skis and boats) on Lodi Lake.

*Naomi McCallum Carey
Lodi*

Getting in for free

Editor:
 Lately while visiting Lodi Lake Park during the noon hour, I have noticed that a number of U.S. Postal Service trucks come in to the lake for the drivers to have lunch.

I also notice that they do not pay for entering the park, but are passed through the gate at no charge. I asked a park employee about this and was told that they have "E" license plates and don't have to pay to get in.

Why, when these people who make in excess of \$30,000. a year, can they get into the park for free but a single mother of two or three kids can barely afford the gas to take her children to the park, has to pay the full entry into the park to enjoy a picnic lunch?

Is this another "soft perk" that certain government employees get while the general population has to pay their own way?

What makes a postal worker more privileged than a common citizen?

What makes a city councilman more important than the people who elect him?

Who's watching out for the common man?

*Dean Scherer
Lodi*

Vietnam trade pact be

After nearly five years of negotiations, the United States and Vietnam have crafted a trade pact that should improve relations between two longtime adversaries. This presumes congressional approval of the deal, which is anything but certain, given the politi-

Vietnam is the logical extension of granting full diplomatic recognition to the Communist country in 1995. One way to bring about change in Vietnam's command economy is exposing it to the prosperity that flows from free-market principles.

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cluded the suits from Philip Morris, R.J. Reynolds and others. The attention generated by the case stems mostly from the verdict, a sum that one tobacco company lawyer said would bankrupt the industry 10 times over. The overall industry stand to make \$45 billion.

The reality is that it will be many years, if ever, that the first dollar actually moves from the industry into the pockets of the victims or the lawyers in this case. The constitutional issues certain to be raised on appeal are compelling. This case is unique among anti-tobacco suits in being the only one of 26 where a judge approved a class action. Wall Street analysts as well as the industry's lawyers were confident that appellate courts would set aside the verdict; the closing prices on the New York Stock Exchange of tobacco stocks barely hiccuped.

Still, anti-smoking advocates won enormous victories. For the first time, the Rosenblatts brought top tobacco company executives into court and, under duress, admitted to a host of egregious offenses against customers. One publicly apologized to the sick smokers in the room of the late Angie Della Vecchia, a plaintiff who died before her trial concluded.

It is clear that cigarettes caused cancer and they decried past efforts to get youths into taking up the habit. Never again will the tobacco industry be able to return to its old ways of ignoring links between smoking and cancer, or targeting kids or of denying to Congress its awareness of addictive properties.

These suits are blunt weapons for crafting public policy. If the goal is to reduce tobacco use, the solution lies only with government, which has the power to regulate the industry. The next step in the war against tobacco should come from Congress in passing laws giving the Administration the power to treat nicotine as the dangerous drug it is.

This jury had rejected the notion that the plaintiff smokers were responsible for their illness. But the time when smokers could say "I'm sorry" is past. Anyone who followed this trial on the news and yet continues to smoke, has only himself to blame.

- Reprinted from the Miami Herald

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s, however, accuse the making big land grabs use of small communi- the wishes of state of- cal residents. In addi- when he claims monu-

Our readers write

Web 7/25

Shameful closing

Editor:

On July 12, I had to say good-bye to many good friends as the Lodi Memorial Home Care Department closed.

What a shame this had to happen to a department that was so badly needed by so many elderly people in Lodi.

During the quest to "save" Lodi Memorial Hospital, many departments have been closed.

What department is next?

You can't tell me that closing these departments is going to help pay for that brand new million dollar MRI machine the hospital is thinking about buying! Remember, the hospital is in the red.

In the closing of our department, not only were 19 of us left without a job, but our numerous clients were left without hardly a word of warning and only a list of Stockton agencies to call.

I would like to take this time to thank all the clients and their families I got to know over the last eight years. I learned so many things by becoming friends with you. Thank you for the smiles you always had for me and the great stories. I will miss you.

A special thank you to Kathleen Jackson, the one person who could hold together a sometimes crazy office and always see the bright side.

Next time a department has to close, do the hospital administrators think they could have the common decency to wait until the good-bye party is over before they move the furniture out of the office?

I can't think of anything this hospital could have done to make us feel any worse. This was done in very poor taste not to mention how rude it was.

So, in one meeting we were told how great we were doing, and at the next — we're gone

**Roline Rodriguez
Lodi**

Safety on the River

Editor:

The simple enactment of "new" laws, codes and other restrictions will not in itself resolve the issue of increased safety on the river.

The river is used by a wide variety of watercraft: non-powered canoes and kayaks, power boats, patio boats, personal watercraft and, on occasion, floaters (tubes and rafts). The gas engines will vary from as low as 5 horsepower to in excess of 100 horsepower. Some are powered by electric trolling motors.

Ample laws exist which will allow all watercraft operators to enjoy the use of the river in a safe manner, if:

1. The boaters abide by the existing "rules of the road," laws, as prescribed by the California Department of Boating and Waterways.
2. These laws are enforced.
3. The river is cleaned of floating debris and underwater snags.

The existing condition of the river will not allow boaters to navigate the river in what could — and should — be greater safety. The third issue should be addressed and resolved first if the boaters are expected to operate in the safe manner prescribed by the law that should be enforced.

Boating is a lot like driving an automobile. The river is much like the streets of Lodi. If the same standards are applied by the city, the river safety issue could be simplified.

Legislation alone will not provide the primary ingredients needed in the reduction of recreational accidents: (A) Knowledge of the activity, (B) Being aware of the conditions around you, and (C) The use of common sense.

If everyone follows the law we all get along fine and on occasion, as sad as it is, there are accidents, on the street, in the air, in the snow and on the water, it is a fact of the nature of the activity.

If you have an opinion I urge you

to contact any member of the Lodi City Council. Your input is vital as they will soon make major decisions concerning future boating on the river.

**Tim Vallem
Lodi**

Dangers of alcohol

Editor:

A recent news item reported that Lodi youths consume more alcohol than average for people in their age in California.

In the same paper, and in nearly every other issue, are numerous articles about wineries, vineyards and wine tasting — the pride of Lodi.

Illegal drugs are a major problem that end up causing deaths, injuries, crimes, prostitution, etc. Drugs are known to cause major harm to the user, but does that stop those users?

My point: The most dangerous drug is alcohol!

It has caused more deaths, cancer, diseases, injuries, crimes and ruined lives than all the other drugs together. Why, then, is it not classified as a dangerous, addictive drug? Why aren't all alcohol containers required to have a warning label like tobacco products?

The harm caused by tobacco is minimal in comparison to alcohol. Suing tobacco companies is big news — so why aren't those harmed by alcohol in line at the nation's courthouses to sue alcohol producers? Smokers who chose to ignore the warning label do so at their own risk, so why sue?

Prohibiting smoking in bars is a laugh. Both are legal and nobody can dispute which causes the most harm. Isn't that straining at a gnat and swallowing a camel?

It is obvious why Lodi pushes alcoholic beverages. It is also obvious why the young people drink it — availability and acceptance!

Think about it.
**Shirley Cameron
Lodi**

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le attack as GOP gets set to meet

all major candidates y in time and money California and its is- had not been com- nce: 1972, when this orge, McGovern, the



Ohio, Texas and Virginia. Note that California, New York, Texas and Florida — the four largest states — are on that list.

But these states will have only

should voters in South Carolina, Puerto Rico, Guam, Vermont, American Samoa, Rhode Island, the Virgin Islands, West Virginia, Delaware, Wyoming and Idaho have

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"A nut case like Buchanan taking control of MY Reform Party? Imagine that!"

Our readers write

Wed 7/26

Accidents do happen

Editor:

Last year, I purchased a new kayak through the Lodi Lake Kayak Club. Since then, I have had many enjoyable visits to Lodi Lake and the Mokelumne River.

I was kayaking on the river the day of the recent tragedy there. I did recognize the kids involved. They passed me many times on previous occasions. They waved and gave me ample room for safety.

I have never met, nor spoken, to these eight individuals, but I feel that they operated their boat with respect and safety. I just recently found out that charges may be filed against the boat's driver for manslaughter.

I do not fully understand these charges, but I do understand that several people's lives changed drastically that day. My question is why would anyone want to continue the devastation to these lives. Accidents happen every day.

People look out their side car window every day and accidentally rear end other vehicles. These kids were out having fun, and I do not believe they ever intended to hurt anyone.

I was almost hit under similar circumstances, while in my kayak, by another power boater. I was able to whistle loud enough to get the driver's attention and avoid an accident that time. Since then, I have purchased a sonic disposable air horn for my own safety.

My sincere sympathy goes out to

all those involved.

John L. Wega
Lodi

Anyway, city of Lodi: Don't wait too long.

Bill Walsh
Lodi

Control the river

Editor:

We cannot close the river to traffic.

Motorized or not, it's part of our heritage to use the river.

What is needed are traffic cops. We don't need many — just a few to patrol the river and keep the Jet Skis down to 5 mph.

The accident that killed that poor kid was just that, an accident. But it was also just a time bomb waiting to happen.

The kids on that ski boat were just out having fun. They were not thinking that around the curve was this canoe — stationary in the river. Kids don't think about such things. In fact, not many people would.

There you are out on the river having a ball and then you look behind you for a second — and there's that canoe right in front of you.

And bang goes your life.

It has happened before and it will happen again.

We need to get control over the river, but not to cut off access to the many people who use it, or would like to have access to it.

The river must stay open as a tribute to the child, if nothing else. I don't think he would have it any other way. After all, you can't come back, but we can help stop any more accidents. And I think that a speed limit is part of the answer. The river is too narrow for these wave runners to be going at the speed they run at.

River task force

Editor:

The Mokelumne River Task Force meets on Thursday evening, and I will be unable to attend.

However, Tim Vallen's letter on Tuesday raised new concerns about the disastrous consequences of trying to make "everyone Happy."

Tommy Farnsworth's family will never "be happy." Vallen would continue mixed use of the river near town ("100 horse-powered motors to float tubes") by "cleaning the river of floating debris and underwater snags." This, he assures us, "would make the river much like the streets of Lodi," only with boats instead of cars.

Ordinarily, we think of compromise as a good thing — the win-win solution. But compromise also has a dark side, as in "people's safety would be compromised."

Task force members, this is what I say to you: Don't compromise.

Public safety should always take a huge precedence over someone's pleasure in racing down a "water highway."

Mr. Vallen, streets don't have fish, wildlife, riparian forests, and little kids wading in them. The river was not put there to bring you pleasure, but to provide a habitat.

Visit it in a fitting manner, at 5 mph or less.

Kathy Haring
Lodi

Tiger has the heart of a lion

A few short days after the murder of her husband, Lord Darnley,

achieved the "grand slam" — which eluded Arnold Palmer, Sam Snead

or Asian. He is not Caucasian. He is all of these. He is all of us.

By
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Our readers write

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Saying thank you

Editor:

The Farnsworth and Wood fam-
ily wishes to convey our deepest ap-
preciation for all of your heartfelt
prayers, your kind words, expres-
sions of sympathy and all the many,
many gestures of love.

We did not realize the over-
whelming amount of lives Tommy
had touched in his-too brief exist-
ence. Yet, this understanding,
along with your outpouring of sup-
port, has brought us tremendous
comfort during this most difficult
time.

Please continue to pray for us,
and may God keep his arms around
each and every one of you.

We would also like to give spe-
cial thanks to St. Paul's Methodist
Church, Pastor Phil Hall, our Sier-
ra High School family, the Shasta
School Community Club, P.L. Fry
and Son Funeral Home, Pak-N-
Save, Wal-Mart, Valley Community
Counselors and the many, many of
you who have contributed to honor-
ing Tommy's memory in your own
private way.

May he always remain in our
hearts.

*The Farnsworth
and Wood family
Manteca*

No real solutions

Editor

As a 52-year-old native Lodian, I
am living in the house my parents

had built in 1945 across the street
from Lodi Lake.

I have had the experience of
both driving a boat pulling a skier
and skiing itself. Once you learn
how, the skiing is easy, you can
avoid obstacles easily, swerving
away.

But I have seen another begin-
ner not knowing how to swerve, run
smack into one of the overhanging
oaks lining the river as the boat
went around a bend. Fortunately
for all of us involved, it is a memory
to laugh at as there were no in-
juries.

Driving the boat is a different
story. There is a lag, a big one, be-
tween the time of turning and the
actual turn. You learn to compen-
sate. You realize quickly that you
don't take your eyes off the front at
all. That is why a third person has
to be in the boat to watch the skier.

Not only do you have to negoti-
ate a turn, hugging your side in
case there is another boat coming
the opposite direction, you have to
watch for submerged trees, canoes,
paddle boarders, swimmers, dogs,
and water fowl.

I have floated down the river on
inner tubes. I have also paddled a
canoe, a row boat and a rubber raft.
I have swum across the river. I have
thrown sticks for my dogs to re-
trieve. All the time, I am aware that
there is the chance of a collision
with a power boat. All the time, I
am moving defensively.

The accident that happened was
absolutely tragic. Both parties
made errors. I saw the young man

on TV. He looked devastated. I
father, in addition to his injuri
has to deal with his grief.

There is no "solution" for t
event. It is done. Charging anyo
with manslaughter is not a so
tion. Neither is banning fast bo
just because of this tragedy.

Common sense will preve
events such as these. Hopefully t
insurance companies will pay
the hospital bills. Leave it al
now. Let time heal.

*Catherine E. Meli
Lo*

Pow Wow lessons

Editor:

I went to the Pow Wow in t
Park at Lodi Lake. It was about t
Pnaci people. When Columbus
rived at the New World he call
the Pnaci "Indians," but they l
being called their own name.

These are some of the parts E
ally enjoyed: I enjoyed the dru
They had one drum, but they sa
that they will have more next tir

I liked that they let all the p
ple watch instead of just watch
themselves.

At the Pow Wow in the Park, y
can learn about Pnaci clothi
what they ate, how they travel
and how fast women can put up a
take down teepees.

I hope that you and your fam
go to the next Pow Wow.

*Kelsey Eva
Age
Woodbria*

Another tragedy in the skies

There is no reason to believe
that wing cracks reported earlier
this week in some British Airways
Concorde aircraft were related to
Tuesday's crash near Paris of an Air
France Concorde, but British Air-
ways officials were right nonethe-
less to cancel Concorde flights be-
tween London and New York.

A tragedy of this magnitude —
in which at least 113 people were
killed — should give everyone
pause.

The Concorde was not the Ti-
tanic of our age, but it did have the
reputation of being the safest big
plane in the air. In 31 years of fly-
ing, no Concordes had gone down.

The closest call occurred in 1979,
when a bad landing blew out a
plane's tires.

Some minor problems seemed to
crop up this year. On Jan. 29, one of
four engines on a Concorde shut
down as the plane approached
Heathrow airport outside London; a
day later, another of the supersonic
jets made an emergency landing
when an alarm warned of a fire in a
rear cargo hold. Fortunately, it was
a false alarm. And then there were
the wing cracks reported Monday.

Early reports of the crash in
France appeared to indicate an en-
gine problem: Witnesses reported
that they first saw smoke trailing

from an engine and then an engi
on fire before the plane — unable
gain altitude — slammed into a
tel in Gonesse.

Beyond that, relatively little
known about the cause of the cra-
. Obviously, officials will do all th
can to determine the facts, but un-
more of those are available, t
most the rest of us can do is exte
our deepest sympathies to the fa-
ilies of the victims — the great m-
jority of whom were on their way
a vacation cruise — and recogn-
that "safe" is always a relat-
term.

— Reprinted from the Milwau-
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ck, Keith Land, Alan Nakanishi,
240

and political process. It is that a skate park is an attempt to pull kids away from and sexual temptation. It is a program will be enhanced par... tonight's meeting. pu... restricting skate... the red stripe across the way, Dude"? Maybe those re attitude. ay."

Lodi News-Sentinel

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Safety on the river

Editor:
I believe the Mokelumne River Task Force should take action now and ask the San Joaquin County Board of Supervisors to go along with a common sense solution to the usage of the river.

The solution is this: Have alternate days for Lodi Lake and the river.

For example, all motorized watercraft would be allowed on Wednesdays, Friday and Sunday. Motorized craft would be restricted to Tuesdays, Thursdays and Saturdays. This would be a quiet time to allow canoes, kayaks, float-tubers, river rafting, fishing, swimming, etc., without the fear of being capsized, run over, river rage, or being crippled or killed.

On Mondays, just to keep things even, no activity on the river.

Initiate the plan as a temporary solution until all interests have been heard.

I am a Lodi native and as a teenager did my share of exploring the Mokelumne from Clements bridge to Lodi Lake with friends in a canoe. Later, with my family, canoeing on Lodi Lake and the river on a moonlit night was priceless.

Like the old saying goes: "Different strokes for different folks." That's why I feel designating days for specific uses will go a long way in creating harmony, safety, and less work for law enforcement.

Why can't the U.S. Coast Guard be invited to do a safety study on Mokelumne River and use its guide lines to formulate a plan?

Also consult the state Department of Fish and Game as to the impact certain watercraft has on our salmon and steelhead fisheries. Then there is the erosion of our levee system.

In the Delta there are "no wake zones" to prevent erosion. We need these zones from Lodi Lake to the Highway 99 bridge.

Finally, remember Tommy Farnsworth and his dad. That's why I feel there is an urgency here. Let's

not wait almost two years like we did after Lodi police officer Rick Cromwell was killed to put up an inexpensive "No Left Hand Turn" sign on Kettleman Lane. I say get a sign up to remember Tommy. All boaters should know this spot.

Ed Stritzel
Lodi

Need for safety

Editor:
I went to the first meeting of the committee studying ways to make the river safer. There is only one way to accomplish this: Ban motorboats over 10 HP and all personal watercraft.

Lake Tahoe has banned personal watercraft because they cause too much pollution. Our river is much smaller than Lake Tahoe.

On Sunday, June 25, a boy and his father were enjoying a quiet afternoon fishing from their canoe. This peaceful outing was shattered when a boatload of teen-agers plowed into them. Some people are suggesting the father-son duo may have been to blame and the teens should not be charged. Had those in the boat been senior citizens, they would have been charged immediately.

We cannot wait until there is another tragic accident or there is no more river and wilderness area left to correct this problem.

We, the people of Lodi, must let those making the decisions know how we feel. The task force has asked that people contact it with their concerns and suggestions for making this area safe for all people, animals and the Lodi Lake Park. If you have any feelings about this matter, please call Stephen Mann, 334-5943 or Jack Sieglock, 368-6521. They will contact the task force.

I want you to know that I do not like to write letters. I am an older citizen and will not be here when the lake is destroyed, if the current trend continues. I have nothing to gain by working to make the river safer so that everyone can enjoy it.

I do not envy the seven people on the committee. I will be praying that their decisions concerning the river so that it will be there many years to come.

Vi Rig
L

Many, many thanks

Editor:
Thank you! Thank you! Thank you!

As a Girl Scout, I am trained always "be prepared."

But there are times in our lives when you're never prepared for words it takes to say to someone who has come into your life to help make it complete.

Thanks to the leaders who helped by giving their time on a fantastic twilight camp.

Thanks to the Girl Scouts themselves who, when you look into their smiling faces after they have completed a project to their abilities come up to you each night after all over to give you a tight hug. The women have brought joy and a future time in a few days of their lives.

These young Girl Scouts have learned to work together to make Native-American crafts, learn how to cook frybread and cowboy chowder soup. Girls learned how to prepare a flag to be honored before and after each day, learned songs how to prepare a skit from off the top of their heads and performed. I'm a proud leader dedicated to see future leaders grow.

I would like very much to thank all our unit leaders, program aides and program women - your time was well appreciated.

Now to the women who were in the right arms: Cindy Hodson, Cindy Hill, Chris Gray, Pat Drocein, Judi Pegg, Carla Fletcher, Norma Deverenzi. Without the wheel you all put into place, this camp wouldn't have happened. Each one of you have given of yourselves to help me.

Again thank you all.
Debbe McKenzie
Lodi

1 stereotypes makes us all losers

thei clamations of in- with grace, but often won- they would find my talents sing. ose of you have never met hat most might call petite ine and I'm mostly quiet- n also a blonde. That com-



women as possible. The authors felt that women, on the other hand, are emotional and directed to act by their feelings and hormones. They stated that a woman's inability to park a car or read a map is related to an estrogen-affected spatial deficit. Can-

- Fat people are lazy.
- Old people are feeble.
- Young people are up to no good.
- Young, thin women are sexy.
- Rich people have no worries
- poor people have no desire to ge ahead

fore campaign. Many insiders faltering Gore effort more adges than any of the others on st, which included three sena- the House minority leader a small-state governor.

hat Lieberman obviously s to Democratic ticket are allenged dedication to core as and principles, a centrist g record during his 12 years e Senate and the ability to a across party lines to accom- political goals.

Lieberman came to national at- ominent Democrat to condemn tern Monica Lewinsky. Lieber- Clinton since 1970, when Clin- ned for Lieberman's state sen-

Gore's chief liabilities, his asso- ns view negatively for his per- t Gore needs help. A USA showed Gore 17 points behind

Lieberman is the effect his religion 000. In 1946, when Gallup polls vard Jewish politicians, only 46 wise qualified person for presi- year, 92 percent of Americans te.

ork, Connecticut, Michigan and oin and Alan Greenspan have asury Department and the Fed-

vig s debate about religious ositive. John Kennedy proved in ti-Catholicism. Perhaps now the

st some of the concerns about ore-Lieberman ticket reduces s. It may be possible that the de- ocus on the issues facing Ameri- at add nothing to the political de- zens.

m the San Diego Union-Tribune.

Our readers write

Water table solution

Editor:

Who would have imagined 50 years ago that in the year 2000 we would be paying about a dollar for a bottle of water?

Also, we didn't expect our local water table to drop so drastically thus making it necessary for some people to drill deeper wells.

A partial solution to our dilemma would be for governing agencies to adopt ordinances regarding new and repaired paving. All flat paving could have a restriction that a certain percentage be webbed paving blocks so that some of the rain water could percolate back down to the water table.

A program such as this would assist any other efforts already in use to rejuvenate our precious ground water supply.

Hugh Metcalf
Lodi

Mann a hypocrite

Editor:

"Hypocrite — one who pretends to be pious, etc. without really being so."

This definition jumps to mind when I read the recent letter from Mayor Mann concerning the public- ity stemming from city spending. In his letter, Mr. Mann speaks of the spending he "felt for a long time was extravagant and excessive." He points out how he is now trying to rein in such expenses, but that he has been only partially successful.

What he doesn't point out is that he has been on the council for eight years and is in his second term as mayor. Why is it only now that we hear about his "concern." This questionable spending has been going on during all his time in office.

Perhaps it is because he got caught with his hand in the cookie jar over tuition reimbursement. He will claim that he did the "right thing" by paying back the \$5,000. The fact is repayment was far from his first choice. He made that "gesture" only after people began writing to the press calling for his resignation or recall.

The only responsible comment in his letter was: "What we can now do is admit our mistakes and take steps to insure these things don't happen again." The best way to in-

sure that this advise is heeded is by voting this phony out of office in November.

Lodi needs council members with integrity — not hypocrites like Steve Mann.

Dennis Haugan
Lodi

Safety on the river

Editor:

I have been reading the various ideas concerning the motorboats and personal watercraft on the Mokelumne River. Also the closing of Lodi Lake due to bacteria count being so high.

Why doesn't the city remember that in years past Lodi Lake was opened in the evening to power boats. This served as an aeration of the water and there was no bacteria count problem. However, the banks of the river are very corroded and speed boats causing wakes does not help the situation.

As for the river, it can be safe and sane. A pilot of a boat should be a licensed driver as is required to operate an automobile. They must also know the rules of the water- ways and the understanding of boat safety.

I recently took the cruise on the river which is operated by the city of Lodi and was shown the spot of the recent accident. This was at the widest part of the river. An operator who was looking forward and de- pending on his spotter would have seen the canoe in ample time to maneuver around it.

We used to ski on the river when our children were young. In the winter time, when the water was out of the lake, we would clear the river bottom of debris so that we did not have the rubbish and snags that are prevalent in the river now.

Open up the lake on designated evenings for boats and water ski- ing. This will help aerate the water and will give boaters ample room to maneuver. We used to have a ski jump in the lake and this was a challenge to the skiers. The swim- ming area is off limits to such boats and should be marked by floating logs as in the days past. We also used to have a platform at the line of logs that swimmers would swim out to and rest on.

Instead of pointing fingers and taking away the fun of the young people we must make a plan that

will benefit all.

Aug 9, 2000 Doris Ma
L

GOP's stealth tacti

Editor:

The Republican Party is u the stealth approach to get po However, don't be fooled.

This GOP is the same old gressive party on most issues. T just tucked their extreme away for the window-dresses vention. While the podium refle ethnic and diverse viewpoints, of the GOP delegates revealed : than 80 percent to be conserva white males.

If elected they will enact conservative agenda. That is religious right's agenda w seeks to keep women in sub- tion, stop sex education, pro school vouchers and rein school prayer. A major object: to destroy abortion rights by pointing Supreme Court ju- who will overturn Roe vs Wa one vote change on the Sup Court could do that.

Look at what Bush and his associates think and do. Bush' ning mate, Mr. Cheney, as a gressman voted "anti-choice" of 27 times, according to th tional Abortion Rights League.

Dr. William Reynolds Arch Bush's appointee for commis of the Texas Department of H made this statement, "We h have men who are responsi their women ... letting wome: contraception gives them too power."

Mr. Marvin Olasky, a close- policy adviser, said, "God's says very plainly that an elde be a man." Gov. Bush declare uary 1998 to be "A month of to end abortion." This is a vatism that seems to be bc compassionate and archaic "Mr. Conservative," the lat Barry Goldwater, was pro and seems progressive too. rent GOP standards.

If you are pro-choice, fo: rights, for separation of chur state, for pragmatic proble: ing, why would you vote P can?

Lee
Si

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Questions for the Republican operative

his soaring oratory with d into nearly wild deep-

his nation and the world, ing interests, and the toil- or a gold standard by say- row of labor this crown of oss d."

nominee for president, 3 and the words he spoke d" speech.

gn train with a presiden- e Lodi Station. This time, age the "Tone Tour" express epublican Party nominee ge W. Bush of Texas.

ke his Democratic coun- of so many yesteryears, ke to the large and enthu- semblage of supporters on themes of returning the o the people and morality ernment in Washington.

despite the passage of n a century and the turn- pages of the calendar in- millennium, both of these d themes in common.

ney also found one other common: The enthusiasm Lodi.

ys by Bush, Lodi provided ty was decked out in tones shed depot and downtown spectacle.

ent e greetings by Lo- h s. -town hospitality, t despite the community's

ed date of a campaign vis- n both cases, the people of attending the rallies and vital part in the political

to make democracy work. nportant thing to remem-

- The Lodi News-Sentinel

Our readers write

Meaningful columns

Editor:
Thank you so very much for running Dr. Dobson's question and answer column. I knew Dr. Dobson long before he established Focus on the Family.

I've tried to read all of his books down through the years and apply his principles in raising our children. I've gotten many of his books for our seven.

The family has become very prominent in his writings and the direction is ever more needed. "When will people know that people need the Lord?"

We never fail to read Thomas Sowell and Dave Barry often makes the "pain of the day" much lighter - thanks!

Mistakes have been made - don't we all? Maybe we need to move on and dwell more on the good things that this community and those in charge have for all of us! We need to correct mistakes and by paying back the \$5,000.

Steve Mann is to be commended. Having been an educator for many years, I am pleased to see people try to improve their education and was amazed at how many of the bills listed by the administration were for classes taken.

Having been part of the larger Los Angeles area for over 35 years, we are happy to live in a "cool, calm and collected" - most of the time - little city where people are neighborly and

kind. We know so many in our area as we take our 2 mile walk every morning! Lodi has much to offer.

*Alvina Marrs
Lodi*
Aug 11
River safety needed

It looks like I'm a day or two late on this input opportunity after seeing the article in the paper. My comments revolve around having survived the parenting project of two daughters in the late 1970s.

We reside in the Willow Glen neighborhood, near the Mokelumne River.

We have always been boat owners, and I consider myself more safety conscious than the average person. Due to the nature of the winding river pattern north of Lodi, we took a very firm stand with our daughters' approval for water skiing on the river.

In the 1970s, wakeboarding and personal watercraft did not exist. Water skiing was the only high speed activity going on. Our posture was that our daughters would not be allowed to water ski on the river on the north side of Lodi, because it was simply too dangerous.

With the extensive number of very "tight" and "blind" turns in the river, there is just no realistic way to react safely to an oncoming watercraft or skier when in the midst of one of the many turns in the river. We owned a ski boat at that time and we water skied at Lake Camanche, New

Hogan Reservoir, and in the Delta near King Island as members of the Lodi Boat and Ski Club.

We look back now and are pleased that our daughters have survived that era of teen-age peer pressure involving many friends water skiing on the river.

It has become increasing clear that high speeds on the river are just inappropriate from a safety perspective. I have voted on the LodiNews.com website reader poll that 5 mph speed limit is the solution to improving safety on the river. Other approaches, such as limiting boats to 10 horsepower is not really workable because very small/light boats can be driven very fast (20 - 30 mph) with only 10 hp (I've done just that with 10 hp).

*Jim and Betty Mae Locke
Lodi*

Letters invited

The Lodi News-Sentinel welcomes opinions from its readers. Letters must be signed and include the writer's address and phone number. No letter longer than 350 words will be accepted. The News-Sentinel reserves the right to edit letters. Send letters to Letters to the Editor, P.O. Box 1360, Lodi, CA 95241-1360, or e-mail letters to letters@lodinews.com

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OF TP...TEES
151 F Ave., Stockton.

Keith Land, Alan Nakanishi,

A lot riding on safe tires

In referring to Bridgestone Corp.'s recall of 6.5 million tires used on sport utility vehicles and light trucks, a company official said, "We're certainly glad that it's going to be happening, and that it will be happening quickly."

We're glad he's glad, but we can't help wonder why it didn't happen a little more quickly for U.S. consumers.

For at least a year, Ford Motor Co. has been replacing some Firestone tires free on vehicles sold in Venezuela, Ecuador, Thailand, Malaysia, Colombia and Saudi Arabia. Ford said it switched the tires as a "customer satisfaction issue."

Why didn't it occur to anyone at Ford or Firestone that the same model tire might have problems in the United States?

Why was customer satisfaction an issue in Saudi Arabia but not in the United States? If heat was causing some tires to fall apart in those countries - as is suspected - wouldn't it have made sense to

start looking at tire-related accidents in at least Southern U.S. states?

But, Ford resisted replacing tires in the United States, saying the matter was under investigation. While it was resisting, people may have died.

The National Highway Traffic Safety Administration has received 270 complaints about the tires, including reports of 46 deaths and 80 injuries.

The Feds are still investigating, and officials at Ford and Firestone have insisted that the tires are safe.

Furthermore, other companies say they have received no complaints about the tires. And while 270 complaints is a lot, the fact is that 14 million tires were sold, and 6.5 million are still on the road.

Still, if safety really does come first and quality is job one, wouldn't it have made sense to play it safe and issue this recall a year ago?

- Reprinted from the Milwaukee Journal Sentinel.

Hollywood with the star treatment

Our readers write

Monday Aug 14

A memorable event

Editor:

Thursday reminded me of how proud I am to be part of this community.

Thousands of people gathered to greet Gov. George Bush for his whistle-stop.

We stood for hours in the heat and, although it was crowded and quite uncomfortable, people were friendly and kind to one another while celebrating our privilege to live in America.

Several leaders in our community provided the care and assistance that makes our community a wonderful place to live.

Assemblyman Anthony Pescetti assisted an elderly woman who was suffering from heat by locating a chair for her. He also helped shift the crowd after Gov. Bush arrived so that the view was not blocked.

Lodi Police Chief Jerry Adams found bottles of cold water to give to several elderly people in the crowd who were in need.

Thank you to the many people who worked so hard to put this event together on such short notice.

It was truly a memorable occasion.

Allison Gerrity
Galt

tow company displayed.

I spoke with Officer Travino and told him about the items missing and how I felt about it. He was very understanding and compassionate.

I still felt at a loss. There was really nothing I could do and didn't know who took the items. Travino suggested I have my car put inside to avoid further theft. He took the time to talk to the tow company to let them know he knew about the theft.

Travino went a step further and notified Officer Lee Patterson. I received a call from Patterson and told him my story. He also was very understanding and compassionate.

These officers may have been doing their job, but they showed me that they are two outstanding people and whom I appreciate greatly.

I want to take the opportunity to thank and let everyone know that yes someone can make a difference and these two officers did make all the difference to me, a lifetime of difference. I will always hold them both in very high regards. Officers Patterson and Travino are outstanding individuals and should be recognized for their effort and commitment to our community.

Kecia Henton
Lodi

your fellow residents to limit all motorized boats for the river.

People should used the river for safe recreation and to enjoy the natural beauty it provides. By restricting the rest of the river we would persevere the natural beauty, increase safety and reduce bank erosion, which is a benefit to boaters and non-boaters alike.

Gordon Sprague
Lodi

Blasts Bush's record

Editor:

A good indication of prosperous times are the Help Wanted ads in the local newspapers. Take a minute and check out the ads in the News-Sentinel and other newspapers. You will be astounded at the number of openings for jobs.

Another indication of good times is the number of new cars you see around town and the number of cars available for sale on dealers' lots and showrooms.

Have you priced a new car lately?

You wouldn't know we were having good times if you watched the GOP convention. They are still campaigning against Bill Clinton and his moral shortcomings. They are trying to associate Al Gore with whatever President Clinton stupidly did in his private life. It won't work because Gore has a record of helping lead our nation to the longest period of prosperity in our history.

Here's where Texas is after five years of Gov. Bush:

- Percentage of children without health insurance - 1st.
- Spending on teacher's salaries - 50th.
- Per-capita funding for public health - 48th.
- Child support collections - 42nd.
- Percentage of population living in poverty - 5th.
- Executions - one person put to death every two weeks.

That's compassionate conservatism? He can speak all the Spanish he wants but the way his party treated Hispanics and African Americans will not be forgotten.

Angelo P. Bocchi
Lodi

Officers are praised

Editor:

I wanted to bring attention to what a fine police force we have.

It all started one morning: My husband was hit by another driver on his way to work.

The police dispatched a local tow company to tow away my car and to have it held at the impound yard until the insurance company would decide whether to fix or to total it.

I went to see the damage the car had received the day of the accident and to take pictures. Over the next couple of weeks, I returned to recover my belongings. One Friday afternoon, I made my final trip and noticed items were missing. I brought it to the attention of the employee of the tow company and was told that thefts happen often.

I decided to notify the police of the situation, how violated I felt about my car and the disregard the

Dangers on the river

Editor:

Changes to the uses of the Mokelumne River are a long time in coming.

I have canoed many times from the dam at Lake Camanche to Lodi Lake. The trip is a relaxing and a beautiful experience until you reach the Rivergate area where your trip becomes one of caution and worry. The river is just too tight for speed boats and slower crafts to coexist without increased discomfort to all.

My suggestion would be to limit the speed of motorized boats to 5 mph from the dam in Woodbridge to about the Rivergate community area. From there, motorized boats would not be allowed up to the dam at Lake Camanche.

Because of the limited access most people have to the river, it would create a hardship for some of

his sister Bay told the nation based on social conservatism, economic nationalists, and those determined to sharply reduce legal im-

ould happen? The \$12.5 million in money represents America in the college of political building. What they're at least twofold: a party takes nation-roots efforts, by thoughtful-minded local party ac-

ence of a political vision charisma in a leader. He in his calls for cam-panions who have almost man - beyond the wishes and Democrats. Lisa Disch put it, "This is infrastructure from the candidate."

The Reform Party after airers started out back-ward with personality who speaks of culture mist who knew he'd go

d now they're split. The Reform Party has de-veloped a presidential candi-date and party mod-

neapolis Star Tribune.

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Capitol,
(240, (916) 319-2010,

E. Weber Ave.,

STEE
ific A ockton.

are classified as 'infrastructure'

...prompted Mexicans to
the harsh desert of Arizona
or the United States. More
Mexicans — a record high
already died this year of
heat and dehydration. And
... those premises the ill-
... find themselves,
en complaining about propa-
ganda and other problems.

United States could, of
respond by replacing the
wire with a 2,000-mile for-
all along its Mexican bor-
der, as long as the wage
between the two countries re-
mains what it is (agricultural
make 30 times more in the
border unbreachable.

turning away hard-work-
ers would be to make it easier for
them by giving them two-

technical workers to enter
the country and other manual la-
borers — two existing programs —
that Mexicans prefer to put
under a federal bureaucrats to

the number of Mexicans
in the U.S. As Mexico's living stan-
dard goes home — if they
without jeopardizing their

foreign workers take away
their jobs has been enjoy-
able despite — but because

contributions of immi-
grants to take Fox's suggestion

border crossings into the

from *The Detroit News*.

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ite C Sacramento,
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Family says thanks

Editor:

The family of Lance Cpl. Jimmie
D. Cintron would like to thank all
the friends and family that attend-
ed the ceremony rededicating a tree
and plaque in the memory of our
son, Jimmie Cintron.

A special thank you to Mr. Bill
Pirtle and Mr. Don Womble for their
dedication in making this all possi-
ble.

We thank Mr. Vern Weigum for
the donation of the tree and Mr.
Don Webster for presenting it. We
also thank Mr. Bill Leverton for the
plaque and Dr. Tom McKenzie for
his kind words.

We also thank Rev. Dotson for
his kind words and prayers, the
United States Marine Corps color
guard and military personnel who
gave up part of their weekend to
participate in the ceremony.

And also the Lodi News-Sentinel
for the beautiful article written and
published in the paper.

We will always remember the
kindness with our sincere thanks
and love.

*The Kackley family
Acampo*

Building on the lake

Editor:

The city of Lodi has in mind to
construct two large adjoining pic-
nic shelters on Lodi Lake.

The original "Bigler Plan" pro-
vided for a picnic shelter with a
"view of the lake and marshlands"
from the westside berm. The cur-
rent revised plan before the City
Council mysteriously surfaced
with the location of the shelters to
be built on the water. Along with a
proposed tunnel connection, this
represents a major change that as
yet has had little public input.

Thus the city has gone from the
"Bigler Plan," with no building on
the lake, to the "Bigler-Dauber
Plan" with extensive construction
on the water.

One Friends of Lodi Lake's ob-
jective has consistently been to re-
lieve the non-blending activities
from the Lodi Lake environment
while preventing further urban-
ization. In particular — visually
— buildings in the lake (or on the
lake side) obstruct one's view.
There is ample room for that on
the other side of the western
berm.

Lodi Lake is an unique park.
What is it that people go to see
and feel there? The peace and
beauty of the natural surround-
ings!

*Robert Raingruber
President
Friends of Lodi Lake
Lodi*

Blasts plans for lake

Editor:

We couldn't believe our eyes
with the story in the Aug. 16 news-
paper on the Parks and Recreation
Department's planned develop-
ment at the southwest corner of
Lodi Lake.

The headline read: "Park at Lo-
di Lake may grow" while the sto-
ry related how "proposed construc-
tion for the parcel includes a am-
phitheater" and would include "a
boat launch area for access to the
Mokelumne River, and a parking
lot for the cars and trailers."

The article also mentioned that
the funding would come from fed-
eral, state and private sources.
This whole issue was hashed over
two years ago, and so many nega-
tive citizen comments were made
that the issue was stopped.

In addition, "free" funding al-
ways comes with strings attached
which allows the federal and
state governments to mandate
conditions that may — or may not
— be in our (the citizens of Lodi)
best interest.

We, the citizens of Lodi, also
have another significant problem
and that is the number of boats,
the speed of the boats and the
number of other jet-powered wa-
tercraft that are being driven on
this very narrow, full of sand bar
areas, blind curved, snag infested,
meandering, scenic, peaceful river.

Some of the drivers are skilled
and cautious, but many are too
young, inexperienced, reckless, or
simply not aware of the dangers of

the area.

After the recent tragic death
of an 11-year-old boy and the inju-
ry of his father, the county has a
pointed a task force to try to con-
come up with a "middle of the road" po-
licy that all can live with. We fe-
el that before any additional publ-
ic boat launching facilities are cor-
sidered that the Parks and Recre-
ation Department proposal be pu-
t on hold until the citizens of Lodi
have an opportunity to voice their
opinion.

*Carol and Phil Mullen
Lodi*

Part-timers left out

Editor:

Congratulations to the city em-
ployees for being the recipients of
a most generous and well deserved
wage increase on top of the July
cost-of-living adjustments.

It is a shame, however, that the
City Council has overlooked a very
important segment of city work-
ers, namely part-time employees.
They do the same job as the full-
time employees, but without any
benefits or the regular wage in-
creases.

Why is it, Lodi City Council
members, that you ignore your
valuable part-time employees by
deeming them not worthy of the
same consideration as the full-
time employees? I feel this issue
needs to be addressed and recti-
fied.

*Ken Libhart
Lodi*

A cowardly act

Editor:

Had the cowardly young male
purse-snatcher out at Raley's asked
for the small amount of cash he net-
ted, he would be considered a beg-
gar instead of a thief.

*Sophie Pruden
Lodi*

Aug 22, 1992

Letters invited

The Lodi News-Sentinel welcomes opinions from its readers.
Letters must be signed and include the writer's address and phone
number. No letter longer than 350 words will be accepted. The News-
Sentinel reserves the right to edit letters. Send letters to Letters to the
Editor, P.O. Box 1360, Lodi, CA 95241-1360, or e-mail letters to
letters@lodinews.com

clean air case vital to California

vote for passage belied the relentless effort it took to overcome the reluctance of many lawmakers to fund new federal programs that are now small or worthy. Election year considerations will prevail over the top.

is ready to sign the bill.
ction year ultimately the bill over the top.

”

The hard-fought victory deserves the kind of public celebration special to Rose Garden signings. But The New York Times says President Bill Clinton will sign the bill in private, partly to avoid the embarrassment of inviting Lazio — Hillary Clinton's opponent in the New York Senate race.

It is an unthinkable insult, during Breast Cancer Awareness Month, to rob this event of atten-

tion. Breast cancer, awareness is not just a catch word. It is a death. Early treatment is the only cure.

The program, authorized in 1990, soon floundered for lack of funding options once uninsured women were diagnosed. Low-income women fell in the gap of earning too little to be able to pay not enough to buy insurance or pay thousands of dollars for out-of-pocket costs.

If funding options are available, the CDC program must be given priority. When the bill was introduced, fewer than 20 people were reportedly working behind the scenes to push the bill through.

Clinton should demonstrate that she can work in a bipartisan effort to get it done.

Clinton should work done and can give credit where credit is due.

Clinton's signing of confidence to sign here is an area of concern. Lazio at the White House for his leadership. The Clintons could put voters' lives above political ambitions.

— Reprinted from the St. Louis Post-Dispatch.

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Our readers write

10/26

River task force

Editor:

Tuesday night I listened to the final public hearing of the task force that has created recommendations concerning the usage of the Mokelumne River in our local area.

I commend the task force for attempting to agree on a compromise that will make Lodi citizens happy.

During the meeting there were many instances in which the word "balance" came forth, representing the idea to balance everyone's desires.

One citizen arguing in favor of power boat usage, stated the numbers of boats on the river during the weekends of this past month, issued by the Sheriff's department. The point was that it was a very small number, and that it isn't causing a big problem.

There is certainly debates about the problems caused. However, if the task force is seeking a balance, I suggest that it consider the ratio of people using the Lodi Lake area for power boats vs. the people retreating to the lake for other reasons.

While the number of boats was well under 50 during the weekends of this past month, the number of walkers, joggers, picnickers, etc., during the same time probably reached closer to 500. In order to reach a balance this needs to be taken into account.

Michael Coughlin
 Lodi

Innocence lost

Editor:

Saturday night, Lodi was stripped of its innocence. We have now joined the ranks of the big cities and San Joaquin County politics. Over twenty of City Council candidate Emily Howard's signs were defaced by someone feeling threatened by her candidacy. Earlier in the City Council campaign, candidate Bob Johnson's yard signs were removed from citizen's lawns around town.

These acts are not the malicious mischief of unruly teens, but the premeditated acts of a desperate person. In the desire to guarantee one candidate's voice is heard, someone has made the decision to silence the voices of others. Hopefully, this is not a foreshadowing of events to come. Everyone in Lodi should be outraged at an attack on any individual willing to take a courageous step forward to fill a leadership position in the city.

I have forwarded my concerns to

the Lodi police chief in hopes the coward perpetuating these deeds can be caught and held accountable.

Susan Hitchcock
 Lodi City Council

Stealing the signs

Editor:

I am appalled that someone has taken it upon themselves to damage the political signs of Emily Howard.

I don't care if you are a Republican or a Democrat, this is not the way to conduct yourself and, obviously, you are a very immature, insecure individual who is afraid your candidate is going to lose to Emily.

Maybe we should think about that in retrospect. If someone is this motivated to try to keep her from winning, there must be more to the story. Possibly it makes sense to have Emily as our new voice on the Lodi City Council.

Hersha Turner
 Lodi

More on the signs

Editor:

On Sunday morning I was driving around Lodi and I noticed something that absolutely appalled me. Some worthless, cowardly imbecile had defaced many of the billboards advertising Emily Howard for City Council.

What kind of a moron would perform such an act?

If this person, (and I use that term rather loosely) has an opinion, why don't they have the courage and integrity to express it openly.

Don't worry this foolish act of vandalism won't discourage Emily's run for council. I'm sure she will pursue her goal of sitting on the Council with even more determination than before.

I wish Emily the very best of luck in her run for council. I know she will be an asset to the city of Lodi.

G.A. Spinner
 Lodi

Abortion rights

Editor:

In the Oct. 18 issue of the News-Sentinel, Jerry Kirsten's letter regarding a woman's right to choose and the avoidance of any discussion of the matter by either Gov. Bush or Vice President Gore was brilliantly written.

With doctors and staff who work at abortion clinics having to wear bul-

let proof in the public square, surely it

two candi

There and other life and C the matte

stead of r one under et, tax br projected s be put on our count the day aft cause ever

The imp are tremen lions of dol Falwell, Pa son, Gary Christian payback ar turn of the

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shackles of as it may s government can and can

I wonder of the Chris to have Un they can and ies.

Let's not days of uni women seek Be sure to on Nov. 7.

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The Loc welcomes readers. Let signed and address ar No letter lo words will News-Sent right to edit letters to L. P.O. Box 10 95241-1360 to letters@

size out because others will spiral upward. This hasn't seen much in the competition in the recent

ts are these: Only three t 189 post-season games ast five years have been ams with payrolls in the alf of the league. Two-the 30 big league teams oney this year, according ne of them won't be the Yankees, which won a ght World Series with an yroll of \$114 million and of \$190 million, both hise generated just \$14 s' payroll of \$24 million. icial advantage because nue from television and

mpetitive against another is doomed to the second incentive for all but the d economic cycle for the

y shifting some revenue the efforts have been too h the competition gap — e losing money, the Yan- p on.

ommended that as much big-market teams be as- Although the proposals gs and salary floors have professional football be- can compete against the

ld Series champs can be eason to play the games ig under that system. eoria (Ill.) Journal Star.

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Pacific Ave., Stockton, CA

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Our readers write

12-14-2000

Guzzardi was absurd

Editor:

You really need to come up with a column to counter balance Joe Guzzardi. Last week's simplistic argument that "George W. Bush raised \$83 million to Al Gore's \$47 million." was absurd.

Do the terms "labor union" and "media" ring a bell?

The Democrats learned a long time ago how to bamboozle those who fail to do proper research.

*Jerry Osgood
Galt*

Where's Sally?

Editor:

Recent current events have taken me back to my youth, the sixth grade to be exact.

There was a young lady in our class, let's call her Sally. As happens at that age, she was a little taller than the boys in our class, so she developed a slight droop to her shoulders. Her glasses were horrible, making her face further slanted. Her loose clothes hung on her lanky frame, which only helped to enhance her geek look.

None of this would matter, but she had a habit of arguing about everything. She never met an opinion that she didn't have and argued her point endlessly. To enhance her worth with authorities, she missed no opportunity to fink on her fellow students, which endeared her to no one.

One doesn't think about payback at this age, but it did come. During the election for class officers she lobbied her classmates to nominate her for vice-president. As the nominations were about to be closed, and with no one stepping forward for her, she stood and nominated herself. After several embarrassing, awkward moments the nomination died for lack of a second.

Later in the day, as she was walking down the hallway, Sally was heard to mutter, "It was only fair!"

I wonder what happened to Sally?

*Jeff Lippert
Lodi*

Checking the facts

Editor:

Please have your reporters check their facts before going to print. Not that it's earth shattering, but the beautiful photos of fall leaves in Lo-

di should have been labeled correctly: The Masonic Temple is not an Elks Lodge on West Pine Street and the Lodi Woman's Club, a historical building, is not the Women's Center.

We read frequently about south or north Pine or Elm streets, east or west Church or School streets — please make sure our local paper has local facts, no matter how trivial.

*Dorothy Brown
Lodi*

Medical transport

Editor:

The Senior Medical Transportation Program of the Galt Community Concilio is made up of many wonderful volunteers. However, our medical transportation program is in jeopardy.

Why?

Because of the increased number of clients that we transport to Lodi Dialysis. Of the almost 20 Galt clients that need rides to the Lodi Dialysis Center, we work with 10. And there are also 10 other clients on a waiting list for Lodi Dialysis.

How do these clients get to the Lodi Dialysis Center? Ten to 12 Lodi clients use the local public transportation service to get their dialysis treatments. Out Galt service is personalized and there is no long wait, as those of Lodi who use public transportation.

If our Galt clients were to use public transportation, they would have to catch the bus at Civic Drive and C Street, ride to the Lodi Post Office, transfer to the Lodi Grape Vine and ride it to the dialysis center. That's three transfers just to get to the Lodi Dialysis Center. They don't need this hassle.

Our medical transportation program keeps them from going through all that, but we are short on volunteer drivers. We transport other clients to various doctor's appointments and the dialysis transportation's tie up our drivers.

That is why we are looking for more volunteers who can be available one day a month to relieve our regular drivers. If you can help please contact Gloria at the Galt Community Concilio at (209) 745-9174. The people that we serve will be incredibly thankful for your help.

*Gloria Stemler
Senior program coordinator
Galt Community Concilio
Galt*

River task force

Editor:

The task force has given their recommendations for making the river safer to the Board of Supervisors. There is nothing in these suggestions that will change anything with the exception of stopping motorboats pulling people in watercraft.

I have gone to the task force meetings. The vast majority felt that there should be a 5 mph speed limit or no motorized watercraft at all. At the last meeting of the task force, we were given one day notice of the meeting. Many people cannot attend meetings on such short notice. Could it be that the task force did not want a large crowd because most of the people would want the boats stopped?

The task force was appointed by Jack Sieglock to make the river safer. Nothing the task force has recommended would solve this problem. Apparently they have forgotten when they are appointed since the motorboats would be going as usual, except with a change of time. Many people that enjoy their canoes and kayaks on the river have almost been dumped, many times deliberately.

I am extremely angry that my taxes are being used to destroy the river. The sheriff's patrol has been used when they are available, taking them away from areas that are bigger and need them more. The task force also wants debris removed to make it safe for motorized vehicles with no thought to animals and their habitats, erosion of the river, and the peace and quiet of the wilderness area. If there are no motorboats on the river, there would be no need for sheriff's patrols or debris removal.

Those of us who love the lake for its God-given beauty cannot stop the motorboats. We need your help. Please call your supervisors if you would like the lake and river to remain "Lodi's Jewel." The number to call to leave a message for the supervisors is 468-3113. The supervisors' names are Dario Marengo, Steve Gutierrez, Ed Simas and Jack Sieglock.

Since this is such an important issue, there should be another public meeting. We were not informed when the task force presented their recommendations to the board.

*Vi Riggle
Lodi*

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Our readers write

March 21, '01

Safety on the river

Editor:

Please consider publishing this letter that I have authored to the Lodi City Council. I feel the subject matter concerning the use of the Mokelumne River to be of great importance to the community.

There will be a special City Council meeting this next Monday evening at 5:30 p.m. to hear additional public input on only this particular subject.

Dear council members,

I write you to request that you give serious consideration to not going along with the "task force" recommendations of allowing speed boats on the Mokelumne River adjacent to Lodi.

A speed limit of 5 mph is the only practical (safe) solution to the extreme safety hazard that the Mokelumne River represents.

We are property owners in the Willow Glen area north of Turner Road and have resided here since 1967. We have raised two daughters who "survived" the attraction of the nearby river by having their parents take a firm stand by not allowing them to water ski on the river in our own boat or anybody else's boat, because the tight turns in the river's flow pattern were uncompromisingly unsafe for fast boating.

We suggest and request that you, our City Council members, take a responsible stand against high speed boating traffic of any kind on the river, where a bunch of "softy" parents are unable to do so (take a stand against what their children want to do). You cannot "please" everybody all of the time, I feel that the task force was an exercise in trying to politically please all sides even when some parties were/are advocating

continued unsafe practices. You would make Lodi a better and safer place to live and recreate if you would take a position against high-speed travels on the Mokelumne River.

We are boat owners and have been boat owners for over 50 years. I like going fast, but only when it is realistically safe to be doing so. A safe place to be high speed boating is in open (great distance visibility), calm water, where there are no other people or watercraft anywhere nearby.

Thank you for your considerations and listening.

Jim & Betty Mae Locke
Lodi

Lake is last refuge

Editor:

Lodi Lake is our last refuge in a growing city.

It is much like Mickle Grove was before William Mickle purchased it: when the last stand of native oaks in our county was saved from "destruction-in-the-name-of-progress."

We must save this peaceful area for the sake of peace in our souls against the turmoil of life.

Canoes, swimming, paddle boats, rafts, non-motor craft are the only types of activities compatible with peacefulness.

This must extend to the adjacent Mokelumne River as craft on that water do use Lodi Lake for ingress or egress.

Naomi M. Carey
Lodi

Ham Lane traffic

Editor:

I am writing in regards to the News-Sentinel article on Ham Lane traffic.

I feel Ham Lane should be reduced to one lane of traffic in each direction and the speed limit should be reduced to 25 mph. This would encourage traffic to use Lower Sacramento Road; which is the only true through street in Lodi.

This would also make it safer for emergency vehicles and drivers wanting to turn into doctors' offices, schools, shopping centers or apartment complexes on Ham Lane.

I for one am against accommodating freeway traffic within the city limits. Try to safely cross Ham Lane on foot, sometimes it is becoming next to impossible.

I encourage everyone to call the city to stop this action and use good sense by not accommodating freeway drivers.

Donald Kinter
Lodi

Letters invited

The Lodi News-Sentinel welcomes opinions from its readers. Letters must be signed and include the writer's address and phone number. No letter longer than 350 words will be accepted. The News-Sentinel reserves the right to edit letters. Send letters to Letters to the Editor, P.O. Box 1360, Lodi, CA 95241-1360, or e-mail letters to letters@lodinews.com

It's a bearish dose of reality

For those with stocks, especially technology stocks, life is a bear right now. The markets are in free fall, and it was fiction then, and it's fiction now. Now some of those dot.com entrepreneurs are pouring

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Father of Lodi boating accident victim dies

By Ross Farrow
News-Sentinel staff writer

Thomas Clarence Farnsworth of Lodi, who was critically injured in a Mokelumne River boating accident that took the life of his 11-year-old son in June, died Friday at Dameron Hospital in Stockton.

Farnsworth, 44, died of liver failure, said San Joaquin County Coroner Bill Isaacs. The death certificate lists no possible contributing factors, including the incident on the river, that could have led to Farnsworth's death. Farnsworth's attorney, R. Lewis Van Blois

of Oakland, said Monday he still wants to investigate whether the accident contributed to his client's death.

Farnsworth had liver and kidney problems, but his health was good until the accident took place, Van Blois said.

"He had his life completely in order (before the accident)," Van Blois said. "He was in steady decline since the incident."

Farnsworth was injured and his son, Tommy Farnsworth of Manteca, was killed on June 25 when his canoe was struck by a power boat operated by Carmelo Maggio III, 19, of Woodbridge. The accident took place on the

Mokelumne River near Lodi Lake.

"I have no idea whether it was caused by the accident or not," said Farnsworth's brother, Steve Farnsworth of Stockton. "I do know he had a pre-existing condition."

Isaacs said there is no reason for the coroner's office to investigate Farnsworth's death.

"Tom" Farnsworth had kidney and liver disease and Hepatitis C before the accident, his brother said. He had a liver transplant about six years ago, and seemed to be recovering well from it, he added.

Their mother, Angela Farnsworth of Lodi, said in a previous interview that Tom

Farnsworth spent more than a month at University of California, Davis, Medical Center in Sacramento after the June 25 accident.

He suffered serious head injuries, two broken bones in his foot and torn knee ligaments in the accident, she said.

Tom Farnsworth had been in and out of hospitals since the accident, his brother said. "He lost a son, and it really depressed him," Steve Farnsworth said.

Maggio, who was 18 at the time of the accident, has been charged with misdemeanor vehicular manslaughter with a vessel and
Please see Father, Page 10

Continued from Page 1

reckless operation of a watercraft. Tom Farnsworth also filed a wrongful death lawsuit Dec. 18 against Maggio and Joseph K. Newfield III, Joseph Mark Newfield and Sheila Newfield, who own the boat Maggio was allegedly driving at the time of the accident, according to the civil suit.

A relative of the Newfield family said in December that both the male Newfields named in the suit are actually the same person.

Van Blois, Farnsworth's attorney on the civil case, said he isn't necessarily going to seek damages from the Newfields.

The Newfields were named in the complaint only to give him the flexibility to include them in the future, he added.

The civil suit will be put on hold until the attorney discusses the case with surviving family members.

Van Blois said he wants to give the family some time to grieve before talking to them.

Van Blois said he didn't take a sworn deposition from Farnsworth because he didn't expect him to die.

However, Farnsworth's testimony wasn't needed anyway because the facts related to the accident are clear, he added.

Deputy District Attorney Tom Ziegler said the elder Farnsworth's death won't affect the criminal case he is prosecuting against Maggio.

The June 25 accident led San Joaquin County sheriff's deputies to increase patrols on the

Mokelumne River between Highway 99 and Woodbridge Dam. Supervisor Jack Sieglock also appointed a seven-member task force in July to recommend how to make the river safer for boaters.

The task force recommended that power boats be allowed on the river between noon and 7 p.m. At all other times, a 5 mph speed limit is recommended.

The Board of Supervisors has yet to act on the task force's recommendations.

Steve Farnsworth said his brother told him the day before he died of his concerns regarding safety problems on the Mokelumne River.

"He told me he wants something done on that river," Steve Farnsworth said. "He wants greater patrols, speed limits posted and speed limits enforced."

"He knew he was dying, and he really had a sharp mind until the end."

Tom Farnsworth was born March 13, 1956, in Fresno and grew

up in Southern California. He was a bank vice president in Illinois until he retired on disability in 1996.

“

He had his life completely in order (before the accident). He was in steady decline since the incident.

”

R. Lewis Van Blois,
Thomas Farnsworth's attorney



LODI NEWS-SENTINEL

MONDAY, NOVEMBER 20, 2000

2 SECTIONS, 18 PAGES

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River task force's recommendations fall far short

When a party boat of skiers ran over a canoe on the Mokelumne River, killing an 11-year-old boy and seriously injuring his dad, I thought of my 10-year-old son and cried.

In that July accident, on a tranquil straight-away stretch of the river, the boy and his father were doing nothing more than fishing.

I thought of my son and husband and the many times we had canoed out of Lodi Lake to follow the city's watery northern boundary. There were always birds and river otters to spot as we drifted along in a quiet green world.

I also thought of how many times our own lives were threatened on these outings by irresponsible personal watercraft and powerboat drivers. They found it "fun" to try and swamp our canoe. Other times they roared out of the fog to find us dead ahead.

So we stopped boating on the river.

It's a shame that four previous attempts to regulate speeds on the short stretch of the river from the lake to the city's eastern boundary were ignored. I can't help but speculate that this delay resulted in a young boy's death.

The county has jurisdiction over the Mokelumne River. That's why it was Supervisor Jack Sieglock who convened this latest Mokelumne River Task Force.

The fact that four of the seven task force appointees live on the

river and own jet skis seems to give the committee the appearance of bias. Giving them the benefit of doubt, I hope Lodi's citizenry find it harder to overlook the more glaring fact that the task force ignored all prior recommendations to slow down or eliminate motorized craft on the Mokelumne.

Specifically, in 1967 the Lodi Community Development Department issued the Mokelumne River Report recommending limiting speeds of motorized craft to 7 mph or post 5 mph "no wake zones".

In 1987, Lodi Parks and Recreation commissioned the Richard Bigler Plan recommending "disallowing the use of large powerboats. Wakes from the boats are breaking down the banks, silting the river and destroying major trees."

In 1992 the City Council's Mokelumne River Access Task Force recommended imposing a 5 mph speed limit on the river adjacent to all city or Lodi properties. The task force also encouraged private property holders along the River to petition the county supervisors to create a 5 mph speed limit.

As if this mountain of recommendations weren't enough, the City Council convened a "Mokelumne River Public Safety" discussion at an informal council meeting in November of 1995. Public input strongly favored implementing a 5 mph speed limit.



Robin Knowlton

After two public hearings in which the public heavily favored a 5 mph speed limit, "All Evidence to the Contrary" Mokelumne River Task Force 2000 came up with their own unique safety recommendation: From noon until 7 p.m., the river may be used for all types of water craft in accordance with state and federal safe boating laws. From 7 p.m. until noon a 5 mph speed limit will be in effect.

Huh? In other words, motorized craft owners like to go fast so let's set aside half the day for them to have free rein. Anyone else BE WARNED! We'll set aside the other half of the day for those people who want to be on the river when safety measures are imposed.

The river twists and turns making it a place where extra caution is always warranted. That, coupled with sandbars and snags, doubles the danger.

But wait! Speeding causes wakes, and wakes cause erosion, and erosion causes trees to fall in

the river, and trees in the river causes the Mokelumne River Task Force to endorse this cycle!

The Task Force also has recommended that snags be pulled from the river annually. To degrade fish habitat simply to make the river more navigable for speedboats and jet skies is not likely to sit well with state and federal regulatory agencies.

The Task Force did solicit input from East Bay Municipal District, as well as the California Department of Fish and Game, and the San Joaquin County Sheriff's Boating Department.

Lt. Moore commented that the sheriff's boat has had three sets of propellers destroyed by underwater debris since they began patrolling the river four months ago. Gerald Swartz stated that when EBMUD monitors the river they limit their boating speeds to 5-10 mph.

Meanwhile California Department of Fish and Game biologist Suzanne DeLeon wrote: "There has already been so much damage on this stretch of the river from human interference and it needs to be controlled now before the river becomes a nonproductive dead pool. There are places where multiple uses of resources are feasible but I do not think this stretch of the river is one of those places. The ecosystem is too fragile and it is not an appropriate place for water skiers or jet skiers."

Task Force 2000 has wisely recommended prohibiting water-skiing, wakeboarding, and other types of pull-behind recreation. I think this is the most sensible of their recommendations, although three of their own committee members objected to this prohibition.

I do want to point out that Task Force Member Jay Bell, a science curriculum specialist with Lodi Unified School District, strongly disagreed to allowing speeds of over 5 mph on the river. He also pointed out through a three page letter to the Board of Supervisors and the Lodi City Council that the task force never took into consideration related issues of noise and water pollution, erosion, degradation of wildlife habitat and emergency response problems when making its recommendations.

Where does that leave us? It leaves us with recommendations that don't fit into any overall plan for the lake or the adjoining nature preserve. It leaves us with recommendations that benefit a few at the expense of so many. By trying to accommodate nearly everyone the task force will foster the very conditions that make the river unsafe.

It leaves me thinking — what were they thinking?

Comments? You can reach Robin at rknowlton@lodinet.net.

Robin Knowlton is a 12-year resident of Lodi. Her column appears twice each month.

Ms Knowlton -

Read your Column
And agree something
Should be Done with Lodi.
h+k

I have no computer and
it is hard for me to write
or type. Could you call
me and let my Recommendations
Be known?

George Menke
2341 Klamath Ct
Lodi, CA 95242
(209) 334-4636 -
Call before 8 PM -

GC Menke

From: Pottorff, Kevin <Kevin.Pottorff@bsci.com> [Add Address](#)
Subject: Your 11/20 column on river recommendations
Date: Mon, 20 Nov 2000 13:49:45 -0500
To: <rknowlton@lodinet.net>

Attachments: 0

[Printer Friendly Version](#)



I see the disclaimer at the end of your column stating that you have lived in Lodi for 12 years. That's not enough time to know all the petty politics that have plagued Lodi for years. I know; I lived in and around Lodi for nearly 35 years. Although I haven't lived there for the last seven years, I see every time I get back for a visit that very little has changed as far as the city appeasing the rich home owners along the river at the expense of the public. Would you believe that there was a plea for help in the heavy rainfall year of 1982 for volunteers to come and help sandbag around those quarter-million dollar (at the time) homes that the city allowed to be built in the floodplain on the northeast corner of the city? I don't recall if or how many people volunteered to do so, but among my friends the general attitude was to "let the rich rats drown". You are right about the lake and river being a problem area for years. In my opinion the only time for powerboating on the lake is for the July 4th festivities, when the lake is closed to the general public and the boats run supervised. I am surprised that there haven't been more deaths along this stretch of water over the years. Just wait and see how fast the action becomes when one of the city council member's kids gets run over by one of their compatriots speedboats.

Kevin Pottorff
2101 Bradley Street
Maplewood, MN 55117



From: <Alto2tenor@aol.com> [Add Address](#)
Subject: Mokelumne River Task Farce
Date: Sun, 26 Nov 2000 19:45:03 EST
To: <rknowlton@lodinet.net>

Attachments: 0

[Printer Friendly Version](#)



Yes, That was on purpose. I typed (poorly) a letter to the editor about the preservation of this natural treasure in Lodi.
Who can I write to about the stupid solution to this problem? Everywhere I go people say "They should ban those fast boats . I don't go there anymore".
That's no solution either.

Please keep up your work. I've appreciated your other colmns also.
Frustrated, Pat Hoile



Letter from Jay Bell,
member, Mokelumne River Task Force

November 10, 2000

This is written in justification of my dissenting view in relation to the draft recommendations of the Mokelumne River Safety Task Force. I am compelled to share my observations and conclusions because the questions are so critical, involving the present and future safety of citizens who will rely on the recommendations made by the Safety Task Force and also involving the consequential decisions made by public entities who will act on those recommendations.

When approached to serve on the Task Force, I understood that my charge was to help draft recommendations that would allow for safe use of the river bordering Lodi by the broadest cross-section of users as is advisable. I have attended all meetings. I've carefully listened to, read, and catalogued communication by all interested parties. I've been open and attentive to all points of view. I have physically looked at the river with an even sharper focus than before while on it many times in both canoe and motorboat in the last few months. As a result, and in good conscience, I simply cannot stretch my judgment to the point where I could advise that it is a safe waterway for general boat travel over 20 mph. It certainly can't be deemed safe for traveling at high speeds or for towing knee boarders, etc.

Prior to elaborating on my specific reasons supporting my opinion, I wish to acknowledge input of three differing types: the recommendations from past studies, input from agency members solicited by our committee, and a tally of input from the public.

Past Recommendations:

1967 - Lodi Community Development Department issued Mokelumne River Report. Recommendations: limit motorized boats to 7 mph or less, or post 5 mph "no wake zone". (from a council communication by Larry Hansen, Chief of Police, July 5, 2000)

1987 - Richard Bigler Plan, commissioned by Lodi Parks and Recreation, in point 3 of his section of recommendations for the river, calls for "disallowing the use of large powerboats. Wakes from the boats are breaking down the banks, silting the river and destroying major trees."

1992 - City Council directs formation of the Mokelumne River Access Task Force to address the many varied issues of the Mokelumne River. Recommendations include:

1. That a five (5) mph speed limit on the Mokelumne River be imposed adjacent to all City of Lodi properties.
2. That all other areas (private properties) along the Mokelumne River be encouraged to likewise adopt and go before the Board of Supervisors to create a five (5) mph speed limit through the river expanse of the Woodbridge Regional Park to those areas in the eastern section of the City limits and areas for future considerations.

November 1995 - A large group of citizens attended and participated in discussion regarding "Mokelumne River Public Safety" at a City Council Informational Meeting at the Carnegie Forum. Public input strongly favored the implementation of a 5 mph speed limit as outlined in the 1992 proposal. Unfortunately, the roadblock was the inability, at that time, for either the Lodi Police Department or San Joaquin Sheriff's Department to enforce such an ordinance.

Input From Agencies:

The committee solicited input, and received input, from employees of three agencies:

Lt. Steven Moore, San Joaquin Sheriff Department's Boating Section -

Lt. Moore stated that since the implementation of regular patrols on the Mokelumne in July, the sheriff's boat has had 3 sets of propellers destroyed by underwater debris in the river. This compares to no propeller loss in the Delta over a much longer time frame and with much greater weekly hours of patrol activity.

Gerald Swartz, EBMUD - Had no safety input. Stated that when their boats are monitoring the river, they need a speed limit between 5 - 10 mph. The only other input by Mr. Swartz was a study he volunteered to share regarding a different river being studied. Results of that study showed, "Bank loss in the non-motorized segment of the river was about 75% less than that observed in the highest boat-use area of the river and 33% less than that observed in the lowest boat-use area of the river."

Suzanne DeLeón, California Department of Fish and Game - Her comments are not on department letterhead, but are summed up in the sixth paragraph of her prepared statement. "There has already been so much damage on this stretch of the river from human interference and it needs to be controlled now before the river becomes a nonproductive dead pool. There are places where multiple uses of resources are feasible but I do not think this stretch of the river is one of those places. The ecosystem is too fragile and it is not an appropriate place for water skiers or jet skis."

Input From The Public:

Overwhelmingly, the public wants a major change in river usage. A tally of publicly expressed input so far is:

<u>Input forum</u>	<u>Motor Ban or 5 mph Limit</u>	<u>Vague Comments</u>	<u>Unrestricted Speed</u>
July 5 City Council meeting	66%	22%	11%
July 27 and August 9 public input meetings	52%	36%	11%
News Sentinel poll, final tally Aug. 14	74%	Increased sheriff 15%	11%
Letters to the editor July 3rd to Sept.17	75%	Compromise plan 25%	0%
Nov. 8 public input meeting in response to draft recommendations	74%	Vague Comments 15%	10%

It's obvious from these statistics that the public is crying for a ban of motor-powered craft or a drastic speed limit on the Mokelumne River.

So - what is my opinion? I do not favor a unilateral ban on all motorized water craft on the river bordering Lodi. It is my informed opinion that the river from the eastern city limits to the Woodbridge Dam should be designated a special use area, similar to one on the Stanislas River, with a maximum speed limit of 5 mph.

Why a 5 mph speed limit?

It's a narrow, twisting, short stretch of water. To quote John Donati's letter, August 10: "The distance from Hwy. 99 to the Woodbridge Dam is approximately 2 miles. In that distance on the Mokelumne I count about 25 turns . . . Of those turns about 20 are greater than 90°, and 10 of those are approximately 180° (hairpin turns)."

It is loaded with hidden sandbars and dangerous snags. Dale Edens in the July 27 Task Force meeting said his jet ski does 65 mph. If we rubber-stamp the continued exercise of speed, towing wake boarders, etc., on the Mokelumne, we will be faced with responding with another committee when someone else dies. Even the sheriff patrol boat, manned with professional boat operators, has broken several propellers in the short time they have been patrolling that stretch since the accident.

The problem isn't just to keep the power craft and paddle craft apart.

It just happens that the accident involved a powerboat hitting a canoe tied to the bank. It could have hit a jet ski sitting idly. It could have involved two jet skis colliding, a wakeboarder wrapped around a snag . . .

Alternate days or designated hours aren't workable. Split-use times create a false security that could fatally be shattered by a powerboat breaking the law out of ignorance. More importantly, it would still be the same narrow, twisting, short stretch of water loaded with hidden sandbars and dangerous snags. By making some days or times designated for non-speed, our compromise says that the river is safe for power-boat users (longtime locals and first timers alike) part of the time, if no paddle craft are present.

Experienced boaters and river-front owners have expressed the need for a 5mph limit. Jim and Betty Mae Locke, in a letter to the editor 8/11/00, write, "We have always been boat owners. . . With the extensive number of "tight" and "blind" turns in the river, there is no realistic way to react safely to an oncoming watercraft . . . It has become increasingly clear that high speeds on the river are just inappropriate from a safety perspective." Amy Fritz, who spoke at the August 9th safety input meeting stated that she had a ski boat while living on the Mokelumne in Lodi. She also had jet skis. From her experiences, she thinks the river is unsafe for jet ski use. She wants a 5 mph speed limit. William Bierly, in a letter addressed to the committee on 8/15/00, writes "We have lived on the river since 1989. I spent several years in the Coast Guard on search and rescue vessels and in the rescue coordination center as the controlling officer, and have been a long time boat owner. Aside from this experience, anyone who has spent any time on the water will know that this river is very unsafe with its blind curves, narrow channel, and deadwood." *This is a small sample of input.*

Enforcement and emergency response will continue to be a problem. The sheriff said that when they respond to illegal activity or other problems, they can't turn on their siren and speed down the river. They must observe the 5 mph wake zone law wherever there is a dock with a boat or a swimming area. That greatly impacts their response time if they're at one end of the river and need to respond at the other.

A strict 5 mph speed limit will lead to self enforcement. If strictly enforced for one season, a 5 mph speed limit would become the "norm". Anyone speeding would be the exception. There would be public pressure by users of the river who were in legal compliance. Compromise solutions that have been discussed would require continued funding of law enforcement personnel and a boat. And for what? So that some people can use excessive speed on a narrow, twisting, short stretch of water loaded with hidden sandbars and dangerous snags.

Other rivers enjoy a 5 mph speed limit. The American River is posted 5 mph for 20 miles from I-5 to Folsom Lake. The Stanislas River is regulated to 5 mph or less for a 15 mile stretch starting at Oakdale. The Stanislas River 5 mph zone has been self-regulating for several years.

I previously alluded to the fact that I could consider a 20 mph maximum speed on the river as being safe. However, law enforcement officials state that's too difficult to judge and enforce. Given that, and reasons elaborated above, it is my studied opinion that the Mokelumne River bordering Lodi should be regulated to a maximum speed of 5 mph.

Jay Bell

Lodi City Council Members:

17th Nov 16, 2001
Rec'd from Jay Bell

I heard from one former council member of long ago who stated a sorrow that they were part of a process that took the banks of the Mokelumne, along Lodi, away from the public and put it into the hands of private homeowners. I share their sorrow. In a process that considers present and future rights and needs of all citizens of a city, a parkway would have been developed along the Mokelumne on Lodi side from Woodbridge to 99 and beyond. It's too late for that and I don't blame the homeowners who have acquired that property. The fate of that land didn't rest with decisions of those homeowners, but rather the developers and councils and committees at the time. But now, this city council is poised to be able to make positive decisions that will impact the river, Lodi Lake Park and Lodi's citizens. I pray that you consider the big picture for now and future.

I was part of the Mokelumne River Safety Committee. It is my impression that the majority of the committee viewed it as the Mokelumne River Joint Use Committee. With that focus, I don't believe we adequately addressed safety on the Mokelumne. I don't suggest any inquiry into the committee or continuation of their work. I just recommend taking their recommendation with a large grain of salt. My only focused argument with their (our) recommendation would be these questions. 1) Whose input from outside the committee was solicited? (the answer is - the public, EBMUD, Fish and Game, and the sheriff's office). The next question is "what input did we get from any of these sources that would support continued use of the river by speeding watercraft? (the answer is none. If you care to read what input we got from each of these sources I refer you to the second page of my letter to you, dated November 10, 2000. I believe that all evidence indicates that this stretch of water is incompatible (and unsafe) for speed.

However, speed and safety are not the only issues here. I want to touch on the environmental issues of erosion and pollution.

First – erosion. The river next to Lodi is, for a large percentage of the year, a lake. Just as Comanche is a lake formed by stopping the Mokelumne at Comanche Dam, the Mokelumne next to Lodi is a lake formed by Woodbridge Dam. Since it is a lake, there is no appreciable natural surface movement during 2/3 of the year. That means natural water movement is not causing erosion during that period. During the other months of the year, in normal users, such as the current one, the water level is so low that erosion of the high water banks is not occurring either. But erosion does happen. The riverbank and the trees on it are lost. When? During very abnormally high water-level winters. And as a result of high speed motorcraft traffic during the Spring, Summer, and Fall.

To quote a Fish and Game Study that EBMUD shared with the Safety Committee (enclosure 1), "Boat wakes present a different problem than natural down-stream erosional forces because Wakes run up the streambanks lifting and dislodging material that would not be affected by normal downstream currents and water level fluctuations. During a single day, wakes repeatedly raise water levels to heights that would normally only be reached once or twice during a normal hydrological season. Wakes from boats travelling upstream strike the bank in a manner that does not occur naturally. This may dislodge material that resists normal downstream water movement."

Boating organizations also acknowledge boat wakes as major sources of shore erosion. The Cruising Club of America has as one of its 6 environmental policies: "Limit boat wakes to reduce shoreline erosion." (enclosure 2)

The Personal Watercraft Industry Association, in its environmental guide for Jet-Ski owners states: "Erosion is a concern for all shorelines including rivers, lakes, and oceans. The slow destruction of shorelines affects the habitats of plants and animals. Near the shore avoid high speeds which create wakes and observe posted no wake zones." (enclosure 3)

Other municipalities have acknowledged boat wake erosion and placed regulations accordingly. Two examples I have included require 5 mph within 150' – 300' from the shore. (encl. 4 & 5)

Finally, A Land Use and Resource Management Plan for the Primary Zone of the Delta states: "F-6. Some recreational activities are detrimental to habitat values; such as those that create loud noises, create waves or wakes; or disturb sediments. Recreational boating adversely impacts the stability of some levees through creation of wakes increasing the cost of maintenance." (encl. 6)

Enough about wakes – now on to **water pollution**.

Personal watercraft make up a significant percentage of the high speed craft on the Mokelumne. The California Air Resource Board has stated that the two stroke engine used in personal watercraft creates as much pollution in two hours as a new car driven for more than 100,000 miles. It is also estimated that personal watercraft discharge one third of their fuel unburned into the water. Nationally, this turns out to be the equivalent of four Exxon Valdez oil spills annually (encl. 7)

Lastly, **noise pollution**. We are continuing to develop Lodi Lake Park and Nature Area as a place where people can come to get away from all the noise and turmoil in their lives. Powerboat activity and its related high noise levels do not seem to mesh with that park or the vision behind having it.

In closing, I ask that the council join the citizens in taking a proactive role in the decisions affecting regulations on the Mokelumne that will be before the Board of Supervisors. It would be my hope that the city would ask the county to designate that section of the Mokelumne River that borders Lodi Lake Park and Nature Area as a Special Use Area with a 5 mph speed limit. And also to encourage citizens along the river to seek similar zoning in their respective areas. Something that has been discussed in these same chambers so many times before.



From Fish & Game Study of Kenai River.

Shared by EBTWD with Hokolune River Safety Committee Sept 12, 2000

lands with particular types of streambank habitat damage and loss of fish habitat. This can include the removal and restoration of existing structures such as groins and bulkheads, the reconstruction and revegetation of eroding banks, and the protection of as yet undamaged fish habitat. For demonstration purposes, sites are selected where specific restoration techniques can be used to restore similar damage on other sites along the river. Property owners are expected to provide matching funds.

4. Fish Habitat Protection and Restoration Projects on Public Lands: This component provides funding for habitat protection and restoration projects on public lands on the Kenai River. Projects include restoration of damaged habitat, improvements to existing access to the river to reduce damage to fish habitat (e.g., boardwalks, stairs, floating docks, etc.) and protection of currently undamaged areas. Funding is also provided for the removal and restoration of illegal or abandoned structures such as groins and bulkheads on public lands that are detrimental to fish habitat or contribute to pollution.

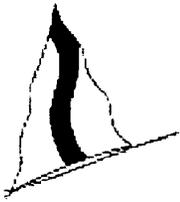
5. Riparian Plant Selection and Harvest Sites: Water tolerant woody and herbaceous plants provide effective low cost bank protection and fish habitat restoration. Most habitat and streambank restoration projects require plant materials that are currently not available commercially and therefore must be harvested from native plant communities. The success of many restoration projects depends upon the availability of willow and other species that root readily and tolerate periodic flooding. Although interest in soil bioengineering and revegetation with willow and other plant species is increasing, land owners and public land managers often do not know where to obtain these materials. Known sources of native willows and other plants suitable for use is severely limited, plant identification is difficult, and competition for the few known harvest sites is increasing.

This project identifies areas containing appropriate species (e.g., feltleaf-, barley-, and Pacific-willow; beach rye) for potential plant material harvest; coordinates plant collection efforts with state, federal, municipal and Native land managers to avoid impacts resulting from harvests; optimizes harvest for sustained yield; and investigates opportunities for cultivation of target species.

6. Boat Wake Study: Boat wakes were identified as a major cause of streambank erosion on the Kenai River in the 1980s. Outboard motor size was reduced in 1986 to reduce streambank erosion and damage. In spite of the horsepower reduction, the effects of boat wakes on streambank habitat remains a concern because of the very large number of boats using the Kenai River. Boat wakes present a different problem than natural down-stream erosional forces because wakes run up the streambanks lifting and dislodging material that would not be affected by normal downstream currents and water level fluctuations. During a single day, wakes repeatedly raise water levels to heights that would normally only be reached once or twice during a normal hydrological season. Wakes from boats travelling upstream strike the bank in a manner that does not occur naturally. This may dislodge material that resists normal downstream water movement.

These characteristics of boat wakes present unique problems for land managers trying to protect streambanks and fish habitat from accelerated erosion. Boat wakes are also a serious challenge to land managers who are attempting to restore fish habitat because wakes wash away soil and plant materials before they can become established. This project studies the mechanics of streambank erosion at several sites and provides a report on the findings with recommendations for techniques to protect fish habitat and restoration activities from boat wake-caused bank erosion.

enclosure 1



Environmental Policy

"It will be the policy of the Cruising Club of America that we will conduct ourselves responsibly at all times with regard to pollution of the environment, wherever we live and wherever we sail, and to influence others through our Stations and Posts to follow our example."

"We encourage our membership to:

1. Understand and abide by the law and regulations on disposal of plastics, trash and garbage;
 2. Prevent oil, gasoline, antifreeze, paint, solvents and phosphate cleaners from entering the water from boats and on the shore;
 3. Use only bottom paints which meet federal and state standards, and properly dispose of removed paint;
 4. Cooperate with regulations established for No Discharge zones;
 5. Use holding tanks and pump-out facilities and, where these are not installed or available, use flow-through marine sanitation devices, taking care to flush the system whenever possible in open water deeper than 20 feet; and
 6. Limit boat wakes to reduce shoreline erosion."
-

◆ HOME PAGE

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Last modified: December 13, 1999

Enclosure 2

SPORT BOATS

WATERCRAFT

An Environmental Guide for Watercraft Operators

©Personal Watercraft Industry Association

All boaters participate in the ecosystem, a system created by the interaction of a community of organisms with their environment. We are not separate from nature, but a part of it. As boaters, we cannot ignore the effect we have on the environment. The waters that we enjoy may be impacted by our actions. Every boater has a responsibility to learn and use environmentally safe boating practices that will protect the waters for the future.

As a watercraft rider, you are considered a boater. Watercraft are defined as Class A inboard boats by the U.S. Coast Guard and are required to follow most boating regulations.

The Personal Watercraft Industry encourages you to adopt the following simple guidelines to preserve our natural resources.

Be aware and show you care by following these general rules:

POLLUTION

Refuel on land to reduce any chances of spilling oil or gas into the water.

Slow down when filling the tank, don't over-fill, catch any accidental spills with an absorbent pad, and dispose of it properly.

Check and clean your engine well away from shorelines. Water and oil don't mix and can harm the water's delicate micro-organisms as well as the animals who feed on them, potentially upsetting the

- 📌 [Environmental Guide](#)
- 📌 [Boating Safety Courses](#)
- 📌 [Agencies & Organizations](#)
- 📌 [Rules of the Waterway](#)
- 📌 [Safety Checklist](#)

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Enclosure 3

entire food chain.

TURBIDITY

In shallow waters, boats may stir up the bottom, suspended sediments which limit light penetration and deplete oxygen. This can affect fish and bird feeding. To avoid this effect, ride in main channels, and limit riding in shallow water.

When it is necessary to ride in shallow water keep watercraft at an idle speed. In coastal areas be aware of low tide, the waters may be substantially more shallow at these times revealing sea grass beds and other delicate vegetation.

VEGETATION

Vegetation such as sea grasses are delicate nursery grounds where many of the fish in our waters originate.

Weeds, grasses and other plant life are not good for your PWC. Ingestion of these into your craft may cause engine or pump problems, and reduce performance. Stay Away!

When possible, operate well away from shore because, typically, wildlife inhabit the vegetation along the shore's edge. The least amount of disturbance is in the marked channels or the deeper areas of a lake or river. If at all possible, stay in main channels.

NOISE

Be aware that the noise and movements of boats may disturb bird populations. Steer clear of posted bird nesting areas.

Many migratory birds are easily stressed and especially vulnerable during their migration period. Birds will typically fly away from disturbing noises and any unnecessary expenditure of energy can harm a feeding or resting bird.

Bird rookeries are especially vulnerable to noise from boats, including personal watercraft. Nesting birds may fly from the nest exposing unprotected eggs and hatchlings to the sun's heat or predators.

HARASSMENT

Do not harass wildlife by chasing or interrupting feeding, nesting, or resting. Harassment is defined as any action that may cause an

animal to deviate from its normal behavior. It is illegal and can unduly stress wildlife.

Mammals such as sea otters, sea lions, manatees and whales can be injured from direct impact by boats traveling at high speeds. Ride at controlled speeds so you can see any animals ahead of you. Avoid area of high animal population. If you hit an animal report it to your local wildlife commission. There may be a chance to save its life.

EROSION

Excessive boat wakes may contribute to shoreline erosion, especially in narrow streams and inlets.

Erosion is a concern for all shorelines including rivers, lakes, and oceans. The slow destruction of shorelines affects the habitats of plants and animals. Near the shore avoid high speeds which create wakes and observe posted no wake zones.

EXOTICS

Wash your boat off after you use it to prevent the spread of exotic plants to other lakes and rivers. Exotics are plants and animals that are non-native to a specific area. Exotics have no natural enemies and spread easily, taking over an area to the exclusion of native species, thus decreasing important plant and animal diversity.

DOCKING / BEACHING

When docking or beaching, look for evidence of turtles, birds, alligators, manatees, and other animals along shore.

Avoid docking or beaching where plants such as reeds, grasses and mangroves are located. These plants are essential to the ecosystem because they control erosion and provide a nursery ground for small animals vital to the food chain, such as crustaceans, mollusks, and small fish.

ENDANGERED SPECIES

Many species of plants and animals are threatened with extinction due to habitat loss. The Endangered Species Act of 1973 was created to protect these animals. It is illegal to trade, kill, hunt, collect, harass, harm, pursue, shoot, trap, wound or capture species designated as endangered, or in danger of extinction, such as

Keuka Lake

One of the main reasons why we love the Keuka Lake watershed is the multiple ways we can make use of its vast resources. Swimming, boating, fishing, hunting, hiking or just enjoying the spectacular views can ease the many stresses of a hectic life. Certain responsibilities go along with many of these activities to maintain our safety and the ecological integrity of our watershed.

Swimming

Swimming in Keuka Lake is perhaps one of the most common and pleasurable summer activities. On a typical summer day the beaches are crowded with people enjoying one of western New York's greatest resources: Keuka Lake. Swimming can be dangerous, however, if the proper precautions aren't taken. People swimming in areas without lifeguards are taking a risk. If you do swim without the presence of a lifeguard always know the weather conditions and your own physical limitations. Children should always wear life jackets when they are in the water or on a boat. The lake bottom drops off quickly, and summer storms can turn a calm lake into an un-swimmable lake in a short time.

One concern while swimming is the quality of the water. High bacteria counts in the water close beaches each year. One source of bacteria and the nutrients bacteria thrive on are the ducks and geese that reside on and visit Keuka Lake. Although it is great fun to feed them, concentrations of these animal result in concentration of their wastes. In addition, feeding waterfowl can interrupt normal migration patterns; cause waterfowl to concentrate in large numbers, increasing disease; and cause avian botulism from mold on rotting bread. So please, to protect our health and their's, don't feed the waterfowl!

Swimming Pools and Hot Tubs

Many of us enjoy the pleasures of a backyard swimming pool or a relaxing hot tub. Both require substantial doses of chemicals, especially chlorine, to keep the water bacteria-free. When draining either a pool or hot tub, take care to prevent chlorine from contaminating storm drains, nearby streams or the lake. Chlorine volatilizes fairly rapidly, so allow the pool water to sit for a few days before draining. Wherever possible, drain the pool onto the lawn to allow the soil to filter the water. It is illegal and dangerous for aquatic organisms to drain your tub or pool directly into the lake.

Boating

Recreational boating provides relaxation and enjoyment for hundreds of residents each year. Certain precautions must be taken to maintain safety on the lake. The waters of Keuka Lake are crowded during the summer with boaters, water and jet skiers, swimmers and fisherman. There is a resident fleet of four thousand motorboats on Keuka Lake, and large numbers of boats enter through public boat launches, marinas and the yacht club. All these activities require boaters to be alert and operate at safe speeds. The maximum speed during the day is **45 m.p.h.** and at night it is **25 m.p.h.** Also, the speed limit is **5 m.p.h. within 200 feet of shore.** For the safety of the operators and others enjoying the lake, it is required that **all boat operators ages 10-18 require adult supervision or a boater training course certificate. This law includes jet ski and wave runner operators.** Speeding, reckless boating and Boating While Intoxicated laws are enforced by the Yates and Steuben County Sheriff's Departments which patrol the lake. Also, strong winds can make the lake dangerous for small watercraft. Listen to the radio for boating reports and small craft warnings.

enclosure 4

Boating is an important local industry, but it does contribute to some of the lake's environmental problems. Boat owners can play a major role in improving water quality in the lake by minimizing their impacts. The first step is to understand the potential impact of boating activities.

Boat wakes contribute to shoreline erosion. While this loss of land is a problem for shorefront property owners, it also affects boaters. Eroded sediments increase nutrient introduction and cut off light to underwater life, especially plants. The clarity of the water decreases and fish populations are affected. All this creates problems for the lake ecosystem.

The extent of shoreline erosion caused by boat wakes depends on the wake's energy. A wake's energy depends on four factors: distance from the shore, hull size, boat speed, and water depth. To minimize shoreline erosion, observe the five m.p.h. speed limit within 200 feet which will minimize the wake impacting the shore.

In no wake zones, a boat speed only a few miles per hour above the typical five miles per hour creates a wake with great erosive force. The impact of a boat's wake on shorelines can be greatly reduced if the boat is slowed down before entering the no wake zone. Speed limits are designed to protect both the boater and the aquatic environment.

Boaters can also help prevent lake damage by buying a boat that is compatible with the lake. Choose a boat that fits the size and depth of the lake. This applies to both length and horsepower. Avoid boats with V-shaped hulls. These boats create large wakes and chop up vegetation. Try to buy an engine with good fuel-burning efficiency. Make sure the engine and boat complement each other. Be sure the engine meets current air emission controls to prevent smelly clouds of exhaust. To aid in this, use the correct gasoline and oil mixtures. Use no-lead or low-lead gasoline and handle gasoline carefully to avoid spills. Have your engine tuned up regularly and fix engine leaks to avoid contaminating the lake. Leftover oil and gas in a boat is called bilge waste. Small amounts of bilge waste, because of its toxic nature, can cause significant damage to the lake if it is not properly stored and disposed. Many times this damage will not be immediately tangible, but the cumulative effects will cause lasting negative impacts.

While boating, drive at safe and use fuel efficient speeds. Operate the boat away from shallow areas since motors can churn up bottom vegetation and habitat, scare nesting birds off their nests, and resuspend phosphorus rich sediments, creating ecological problems. Stay away from birds, animals and their nests. Following or chasing animals in a boat may separate parents from their young, or frighten the animals from their natural habitat. It's also illegal!

Dispose of all wastes generated on your boat in the proper manner. Keep a trash bag handy and make sure nothing is thrown into the lake. Don't leave cut fishing line or plastic materials in the water. It is required by law to dispose of boat sewage and wastewater by keeping it in a sealed holding tank and pumping it out at a marina or dumping station. Remember to take home all trash.

Many people may not be aware that noise can also be an environmental problem. While boating, try enjoying the natural quiet of being on the lake. Avoid playing loud radios especially since sound travels easier over water. Also minimize using a motor boat during the morning and evening hours when people are enjoying the quiet. Consider other, quieter alternatives such as canoeing, sailing and rowing during these times.

Maintenance of a boat can also harm the lake. Boats are normally serviced once a year for repairs, painting, and general

CONNECTICUT
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Recreation

SUMMER ON THE RIVER

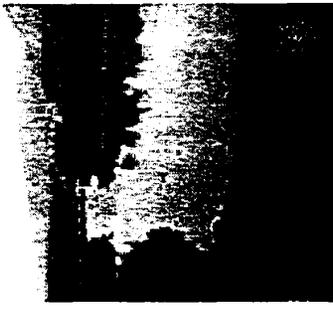
Boaters, you can help prevent bank erosion:

- watch your wake! Keep your wake down within 150' of shore; obey the speed limit
- steer clear of exposed, steep, or slumping banks
- do not disturb plants growing on riverbanks -they help hold the bank in place
- do not climb on exposed or steep banks
- launch your boat or canoe at a stable access

Each year, hundreds of riverfront landowners lose their land downstream. Careless boaters speeding through narrow sections allow their wakes to hit the shore and erode the banks. This costs landowners money, and pollutes the river with sediment, to say nothing of breaking the law. Priceless archeological treasures along the river are also threatened by boat wakes.

Understand the boating speed law

Boats must not exceed headway speed (no-wake, or 6 mph) within 150' (300' for jetskis) from shore, islands, other boats, swimmers, or floats (NH RSA 270-D:2 Par. VI). The law protects you, other



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Bank Erosion

Issue: Riverbank erosion is one of the most prevalent and misunderstood problems on the Connecticut River and its tributaries. Landowners from one end of the river to the other are concerned about losing their land to erosion, and perhaps about paying taxes on acres that may now be out of town, gone downriver. Often they wonder whom they should blame. Fisheries and water quality experts worry about loss of fish spawning habitat and pollution from sedimentation. The Connecticut River can and does erode valuable agricultural soils and threatens roads and buildings.

However, some attempts to stop erosion can have unintended effects, and can actually start erosion somewhere else, on someone else's property. The CRJC have recently published *The Challenge of Erosion*, a series of information fact sheets designed to help landowners better understand and work with this complex river process.

(It is the nature of rivers and streams to change course. Erosion occurs both on free-flowing rivers and on dammed rivers whose water levels fluctuate according to how the dams are operated) and the role of impoundment fluctuations on riverbanks is a topic of continuing debate. People cannot stop erosion - they can only speed it up or slow it down. There are many contributing factors to erosion, and people can influence only some of them. The most important deterrents are minimizing the attack on vulnerable banks from the water and from the shore, and allowing the banks to naturally fortify themselves with a protective buffer of vegetation.)

People place their homes and businesses in danger if they build them too close to the river on erodible ground. The federal government spends millions of taxpayer dollars nationwide each year in disaster relief for damage to structures which may have been unwisely built within a river's eventual path.

Opportunities: People living, farming, and doing business near the river should understand how a river works. Avoid setting up an erosion-prone situation in the first place.

① "A wise public must give the river room to be a river."

Sharon Francis,
Executive Director
Connecticut River Joint
Commissions

1. Landowners should help protect their banks and water quality at the same time by maintaining or planting a buffer of vegetation along streambanks, particularly where the land slopes toward the waterway. Such a buffer will also ensure their own privacy. They should keep heavy equipment, livestock, foot traffic, and structures off erodible riverbanks. Along their impoundments, dam owners should also cooperate with landowners to arrest erosion and provide buffers.

2. When designing stabilization for a problem site, use native vegetation wherever possible to achieve a natural solution to bank erosion which has many benefits beyond simply holding the bank together. Avoid armor the bank with stone riprap and other "hard" engineering solutions unless as a last resort when erosion immediately threatens a road or other large investment, since riprap is now understood to be a less preferable alternative for bank stabilization. Maintaining a vegetated riparian buffer should be a part of any river and streambank restoration project and conservation easement on riparian land.

3. Anyone faced with an erosion problem should contact professionals such as the Natural Resources Conservation Service for help in evaluating which solution, if any, is the best for the site, since each site is different and requires a practiced

Original
findings
Plan
is available

Land Use and Resource Management Plan for the Primary Zone of the Delta
Adopted February 23, 1995

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Implementation

Map of the Delta Primary and Secondary Zones

Appendix A - Delta Protection Act of 1992

Appendix B - List of Members of Delta Protection Commission

INTRODUCTION

The Primary Zone of the Sacramento-San Joaquin Delta includes approximately 500,000 acres of waterways, levees and farmed lands extending over portions of five counties: Solano, Yolo, Sacramento, San Joaquin and Contra Costa. The rich peat soil in the central Delta and the mineral soils in the higher elevations support a strong agricultural economy. The Delta lands have access to the fresh waters of the 1,000 miles of rivers and sloughs lacing the region. These waterways provide habitat for many aquatic species and the uplands provide year-round and seasonal habitat for amphibians, reptiles, mammals, and birds, including several rare and endangered species. The area is extremely popular for water-oriented recreation including fishing, boating, and waterskiing.

Recognizing the threats to the Primary Zone of the Delta from potential urban and suburban encroachment and the need to protect the area for agriculture, wildlife habitat, and recreation uses, the California Legislature passed and the Governor signed into law on September 23, 1992, the

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Delta Protection Act of 1992 (SB 1866). The Act directs the Delta Protection Commission to prepare a comprehensive resource management plan for land uses within the Primary Zone of the Delta (Plan).

The planning conducted by the Delta Protection Commission involved preparation and public review of nine background reports: Environment; Utilities and Infrastructure; Land Use and Development; Water; Levees; Agriculture; Recreation and Access; Marine Patrol, Boat Education, and Safety Programs; and Implementation. These reports provided the information base for the Plan findings and policies, as well as allowing opportunities for public review and comment through circulation and public hearings before the Commission.

The goals of the Plan as set out in the Act are to "protect, maintain, and where possible, enhance and restore the overall quality of the Delta environment, including but not limited to agriculture, wildlife habitat, and recreational activities; assure orderly, balanced conservation and development of Delta land resources and improve flood protection by structural and nonstructural means to ensure an increased level of public health and safety." Also pursuant to the Act, to the extent that any of the requirements specified in this Land Use and Resource Management Plan are in conflict, nothing in this Plan shall deny the right of the landowner to continue the agricultural use of the land.

The Plan consists of three sections. Part I, the Introduction, describes the planning program and the Plan objectives. Part II provides Findings and Policies, and Recommendations for more than one local government, or for State agency or special district action. Part III describes the program for implementing the Plan. Part IV is a map which shows the boundary of the Primary and Secondary Zones of the Delta.

Each element includes findings, policies, and recommendations. Findings are derived from the information in the background reports. The findings form the framework of data from which the policies and recommendations are derived. Policies are the directions for action the local governments must embrace and support through amendments to the General Plans, if necessary. The policies are intended to provide harmony Delta-wide for local government actions. Recommendations are additional, optional directions for action for local government, for non-profit groups, State agencies, and others. It is important to note, however, that in the implementation of both the policies and recommendations of this plan, the Act specifically prohibits the exercise of the power of eminent domain unless requested by the landowner.

ENVIRONMENT

The Delta is a unique geographic area in the State of California, a low-lying region of rich mineral and peat soils, composed of islands created largely by humans, as they diked and drained the prehistoric marshes of the region.

The lush wetland habitats surrounded by riparian woodlands have been replaced by agricultural lands, both cultivated and irrigated croplands, and irrigated and unirrigated pasture lands. Remnants of natural habitat are located largely along some sloughs and rivers and on small channel islands. Pockets of wooded or wetland habitat exist on some islands.

The aquatic habitats were historically brackish and home to both resident and migratory fish. Modern aquatic habitats are affected by flows released from upstream dams, seasonal drainage from agricultural lands, and year-round drainage from sources outside the Primary Zone, such as sewage treatment plants. Several large, freshwater lakes are located on the eastern edge of the Delta, providing year-round wetland habitat.

At all levels of the ecosystem, native plants and animals are now competing with exotics. Of particular concern are the Asian clam, which is competing for phytoplankton at the bottom of the food chain, and popular introduced game fish, such as the Striped bass, which are declining in

*"Personal Water Craft" (PWC) is the general term for a broad range of small, powered boats that typically carry one or two persons, and are popularly known by registered tradenames such as Jet Ski, Ski Doo, etc.

Goal : To promote continued recreational use of the land and waters of the Delta; to ensure that needed facilities that allow such uses are constructed, maintained, and supervised; to protect landowners from unauthorized recreational uses on private lands; and to maximize dwindling public funds for recreation by promoting public-private partnerships and multiple use of Delta lands.

Recreation and Access Findings:

F-1. Water-oriented recreation has been popular in the Delta since the late 1930's and 1940's. A 1980 report prepared for Department of Water Resources estimated 12 million recreation days annually since 1977. Most recreation use occurs late spring through early fall, although recreation activities occur year-round. There are no current, Delta-wide user statistics available.

F-2. Population of the Primary Zone continues to drop from its population highs in the early 1900's. Population in cities and areas around the Delta (Fairfield, Davis, Sacramento, Lodi, Stockton, West Sacramento, Galt, Laguna/Elk Grove, Lathrop, Tracy, Brentwood, Antioch, and Pittsburg) continue to increase dramatically. Over 21,000 acres of agricultural land in the Secondary Zone (8 percent) were converted to urban uses between 1976 and 1993, a 50 percent increase in urban use.

F-3. Studies show that most people who recreate in the Delta live within a 40 mile radius of the Primary Zone (Bay Area-Yuba City/Marysville-Highway 49-Turlock) and reside in Contra Costa, San Joaquin, Sacramento, Alameda, and Solano Counties. The rest live within a 100 mile radius (Red Bluff-Tahoe-Fresno).

F-4. The unique recreational aspect of the Delta is the extensive network of waterways. Many waterways are owned by the State of California and are under the supervision of State agencies, especially the State Lands Commission and the Department of Fish and Game. Many waterways are dredger cuts which were excavated to provide materials for levee construction. Dredger cuts inundated with navigable waters may be used by the public for navigation.

F-5. The Delta waterways are recognized as valuable habitat for resident and migratory species, including fish, amphibians, birds, and mammals.

F-6. Some recreational activities are detrimental to habitat values; such as those that create loud noises, create waves or wakes; or disturb sediments. Recreational boating adversely impacts the stability of some levees through creation of wakes increasing costs of maintenance. Wake erosion also adversely impacts wildlife habitat areas, such as channel islands.

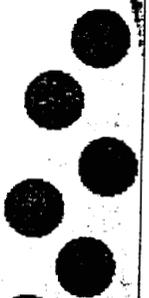
F-7. Most of the existing recreational opportunities are provided by the many private marinas. Marinas include support facilities (restrooms and pumpout facilities), launch ramps, boat storage, sales and repair, boat and houseboat rentals, bait shops, picnic areas, camping, RV camping, restaurants, and markets.

F-8. Marinas are located throughout Sacramento, Contra Costa, and San Joaquin Counties. Marinas are clustered in several locations within the Delta, notably Bethel Island (Contra Costa County) and Lower Andrus Island (Sacramento County).

A total of almost 11,000 berths exist in the Legal Delta; about 3,500 each in Sacramento, San Joaquin and Contra Costa Counties, about 350 in

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California proposal would ban sales of many Jet Ski engines

July 8, 1998
 Web posted at: 12:17 a.m. EDT (0417 GMT)

From Correspondent Don Knapp

SAN FRANCISCO (CNN) -- California's polluted skies have promoted some of the nation's toughest automobile smog regulations, but there have been no such restrictions on the state's half million small boats and Jet Skis.

Many of the personal watercraft use a conventional two-stroke engine that creates as much pollution in two hours of use as a new automobile driven more than 100,000 miles, according to the California Air Resources Board.

A proposal before the board would block sales of such engines by 2001.

"The amount of pollution coming from these engines is simply staggering," said Russell Long of the Bluewater Network, a project of San Francisco's Earth Island Institute.

"Nobody even knew this until the (U.S. Environmental Protection Agency) recently took a look at them and they found out that these are one of the largest sources of toxic water pollution in



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at them and they found out that ... these are one of the largest sources of toxic water pollution in the United States."

The simple design of the engine allows some of the fuel drawn into cylinders to pass through unburned into the exhaust system. That causes both water and air pollution.

"In a lot of these, you get 20 to 30 percent of raw unburned gasoline and oil coming directly out of the tail pipe, and these are the types of emissions that contribute to what people refer to as smog," said Richard Varemchik of the Air Resources Board.

There are new two-stroke engines that eliminate the problem, making it impossible for raw fuel to enter the exhaust system and go out into the water.

But the marine industry says it can't convert all of its engines by 2001.

The industry says it can produce cleaner marine engines by the year 2006, which falls in line with EPA requirements. But Air Resources staffers say Californians can't wait that long for cleaner air.

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- [Earth Island on the Web](#)

External sites are not endorsed by CNN Interactive.

Letter received from
John Lindseth
At the meeting

Dealing with the Mokelumne River issues are tough. It appears that try as they may, the committee was too heavily loaded with jet skiers. **I think their river use suggestion, that there be power boat times and non-power boat times, is probably the best workable idea for the foreseeable future.** The river should be open to all for reasonable use. **However, their suggestion to ban "towed persons" is goofy and completely opposite the facts and figures from all major safety agencies.** The National Transportation and Safety Board, to the Coast Guard, Sheriff Departments nationwide, boating and watercraft agencies etc. all report that the number one menace on the waterways with a disproportionate accident, injury and death rate is the Personal Water Craft, [PWC] "Jet Ski's".

"Personal Watercraft operators have been involved in a disproportionate number of boating accidents." **Pennsylvania Fish and Boat commission**

"...more fatalities on PWC's for an all time high..." **U.S. Coast Guard Recreational Boating Accident Report Database [BARD]**

"PWC account for 11% of all U.S. registered boats, [but] figure in more than 35% of all boating accidents." **National Park Service,**

"PWC accounted for 16% of the vessels registered in California, but were involved in 45% of 1966 boating accidents and 55% of the injuries. **California Department of Boating and Waterways.**

"While the number of PWC's tripled during the first 1/2 of the 1990's...injury rates were 8.5 times higher. **American Medical Association**

"...while boating fatalities have dropped overall in the past decade, those involving personal watercraft have jumped dramatically" **National Transportation and Safety Board.**

"Last year, the accident and injury rates for PWC's were six times higher than those for boats." **Department of Natural Resources, State of Wisconsin.**

But most telling of all: Canoe/kayak, open motorboats, and rowboats have only slightly lower injury rates. *Canoes and rowboats* all have a much higher *fatality* rate per vessel. from **U.S. coast Guard tables.**

These are not oakie agencies. Boating involving towing people on the river is mostly confined to wakeboarders and kneeboarders. This activity is the slowest of all power boat recreational activities. It is rare for a wakeboarder or kneeboarder to exceed 15-20 mph, a fast jog or run if it were on land. With a "towed person" you are required to have an observer, so there is no reason for the driver to be looking anywhere but where he/she is going. Water skiing on the river is extremely rare. I have made over 900 boating trips over a period of 20 years from my house to the Woodbridge Dam and back without accident or injury to anyone. We "slowboaters" are certainly not the menace on the river. For these 20 years it has been a wonderful source of enjoyment for my children and now my grandchildren. Our boat is quiet and rarely exceeds 20 mph. Compare that with loud, 70 mph plus "jet skis" and decide which one you want coming at you. I don't care for their noise and unregulated speed, but **I don't think they should be banned either.** We should approach this like we do with any other similar issue...education, enforcement, etc. Knee-jerk banning of anything is not the way to go thru life. Look at the facts from all boating and marine agencies and you will see that the "towed persons" type of boating recreation is not the problem. I urge you to adopt and test the committee's "separated use days" of the river before adding additional restraints. Thank you for your consideration.

John L. Kindseth, 1218 Rivergate Drive, Lodi, CA 95240, 334-1197



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orthodontics

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March 21, 2001

Lodi City Council Members

Dear City Council Members,

I noticed, through a couple of "Letters to the Editor" in the Lodi News Sentinel, that the Mokelumne River usage debate is heating up again. Last October, I submitted a letter in response to the River Task Force recommendations. I have included a copy of that correspondence with this communication for your review.

In addition to the variety of compromises the former correspondence offers, I'd like to pose some further thoughts. For starters, I'd like you to consider why this topic has arisen again. Essentially, the accident which occurred last summer precipitated all the renewed discussion. The problem with this is the fact that the accident was not due to an inherently unsafe boating environment. Rather, the San Joaquin County Sheriff and our local district attorney determined that the cause of the tragedy was gross negligence on the part of the boat driver.

Regardless, those who wish to close the river use the tragedy as the primary platform on which to base their arguments. The apparent gross negligence attributed to this accident makes this platform illegitimate. Basic and common safe boating practice would have saved Tommy Farnsworth's life. Any further discussion should regard safety guidelines for continued river usage, not river closure.

I grew up skiing on the river and now reside along its bank. I find it truly unfortunate that the majority of those who argue most passionately to close the river neither live along it nor have ever used the river in any capacity. How can they be given any credibility when they condemn the river as unsafe?

In my former correspondence, I proposed limited, slow speed towing activities (kneeboarding, trick skiing, wakeboarding) on a weekday-only basis. I also proposed the creation of a special education and area-use permit program. Annual permit, and area-use fees could make the education program self-funding.

I also suggested limited, weekday skiing access to Lodi Lake. Perhaps the City of Lodi would appreciate having the lake water circulated for free rather than paying our fire department to

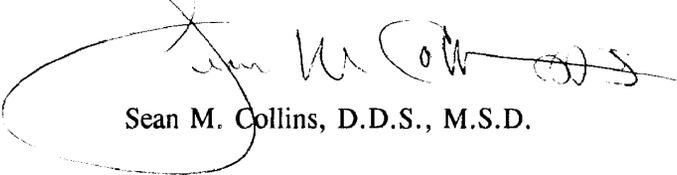
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circulate the water artificially. We may save money and, perhaps, even generate some revenue to help pay for safety patrols. These ideas, in conjunction with the rotating usage times proposed by the River Safety Task Force, will allow us to safely maintain the river as a valuable recreational resource.

Finally, as a waterfront homeowner, my property was purchased with the promise of both beauty and recreation afforded by the river. I have spoken to a local real estate appraiser who informs me that total restriction of river activities may adversely affect property values. I realize that this may seem a rather peripheral item to note but I must encourage you to consider potential economic and right-of-access impacts associated with any decisions you may make.

As a Lodi native, competitive water skier and waterfront resident, I have enjoyed the river much more than most. I don't want my community to lose the healthy recreation this river provides. I eagerly volunteer, in whatever capacity, to assist with implementation of education, safety, or monitoring programs along this waterway. Do not close this river. Through education and compromise, the Mokelumne can be safely enjoyed by all.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean M. Collins". The signature is written in a cursive style with a large, sweeping initial "S" on the left. Below the signature, the name "Sean M. Collins, D.D.S., M.S.D." is printed in a standard font.

Sean M. Collins, D.D.S., M.S.D.



SEAN M. COLLINS
DDS, MSD
orthodontics

October 25, 2000

River Task Force
Lodi City Council
County Board of Supervisors

Dear Task Force, City Council and Board Members,

I'd like to commend you, one and all, for taking the time to contribute to the welfare of our community. Also, I'd like to thank you for the opportunity to contribute to the ongoing discussion in regard to the Mokelumne River. While I was unable to attend the October 24 meeting, I am compelled to share my perspective.

First of all, I am a former and current resident along the river. I grew up on Edgewood Drive and my current address is 1359 Rivergate Drive. I have a thirty year background in competitive water skiing and also use the river regularly for kayaking and swimming. Because of my history growing up in this community and utilizing the river for all the recreation it affords, I probably have a more complete understanding of the issues involved than anybody outside your respective groups.

Primarily, it is my understanding that the Task Force was assembled to investigate the issues and make recommendations in order to create a safe environment on the Mokelumne River. If any Task Force, City Council or Board Members, have been out on the river lately, it is obvious that the San Joaquin County Sheriff patrols have significantly tamed the area through their presence along with their attempts to educate boaters and jet skiers. From a legislative and enforcement perspective, we have enough laws on the books to govern the area without further restrictions. Perhaps the institution of an educational program and issuance of an "area use permit" would be the only thing necessary to further insure safety. I suggest "area use permit" fees help fund ongoing sheriff patrols.

However, should it be decided that some restrictions be enacted, I was pleased with the majority of recommendations the River Task Force proposed in the October 23 and 24 issues of the Lodi News Sentinel. I felt the committee did an excellent job blending restrictions and education with the rights of the various groups concerned. For me, the disappointing recommendation was, as you might guess, the elimination of waterskiing.

The committee should work to modify and restrict waterskiing just as it has river usage. To this end, I have the following suggestions:

1. Restrict any towing activity to under 20 miles per hour. This only permits the slowest types of skiing; trick skiing, kneeboarding and wakeboarding. With these activities, the boat travels anywhere from 13-19 miles per hour. In addition, the rope is very short and the skier rarely gets too far from the boat.

2. Restrict towing activities to weekdays-only. Even prior to the accident (likely negligence) which brought all this discussion about, weekday usage was minimal. Recently, with the sheriff's presence, weekday and weekend usage is almost nonexistent. Nevertheless, in consideration of varied interests and safety, skiing could be eliminated on weekends and holidays.

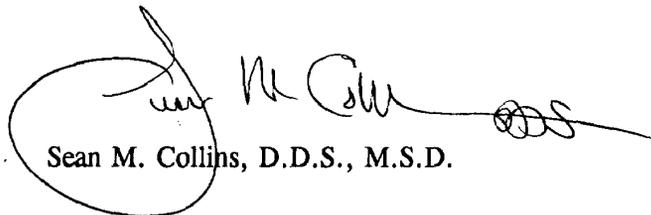
3. Restrict weekday towing activities to two potential areas; the straight section of river from Woodbridge Dam to Lodi Lake Trailer Park and Lodi Lake.

4. To further insure safety in the case of two or more ski boats, a condition of the testing and certification proposed by the committee should include an agreement by licensees to a system of "boat rotation". With this system, boaters will agree to take turns in the designated areas so that only one vessel would be actively towing a skier at any one time. If both the Lodi Lake and Woodbridge areas were open to usage, the combined spaces afford a far greater usage area than usual weekday use requires. Boat rotation is a common practice in competition ski areas which are smaller than either of these proposed stretches of water.

Once again, with the exception of education and certification, I'm not absolutely certain that we need additional restrictions. To my knowledge, there have been just two fatalities in this area in over forty years. This is a rather remarkable record of safety in light of the historical lack of education and sheriff department supervision. If restrictions are deemed unavoidable, I believe the restrictions I propose will provide the measures of safety necessary to avoid the elimination of waterskiing on the Mokelumne River.

I appeal to the River Task Force, City Council and San Joaquin County Board of Supervisors to consider these perspectives. Our river offers a wealth of enjoyment for all types of recreation and should remain accessible to the broadest cross-section of our population. Please do not take these limited skiing activities away. Compromise, along with education, will make the river safe for all of us.

Sincerely,



Sean M. Collins, D.D.S., M.S.D.



SEAN M. COLLINS

DDS, MSD

orthodontics

RECEIVED
MAR 23 PM 4:11
- LILLIAN BLACKSTON
CITY CLERK
CITY OF LODI

March 21, 2001

Lodi City Council Members

Dear City Council Members,

I noticed, through a couple of "Letters to the Editor" in the Lodi News Sentinel, that the Mokelumne River usage debate is heating up again. Last October, I submitted a letter in response to the River Task Force recommendations. I have included a copy of that correspondence with this communication for your review.

In addition to the variety of compromises the former correspondence offers, I'd like to pose some further thoughts. For starters, I'd like you to consider why this topic has arisen again. Essentially, the accident which occurred last summer precipitated all the renewed discussion. The problem with this is the fact that the accident was not due to an inherently unsafe boating environment. Rather, the San Joaquin County Sheriff and our local district attorney determined that the cause of the tragedy was gross negligence on the part of the boat driver.

Regardless, those who wish to close the river use the tragedy as the primary platform on which to base their arguments. The apparent gross negligence attributed to this accident makes this platform illegitimate. Basic and common safe boating practice would have saved Tommy Farnsworth's life. Any further discussion should regard safety guidelines for continued river usage, not river closure.

I grew up skiing on the river and now reside along its bank. I find it truly unfortunate that the majority of those who argue most passionately to close the river neither live along it nor have ever used the river in any capacity. How can they be given any credibility when they condemn the river as unsafe?

In my former correspondence, I proposed limited, slow speed towing activities (kneeboarding, trick skiing, wakeboarding) on a weekday-only basis. I also proposed the creation of a special education and area-use permit program. Annual permit, and area-use fees could make the education program self-funding.

I also suggested limited, weekday skiing access to Lodi Lake. Perhaps the City of Lodi would appreciate having the lake water circulated for free rather than paying our fire department to

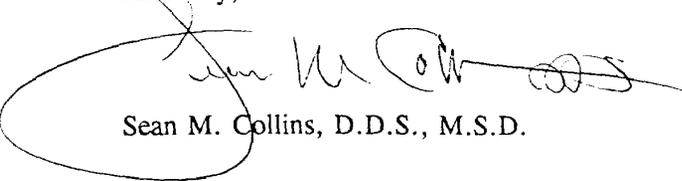
Page 2

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Finally, as a waterfront homeowner, my property was purchased with the promise of both beauty and recreation afforded by the river. I have spoken to a local real estate appraiser who informs me that total restriction of river activities may adversely affect property values. I realize that this may seem a rather peripheral item to note but I must encourage you to consider potential economic and right-of-access impacts associated with any decisions you may make.

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Sincerely,



Sean M. Collins, D.D.S., M.S.D.



SEAN M. COLLINS

DDS, MSD

orthodontics

October 25, 2000

River Task Force
Lodi City Council
County Board of Supervisors

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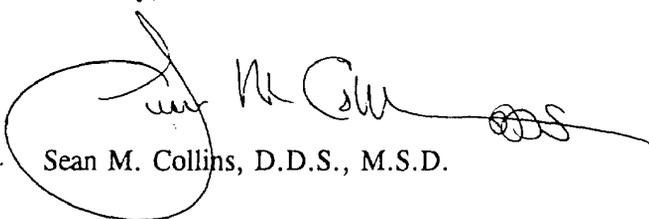
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Sincerely,



Sean M. Collins, D.D.S., M.S.D.

Letter and petition
Submitted



SEAN M. COLLINS
DDS, MSD
orthodontics

March 26, 2001

Lodi City Council Members

Dear City Council Members,

I heard that a petition to restrict the Mokelumne River to 5 miles per hour was to be presented this evening. Evidently this petition includes 700 signatures and was authored by Tommy Farnsworth's mother. Obviously this is an issue which involves a great deal of emotion, but please don't be convinced that those wishing to close the Mokelumne represent the majority.

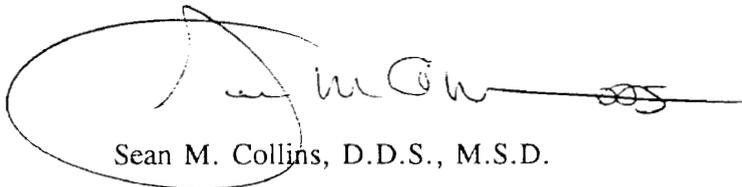
Today, during the regular course of my day, I asked patients and parents their opinions regarding the river issue. As a matter of investigation, I asked those who cared to share their views to sign a petition which reads as follows:

"This is to hereby certify that I am opposed to closure of the Mokelumne River waterway and to restricting waterway usage to 5 miles per hour. Further, I support limited speed water skiing activities (kneeboarding, trick skiing, wakeboarding)."

Over a few hours in my office, I obtained 32 signatures in favor of this petition. A few individuals had no opinion regarding activity on the river and did not wish to sign. Of all those invited to participate in this survey, only two individuals were in support of the 5 mile per hour restriction.

I have submitted additional correspondences outlining my position and suggestions pertaining to river closure and I don't believe that all needs repeating here. I only hope to shed some doubt as to whether those seeking restrictions actually speak for any legitimate majority. They certainly did not represent any majority of those I questioned.

Sincerely,



Sean M. Collins, D.D.S., M.S.D.

This is to hereby certify that I am opposed to closure of the Mokelumne River waterway and to restricting waterway usage to 5 miles per hour. Further, I support limited speed water skiing, (kneeboarding, trick skiing, wakeboard activities).

<u>DATE</u>	<u>NAME</u>	<u>ADDRESS</u>
3-26-01	Ryan Hoff	1786 Kennison Ln, Lodi
3-26-01	Erica Foose	111 Riverwood Dr. Woodlands
3-26-01	Samantha Belser	3511 E. Woodson Road, Acamp
3-26-01	Sammy Cole	1359 Rivergate Drive, Lodi
3-26-01	Juwanne Lashow	45 River Pointe Way, Lodi
3-26-01	Giselle A. Brindi	1641 West Regal St. Stockton
3-26-01	Karen Pelch	11341 E Tokay Blvd, Lodi
3-26-01	Angelica Alarcon	315 Obertin Way Galt
3-26-01	Charlene Lopez	1019 S. Sacramento St., Lodi
3-26-01	Sandra Gomez	215W Longview Ave Stockton
3-26-01	Brittany Fraser	1506 Amberleaf Way, Lodi
3-26-01	Angela Watt	1818 Orchis Ct. Lodi
3-26-01	Nathan Varosh	9462 Pioneer Cir Stockton, CA
3-26-01	Andrea Ellis	1408 Park St. Lodi, CA
3-26-01	July Frazee	1506 Amberleaf Lodi 95242
3-26-01	Beth Neal	229 River Oaks B. Lodi 952
3/26/01	Kim Dietz	2526 Amberwood Dr. Lodi 95242
3/26/01	Daisy Garcia	5501 F St. GALT 95021
3-26-01	Michael Schweizer DBS	700 S FAIRMOR AVE Lodi 95224
3-26-01	Marissa Benson	2416 Carriage Dr. Lodi 9521
3-26-01	Tony Parker	1228 S Hutchins Lodi 95201
3-26-01	Wynne Hardcastle	510 Northgate Manteca
3-26-01	Tom Beecher	512 Plum Ct. Lodi, CA.
3-26-01	Collier Rhoads	2615 Canale wood Dr Lodi
3-26-01	Jose Marquez	224 E Tokay #3 Lodi CA 9524
3-26-01	Erica Holden	13900 E Oak Point Dr ^{LECKE} ₉₅₂₄
3-26-01	Leanne Bluncoe	1536 Amberleaf Way ⁹⁵²⁴
3-26-01	JEFF Giarelli	1027 Calhoun Stockton CA 9
3/26/01	Lauri Satterthwaite	1132 River Pointe Dr, Lodi
3/26/2001	Candy B. Biegele	11531 E. Hwy 12, Leekesford
3-26-2001	Susan D. Meyer	901 Kirkwood Dr Lodi, CA 952

3-26-01 Mehri Mayer 901 Kirkwood Dr Lodi

CITY COUNCIL

ALAN S. NAKANISHI, Mayor
PHILLIP A. PENNINO
Mayor Pro Tempore
SUSAN HITCHCOCK
EMILY HOWARD
KEITH LAND

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 333-6702
FAX (209) 333-6807

H. DIXON FLYNN
City Manager
SUSAN J. BLACKSTON
City Clerk
RANDALL A. HAYS
City Attorney

April 4, 2001

San Joaquin County Board of Supervisors
222 E. Weber Avenue, Room 701
Stockton, CA 95202

Jack A Sieglock, Supervisor, District Four:

The Lodi City Council conducted a Special City Council meeting on Monday, March 26, 2001 for the purpose of considering Mokelumne River safety issues. At this meeting Lodi citizens overwhelmingly expressed support for a 5-mph speed limit on the Mokelumne River.

Enclosed please find a certified copy of Resolution 2001-74 adopted by the Lodi City Council on March 26, 2001:

- *Resolution No. 2001-74 entitled, "A Resolution of the Lodi City Council Recommending that the San Joaquin County Board of Supervisors establish a 5-mph Speed Limit on the Mokelumne River from the Woodbridge Irrigation District Dam to Guild Avenue*

Please do not hesitate to contact me at 333-6702 if you have any questions.

Sincerely,



Alan S. Nakanishi
Mayor

cc: City Council
City Manager
City Attorney

RESOLUTION NO. 2001-74

A RESOLUTION OF THE LODI CITY COUNCIL
RECOMMENDING THAT THE SAN JOAQUIN COUNTY BOARD
OF SUPERVISORS ESTABLISH A 5-MPH SPEED LIMIT ON
THE MOKELUMNE RIVER FROM THE WOODBRIDGE
IRRIGATION DISTRICT DAM TO GUILD AVENUE

WHEREAS, the Mokelumne River runs adjacent to the City of Lodi and Lodi Lake from the Woodbridge Irrigation District Dam to Guild Avenue; and

WHEREAS, the City of Lodi has an interest in protecting the health, safety, and recreational enjoyment of its citizens who use the river and Lodi Lake for recreational purposes; and

WHEREAS, the Mokelumne River has numerous blind corners, snags, and narrow channels that make high-speed water travel dangerous; and

WHEREAS, high speed watercraft create wakes that damage banks and levee improvements; and

WHEREAS, the citizens of Lodi have overwhelmingly vocalized support for a 5-mph speed limit on the Mokelumne River.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lodi does hereby recommend to the San Joaquin County Board of Supervisors that it establish a 5-mph speed limit on the Mokelumne River from the Woodbridge Irrigation District Dam to Guild Avenue.

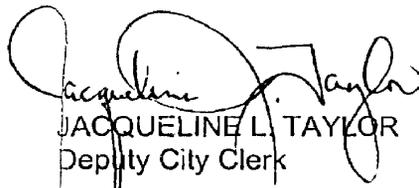
Dated: March 26, 2001

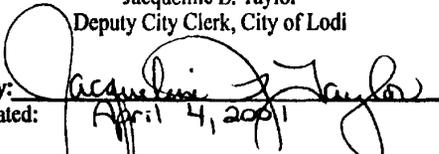
I hereby certify that the foregoing is a true and correct copy of Resolution No. 2001-74, which was duly and regularly passed and adopted by the City Council of the City of Lodi in a special meeting held March 26, 2001 by the following vote:

- AYES: COUNCIL MEMBERS – Hitchcock, Howard, Land, Pennino and Mayor Nakanishi
- NOES: COUNCIL MEMBERS – None
- ABSENT: COUNCIL MEMBERS – None
- ABSTAIN: COUNCIL MEMBERS – None

The foregoing document is certified to be a correct copy of the original on file in the City Clerk's Office.

Jacqueline L. Taylor
Deputy City Clerk, City of Lodi


JACQUELINE L. TAYLOR
Deputy City Clerk

By: 
Dated: April 4, 2001

2001-74

CITY COUNCIL

ALAN S. NAKANISHI, Mayor
PHILLIP A. PENNINO
Mayor Pro Tempore
SUSAN HITCHCOCK
EMILY HOWARD
-KEITH LAND

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 333-6702
FAX (209) 333-6807

H. DIXON FLYNN
City Manager
SUSAN J. BLACKSTON
City Clerk
RANDALL A. HAYS
City Attorney

COPY

April 10, 2001

San Joaquin County Board of Supervisors
222 E. Weber Avenue, Room 701
Stockton, CA 95202

SUBJECT: Public Hearing -- Mokelumne River Safety Recommendations

It has been suggested that the public hearing scheduled to consider the above subject for April 17, 2001 at 9:00 a.m. before the Board of Supervisors be rescheduled to a time and place that would more conveniently allow for public comment from the citizens of Lodi.

Should you wish to consider a location in Lodi for the public hearing, preferably after 5:00 p.m. for the benefit of our working residents, please contact the Lodi City Clerk at 333-6702 to assist you with arrangements.

Thank you for your consideration of this matter.

Sincerely,



Alan S. Nakanishi
Mayor

cc: City Council
City Manager
City Attorney

Office of the
County Administrator



COUNTY OF SAN JOAQUIN

Courthouse, Room 707
222 East Weber Avenue
Stockton, California 95202-2778
(209) 468-3211
Fax (209) 468-2875

April 4, 2001

Board of Supervisors
Courthouse
Stockton, CA

RECEIVED

APR 6 2001
10:30A
City Clerk
City of Lodi

<input checked="" type="checkbox"/> CC	<input type="checkbox"/> HR
<input checked="" type="checkbox"/> CM	<input type="checkbox"/> IS
<input checked="" type="checkbox"/> CA	<input type="checkbox"/> LIB
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<input type="checkbox"/> EUD	<input checked="" type="checkbox"/> PD
<input type="checkbox"/> FIN	<input type="checkbox"/> PW
<input type="checkbox"/> FD	<input type="checkbox"/> COM

Dear Board Members:

Adoption of Policies Regarding Public Safety Along the Mokelumne River

Recommendation

Supervisor Sieglock recommends that the Board of Supervisors give consideration to adopting the recommendations of the Mokelumne River Task Force, which relate to the section of the Mokelumne River from Woodbridge Dam to the northeast boundary of the City of Lodi:

1. Set a 5mph speed zone from 7:00 pm each evening until noon the next day.
2. Prohibit pull-behind recreation on the river at all times of the day.
3. Request the Sheriff's Department to patrol the river as often as time and resources allow.
4. Authorize the Sheriff to post boating & information safety signs at appropriate locations along the Mokelumne River which are within the unincorporated area of the County.
5. Adopt a resolution which urges state legislators to implement a Safe Boater Licensing program to enhance public safety on California's waterways.
6. Authorize the Sheriff to work with County Counsel to write the appropriate implementing ordinances.

Reason for Recommendation

In June 2000, 11-year-old Tommy Farnsworth from Manteca was killed and his father Thomas Farnsworth was critically injured when the canoe they were in was hit near Lodi Lake by a boat driven by an 18-year-old Woodbridge man. This accident sparked concerns regarding the safety of boating along this section of the Mokelumne River. Following the June incident, the Sheriff's Office stepped up boat patrol of the area. In addition, Supervisor Jack Sieglock and former Lodi

Mayor Steve Mann appointed a seven-member task force. County Planning Commissioner Pat Stockar chaired the Mokelumne River Task Force. The other members were Dr. Eric Albert, Tony Alegre, Jay Bell, Robin Sanborn, Dave Vaccarezza, and Don Walters. Four of the members own property adjacent to the river, and all the members have spent a great deal of time on the river.

The Task Force held three public hearings, had a meeting with the East Bay Municipal Utility District, and toured the river system with the Sheriff's Department. Additional meetings were held to consider the various alternatives regarding possible safety measures. An initial draft of recommendations was made public in October 2000. Based upon public input, the recommendations were revised. On November 8, 2000, the Task Force adopted five recommendations regarding public safety, which were intended to be applied to the section of the Mokelumne River from Woodbridge Dam to the northeast boundary of the City of Lodi. These recommendations were subsequently forwarded to County Supervisors and Lodi City Council.

The Task Force's recommendations (Attachment 1) were:

1. Set a 5mph speed zone from 7:00pm each evening until noon the next day.
2. Prohibit pull-behind recreation, such as water-skiing and wakeboarding, on the river.
3. Create an annual maintenance program for removal of obstacles, where permitted.
4. Stated that it is essential that the Mokelumne River should be patrolled by law enforcement agencies.
5. To post boat safety information and maps of the river at boat ramps and at the entrance to Lodi Lake. Post information safety signs at appropriate locations on the river.

On November 14, 2000, Supervisor Jack Sieglock distributed the Task Force's recommendations to the Board. An accompanying cover letter (Attachment 2) from Task Force Chairman Pat Stockar urged the Board of Supervisors to contact state legislators to implement Safe Boater Licensing to enhance public safety on all California waterways. In January 2001, Supervisor Sieglock requested assistance from the County Administrator to bring the Task Force's recommendations before the Board for consideration of their implementation.

The County Administrator requested the Sheriff to review the Task Force recommendations. The Sheriff's response is attached as Attachment 3. The Sheriff essentially concurred with the Task Force recommendations regarding speed limits, prohibiting pull-behind recreation, and maintaining a law enforcement presence on the river. On March 26, 2001, the Lodi City Council endorsed a 5mph speed limit at all times of the day on the Mokelumne River between the Woodbridge Dam and Guild Avenue just east of Highway 99. The Sheriff's Department also prefers this alternative over imposing a 5mph speed limit for only certain hours of the day. Imposing a 5mph speed limit would necessarily prevent pull-behind recreation because greater speeds are required for these types of sports.

The Sheriff also agreed in concept with the recommendation to install boating and information safety signs, but recommended that this should be the responsibility of the City of Lodi. The

**Board of Supervisors
Adoption of Policies Regarding Public Safety Along the
Mokelumne River**

**April 4, 2001
Page 3**

Sheriff's Office is currently working with the City of Lodi to negotiate a joint staffing agreement for patrol of the Mokelumne River/Lodi Lake area during the high-use season.

The Sheriff recommended against creating a maintenance program for removal of obstacles within the river due to liability reasons.

Adopting a speed limit along the Mokelumne River and/or prohibiting pull-behind recreation will require ordinance changes. The Sheriff will return to your Board with the appropriate language for ordinance revisions.

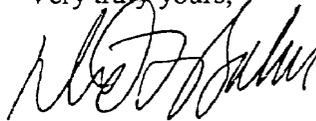
Fiscal Impact

The draft agreement between the Sheriff's Office and the City of Lodi for joint patrol of the Mokelumne River/Lodi Lake area would require the deployment of one Sheriff's Deputy on weekends and holidays during the peak boating season from May through October. The Sheriff's Office estimates that this would require approximately \$13,000 for per diem Deputies to provide the requested coverage.

Action To Be Taken Following Approval

The Sheriff will work with County Counsel to draw up ordinance changes to implement the Board's direction.

Very truly yours,



David L. Baker
County Administrator

DLB:SML

Attachments

c: Mokelumne River Task Force Members
Lodi City Council
Sheriff
County Counsel
Board Clerk for 4/17/01

BL#2001-03-24

MOKELUMNE RIVER TASK FORCE
Recommendations
November 8, 2000

The following recommendations apply to the section of the river from Woodbridge Dam to the Northeast boundary of the city of Lodi.

1. The use of the Mokelumne River is to be shared. From 12:00 noon until 7:00p.m., the river may be used for all types of water craft in accordance with state and federal safe boating laws. From 7:00 p.m. until 12:00 noon a five m.p.h. speed limit will be in effect.

Yes- Albert, Alegre, Sanborn, Stockar, Vaccarezza, Walters
No- Bell

2. Due to the increased amount of debris, snags, sandbars, fallen trees and other obstacles, water-skiing, wakeboarding and other types of pull-behind recreation should be prohibited on the river.

Yes- Bell, Stockar, Walters, Vaccarezza
No- Albert, Alegre, Sanborn

3. An annual maintenance program for removal of obstacles where permitted, such as those listed above should be implemented.

Yes- Albert, Alegre, Bell, Sanborn, Stockar, Vaccarezza, Walters

4. It is essential that the Mokelumne River should be patrolled by law enforcement agencies.

Yes- Albert, Alegre, Bell, Sanborn, Stockar, Vaccarezza, Walters

5. In order to enhance public awareness and education, boat safety information and maps of the river should be located at boat ramps and at the entrance to Lodi Lake. Information safety signs should be installed at appropriate locations on the river.

Yes- Albert, Alegre, Bell, Sanborn, Stockar, Vaccarezza, Walters



Stockar Ranch

Patrick F. Stockar
P.O. Box 673, Victor, CA 95253
Office or Fax (209) 333-7301 • Mobile (209) 479-1053



November 9, 2000

Jack Sieglock
Board of Supervisors
222 E. Weber Street
Stockton, CA 95202

Re: Mokelumne River Task Force Recommendations

Dear Jack,

After three public meetings, hours of testimony, discussion with affected agencies, a tour of the Mokelumne River by sheriffs deputies and careful deliberation over several months, the Mokelumne River Task Force has prepared a list of recommendations. The Task Force would like you to be aware of how each member voted on every recommendation. The results are the majority positions taken by the group.

The Task Force feels that Safe Boater Licensing, one of the original draft recommendations should become part of a statewide effort to enhance public safety on all California waterways and would urge the San Joaquin County Board of Supervisors to contact state lawmakers on this issue.

Thank you for your leadership role in the creation of the Mokelumne River Task Force and in advance for your consideration of our recommendations.

Sincerely,

Patrick F. Stockar
Mokelumne River Task Force Chairman



OFFICE OF

SHERIFF-CORONER

COUNTY OF SAN JOAQUIN

7000 Michael N. Canlis Blvd.

French Camp, California 95231-9781

Baxter DunnSheriff-Coroner
Public Administrator

March 7, 2001

To: Supervisor Jack Sieglock

From: Assistant Sheriff Bruce Agnew

Subject: Mokelumne Task Force Recommendations

Several months ago, I had an informal conversation with a member of the County Administrator's staff regarding the Mokelumne River Task Force recommendations. I have been asked to forward my thoughts and opinions to you regarding these recommendations.

I'm aware you are working closely with Sheriff's Office Lieutenant Steve Moore on the Mokelumne River issues. I spoke with Lt. Moore and as a result formulated some of my opinions based on information he has provided.

Recommendation 1:

Allowing all kind of boats - slow and fast - from noon to 7 p.m., but restricting boat speed to 5 mph from 7 p.m. to noon. This would allow the river to be free of fast, noisy boats in the morning and just before dusk.

Response:

I would not expect major problems with these restrictions. Anytime new laws are enacted we expect a temporary increase in calls for service. A temporary increase in service response follows which may involve schedule adjustments or overtime. Once compliance with the new laws occurs, the calls for service (as well as schedules and overtime) should return to normal. Long-term operational costs would increase only if we were expected to respond to calls 7 days a week, 24 hours a day.

Recommendation 2:

Prohibits water skiing, wakeboarding, and any activity that involves a boat pulling a person.

Response:

As I indicated earlier, new laws may cause an increase our calls for service, at least initially. Eventually, we would expect to gain compliance from the public and our calls for service would return to normal. If we continued to receive complaints of people skiing or towing someone behind their boat, I would expect our overtime and operational costs to rise. Since skiing and towing people behind a boat inevitably result in accidents and injuries, not allowing these activities could reduce emergency calls for service.

Recommendation 3:

Requires the removal of debris and other obstacles.

Response:

I do **not** recommend the County taking on the responsibility of routinely removing debris from the Mokelumne River!

Recommendation 4:

Require boaters to complete a boating safety course put on by the California Department of Boating and Waterways.

Response:

Safety courses are a great idea. I'm not sure what is available through the California Department of Boating and Waterways (or the U.S. Coast Guard Auxiliary) and if they issue a completion certificate. This recommendation would require some additional research prior to implementation.

Recommendation 5:

This recommendation would call for the Lodi Police Department and the Sheriff's Department to patrol the river as often as time and resources allow.

Response:

I concur.

Recommendation 6:

The last recommendation talks about providing boating safety information and maps of the river at boat ramps and the Lodi Lake entrance. The task force also recommends informational safety signs at appropriate river locations.

Response:

In theory, I agree with this recommendation. I would not recommend however, that the Sheriff's Department be given the responsibility of maintaining this program. Since the entrance to the lake and the main boating ramp is the responsibility of the City of Lodi, possibly their security force that patrols Lodi Lake could help in this area.

Conclusion:

The Sheriff's Office will do everything possible to make the Mokelumne River area near Lodi Lake as safe as possible. We are prepared to follow the directions of the Board of Supervisors and will work diligently with the City of Lodi, its police and other involved departments in this endeavor.

Before the Board of Supervisors

County of San Joaquin, State of California

B-01-_____

MOTION:

Adoption of Policies Regarding Public Safety Along the Mokelumne River

This Board of Supervisors does hereby adopt the following recommendations which relate to the section of the Mokelumne River from Woodbridge Dam to the northeast boundary of the City of Lodi:

1. Set a 5mph speed zone from 7:00 pm each evening until noon the next day.
2. Prohibit pull-behind recreation on the river at all times of the day.
3. The Sheriff's Department shall patrol the river as often as time and resources allow.
4. Authorize the Sheriff to post boating & information safety signs at appropriate locations along the Mokelumne River which are within the unincorporated area of the County.
5. Adopt a resolution which urges state legislators to implement a Safe Boater Licensing program to enhance public safety on California's waterways.
6. Authorize the Sheriff to work with County Counsel to write the appropriate implementing ordinances.

I HEREBY CERTIFY that the above order was passed and adopted on April 17, 2001 by the following vote of the Board of Supervisors, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

c:

County Administrator
County Counsel
Sheriff
Lodi City Council
Mokelumne River Task Force Members
Board Clerk

LOIS M. SAHYOUN
Clerk of the Board of Supervisors
County of San Joaquin
State of California

Before the Board of Supervisors

County of San Joaquin, State of California

B-01- 550

RECEIVED
01 APR 27 PM 2:43
SUZAN J. OLACRESTO
CITY CLERK
CITY OF LODI

MOTION: SIEGLOCK/MOW

Adoption of Policies Regarding Public Safety Along the Mokelumne River

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4. Authorize the Sheriff to post boating & information safety signs at appropriate locations along the Mokelumne River which are within the unincorporated area of the County.
5. Adopt a resolution which urges state legislators to implement a Safe Boater Licensing program to enhance public safety on California's waterways.
6. Authorize the Sheriff to work with County Counsel to write the appropriate implementing ordinances.
7. Request the Sheriff to return after six months and after twelve months to provide a report regarding the status of law enforcement and boating safety along this section of the Mokelumne River.

I HEREBY CERTIFY that the above order was passed and adopted on April 24, 2001 by the following vote of the Board of Supervisors, to wit:

AYES: **BEDFORD, MOW, GUTIERREZ, SIEGLOCK, MARENCO**

NOES: **NONE**

ABSENT **NONE**

ABSTAIN:

c:
 County Administrator
 County Counsel
 Sheriff
 Lodi City Council
 Mokelumne River Task Force Members
 Board Clerk

<input checked="" type="checkbox"/> CC	<input type="checkbox"/> HR
<input checked="" type="checkbox"/> CM	<input type="checkbox"/> IS
<input checked="" type="checkbox"/> CA	<input type="checkbox"/> LIB
<input type="checkbox"/> CD	<input checked="" type="checkbox"/> PR
<input type="checkbox"/> EUD	<input checked="" type="checkbox"/> PD
<input type="checkbox"/> FIN	<input type="checkbox"/> PW
<input type="checkbox"/> FD	<input type="checkbox"/> COM

LOIS M. SAHYOUN
 Clerk of the Board of Supervisors
 County of San Joaquin
 State of California

for
AIDA PIZANO

