



## TABLE OF CONTENTS

EXECUTIVE SUMMARY _____	3
AN URGENT CALL FOR BOATER SUPPORT _____	4
PURPOSE _____	5
SCOPE AND OBJECTIVES _____	5
STUDY DATE _____	5
STUDY OPERATIONS _____	6
VESSEL CATEGORIES _____	7
FINDINGS _____	8
Traffic by General Vessel Category _____	8
Traffic by Vessel Type _____	9
Traffic by Station _____	10
Traffic by Time of Day _____	11
Traffic by Category by Time of Day _____	12
Day-Use Vessel Traffic In Inner Channel _____	13
POPULATION GROWTH DRIVES UP BOATING DEMAND _____	14
BOATING TRENDS _____	15
HARBOR REVITALIZATION PLAN _____	16
DESIRED OUTCOMES _____	18
NEXT STEPS _____	19
APPENDIX _____	20
Survey Process Overview _____	20
Survey Results Data _____	21
Tally Sheet _____	22
List of Surveyors _____	23

## EXECUTIVE SUMMARY

This study counted vessels in motion throughout Dana Point Harbor's inner channels. The goal was to document the types and numbers of watercraft currently using Dana Point Harbor.

Since the harbor opened in 1971 the population of Orange County has more than doubled, and the types and popularity of small Day-Use Vessels (DUV's) has grown dramatically. Dana Point Harbor's boating community has evolved to reflect these changes.



### **Recreational Uses Dominate Dana Point's Channel Traffic**

Due to the harbor's limited slip and storage facilities, the growth of the harbor's boating community reflects the increased use of small Day-Use Vessels including kayaks, jet skis, paddleboards, dinghies and yacht tenders, and open day sailors.

Many slip renters own and operate two or three of these DUV's from their slip. Easy car-top portability has also fueled their popularity at the public launch sites including Baby Beach and the Embarcadero basin. Convenient rentals of paddle craft and personal watercraft (PWC's) support a large public access.

Evident even to the casual observer, this traffic study confirms that Dana Point Harbor's boating activity has grown and evolved. The harbor's inner channels are now used predominantly by small recreational vessels.

Gradually a new mainstream layer of public access has been successfully integrated into the use of this very limited public resource.

Long-term trends and projections are adding to this momentum, solidifying Dana Point Harbor's role as one of the World's finest small boat harbors.

The County of Orange is currently pursuing a "revitalization" plan for Dana Point Harbor that includes the loss of hundreds of small boat slips, no facilities for DUV operations, a dramatic narrowing of the inner channel and conflicted policies regarding the management of the diverse mix of vessels. This report demonstrates the County's plan is in conflict with the current and projected needs of Dana Point boaters.

This traffic study was conducted by the Dana Point Boaters Association to help identify the true needs of Dana Point's boating community. The DPBA is dedicated to ensure the highest priority of the "revitalization" plan is to support the increasing and evolving needs of boating in Dana Point Harbor.

## **AN URGENT CALL FOR BOATER SUPPORT**

Boater input and action is required to insure the Dana Point Harbor "revitalization" plan prioritizes the needs of boaters.



A growing community of over 450 boaters has joined the Dana Point Boating Association to provide support for the many efforts now underway to protect and expand public access for boaters and bring innovative solutions into the planning process.

The DPBA Board of Directors is requesting that members promote a steady grass roots membership drive among fellow boaters to increase the size of the DPBA.

The Board is also recruiting a list of active supporters who can occasionally dedicate time to assist with future traffic surveys and other boating related activities.

An annual membership is only \$25.00 per year, and members receive retail discount incentives that can offset the small member fee. Sign up and get information at: <http://www.danapointboaters.org/MembershipApp.htm>.

## **PURPOSE**

An effective harbor “revitalization” plan must prioritize and fully service the needs of recreational boating.

This traffic study documents the types and quantities of vessels currently using the waterways within Dana Point Harbor on a typical summer Saturday.

The purpose of this study is to provide the boating and planning communities with an up-to-date user profile to guide the harbor’s “revitalization” plan.

## **SCOPE AND OBJECTIVES**

Dana Point Harbor is recognized world wide as an exceptional facility for small recreational vessels.

This study focused on vessel movement upon the open water spaces within the harbor’s interior. Boating activity outside the mouth of the harbor was not documented.

The short-term objective is to provide boaters and various planning organizations with an up-to-date understanding of current boating activity within the harbor and identify trends and forecasts that will help to build a common vision for the harbor’s future.

The long-term objective is to help ensure the harbor “revitalization” results in Dana Point Harbor’s continued leadership as an exceptional public recreational facility.

## **STUDY DATE**

This study was conducted on Saturday, August 2, 2008. This date was selected as a “normal” rather than a “peak” summer weekend day:

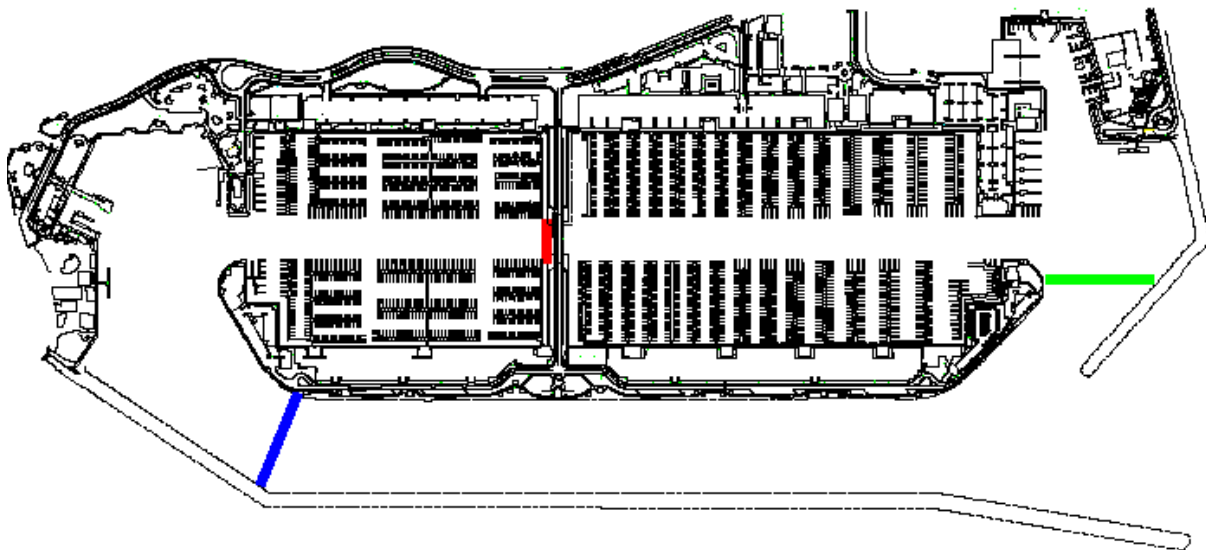
- ✚ This was not a holiday.
- ✚ There were no harbor-wide events such as the Tall Ships Festival.
- ✚ The weather was generally cool and cloudy for a summer day. There was no “heat wave” to inflate the number of beachgoers or inclement weather to discourage outside activities.

Of note: *Western Outdoor News* conducted a regional bass fishing tournament. Impact on the traffic study was limited to 18<sup>1</sup> or less registered vessels that made their transit to fish and back via the harbor's outer and inner channels.

## STUDY OPERATIONS

Volunteer surveyors, all members of the Dana Point Boaters Association, worked two-hour shifts from 6 am until 8 pm, staffing three stations, including the East Basin, West Basin and Island Way Bridge.

Each station established a "sight line" across the channel and surveyors used formatted tally sheets to record all traffic that crossed these sight lines.



**West Basin Station**   **Island Way Bridge Station**   **East Basin Station**

The direction of traffic was not recorded; only the type of vessel to bisect the sight line within each hour of time. This recorded the hour-by-hour progression by type of all traffic within the harbor's interior waterways.



















*(Details regarding the conduct of the study, the materials used as well as results are addressed in the Appendix stating on page 20.)*

---

<sup>1</sup>18 boats and 100 tournament contestants participated in 2008, the fourth year of this annual tournament. 50 boats and 200 tournament contestants participated in 2007.

## VESSEL CATEGORIES

Vessel traffic was recorded using 4 basic categories and 18 specific types:

<b>1. Day-Use Vessels (DUV's)</b>	<b>3. Private Sail Boats</b>
 Dinghy (no steering wheel)	 Sail boats over 40 feet
 Yacht tender (steering wheel)	 Sail boats 30 to 40 feet
 PWC (Jet Skis)	 Sailboats under 30 feet
 Kayak (all types of paddle boats)	<b>4. Commercial</b>
 Paddle Board (all types of paddle boards)	 Charter (fishing, whale watching)
 Day Sailor (open cockpit under 20 feet)	 Fishing (other than charter)
<b>2. Private Power Boats</b>	 Port-to-Port (Catalina Flyer)
 Power boats over 40 feet	 Ocean Institute
 Power boats 30 to 40 feet	 Harbor Patrol & Vessel Assist
 Power boats under 30 feet	 Service (divers, maintenance)

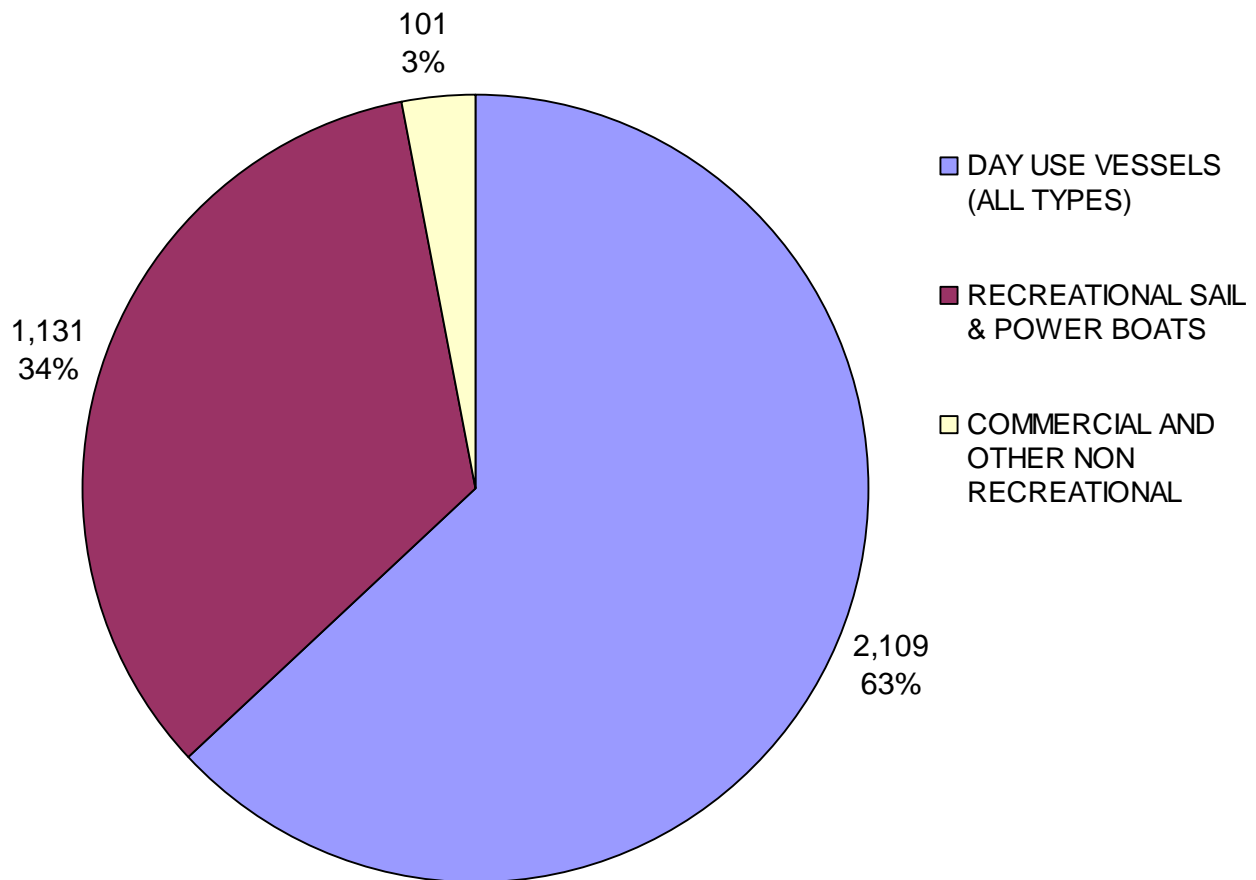
**NOTE: The majority of Day-Use Vessel types did not exist when Dana Point Harbor opened on July 31, 1971.**

## FINDINGS

### *Traffic by General Vessel Category*

✚ 63% of vessel traffic was Day-Use Vessels (DUV's)

✚ 2109 of 3352 total observations.

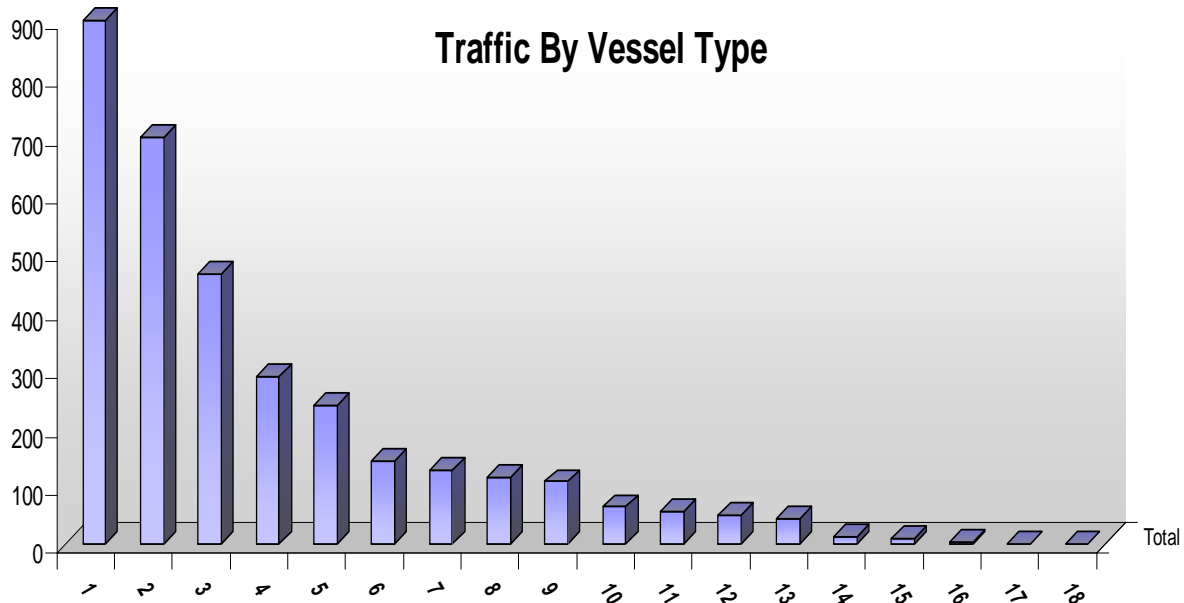


✚ The diverse community of Day-Use Vessels represents a significant majority of inner harbor water traffic.

✚ The harbor's open park-like channels have successfully integrated a new mainstream layer of public access.

## Traffic by Vessel Type

Four of the top five of the 18 categories counted were Day-Use Vessels.

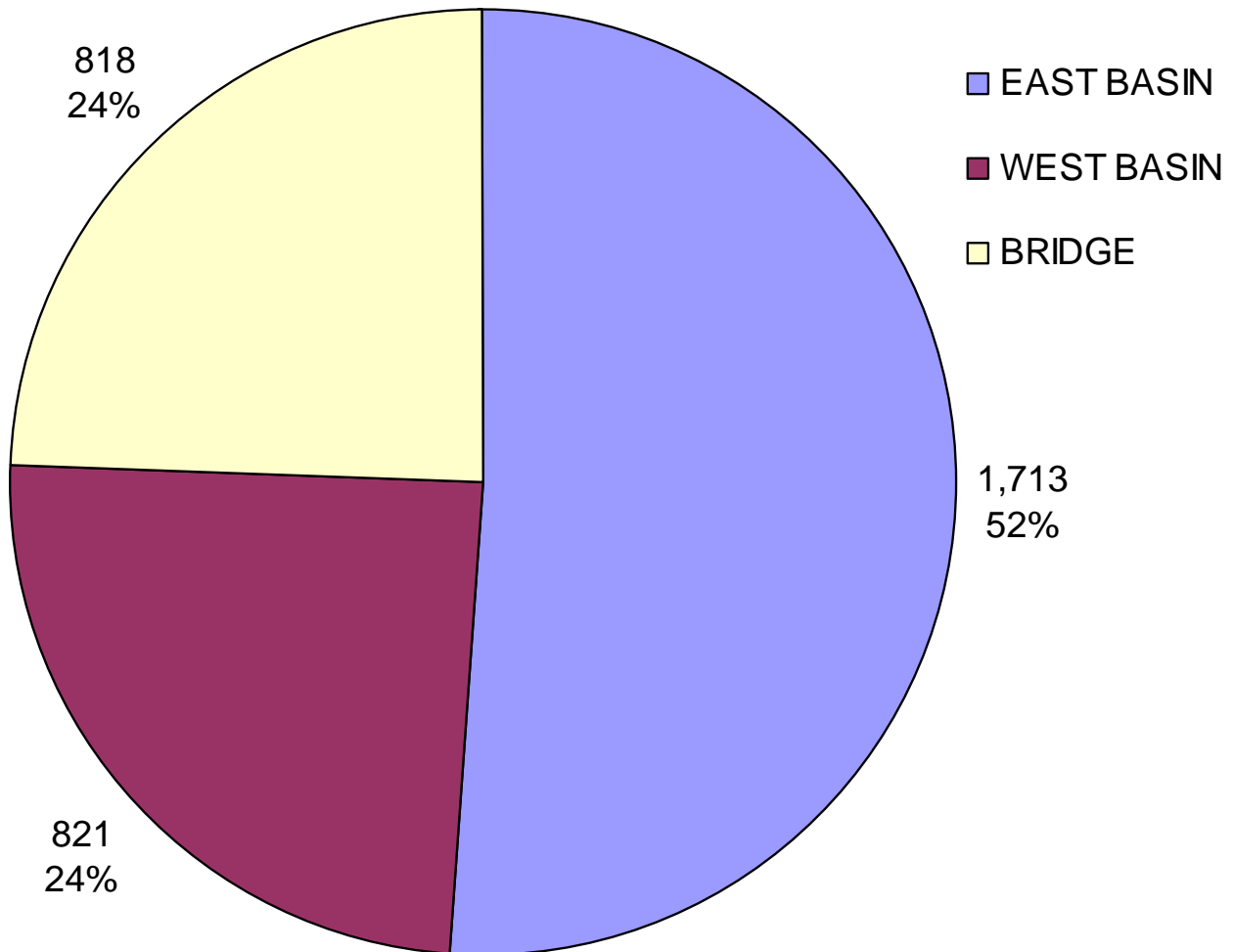


Rank	Count	Vessel Description <sup>2</sup>
1.	929	DUV: Kayak (all types)
2.	700	PB: Under 30 Feet
3.	464	DUV: PWC (jet skis)
4.	287	DUV: Paddle Board (all types)
5.	239	DUV: Dinghy (no steering wheel)
6.	142	PB: 30 to 40 Feet
7.	126	DUV: Yacht Tender (steering wheel)
8.	114	SB: 30 to 40 Feet
9.	107	SB: Under 30 Feet
10.	64	DUV: Day Sailor (under 20 feet)
11.	55	PB: Over 40 Feet
12.	50	CNPO: Charter (fishing, whale watching, etc.)
13.	44	CNPO: Harbor Patrol, CG and Boater Assistance
14.	13	SB: Over 40 Feet
15.	11	Unclassified
16.	5	CNPO: Port-to-Port (Catalina Flyer)
17.	1	CNPO: Fishing (other than charter)
18.	1	CNPO: Ocean Institute (tall ships)
	3352	Total All Vessel Types

<sup>2</sup> DUV = Day Use Vessel PB = Powerboat SB = Sailboat CNPO = Commercial Non Privately Operated

### Traffic by Station

A total of 3,352 vessels were counted during the 14-hour survey period.

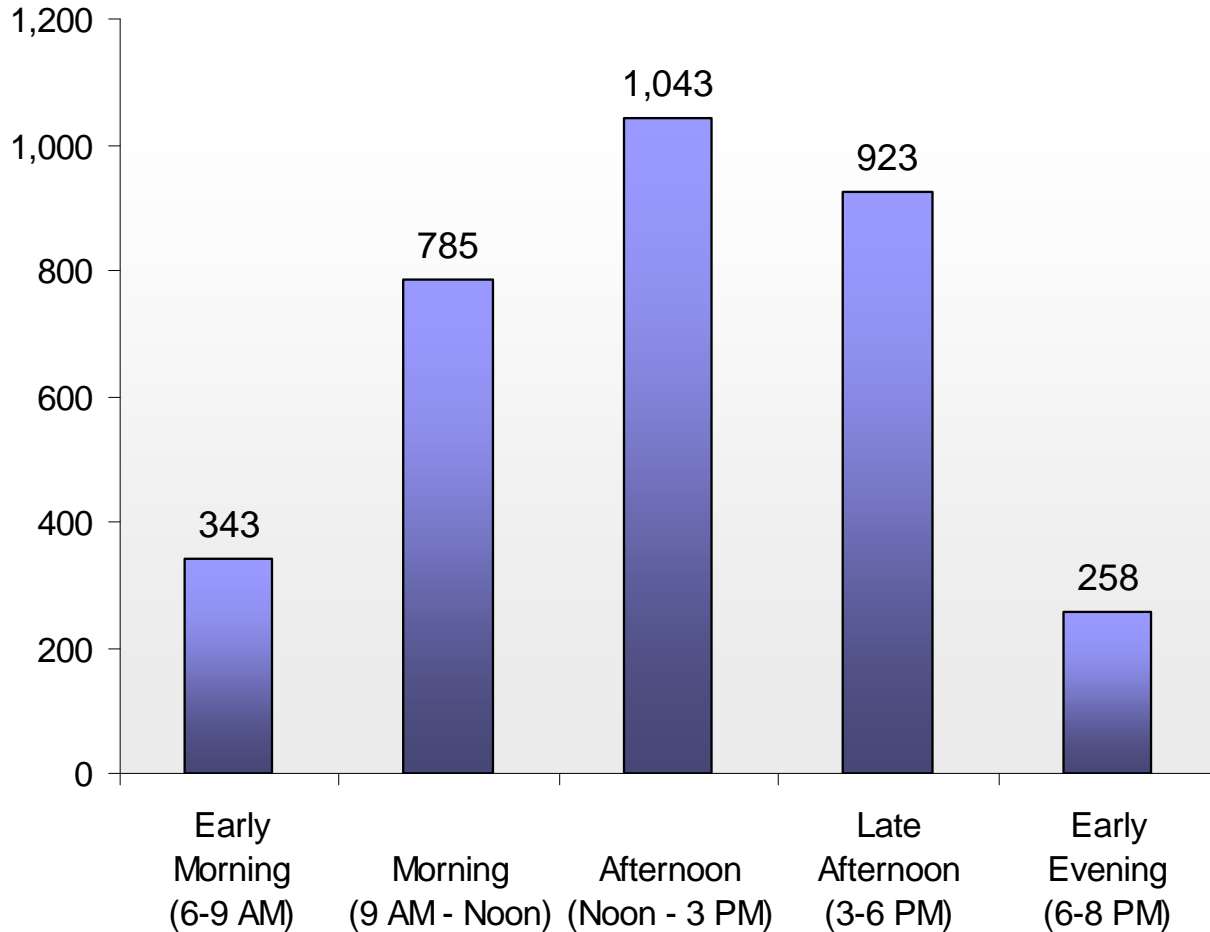


✚ 52% of harbor traffic was observed at the East Basin station. The much larger number of slips in the East Basin<sup>3</sup> as well as the significant volume in personal watercraft (PWC) traffic and public ramp launches explain the 2-to-1 disparity with traffic in the East Basin and under the Island Way Bridge.<sup>4</sup>

<sup>3</sup> There are 2409 slips within the entire harbor and approximately 1600 of these slips are located within the East Basin.

<sup>4</sup> Personal watercraft (PWC or jet-skis) can only be launched and retrieved at the launch ramp and rental facilities within the commercial core area of the East Basin.

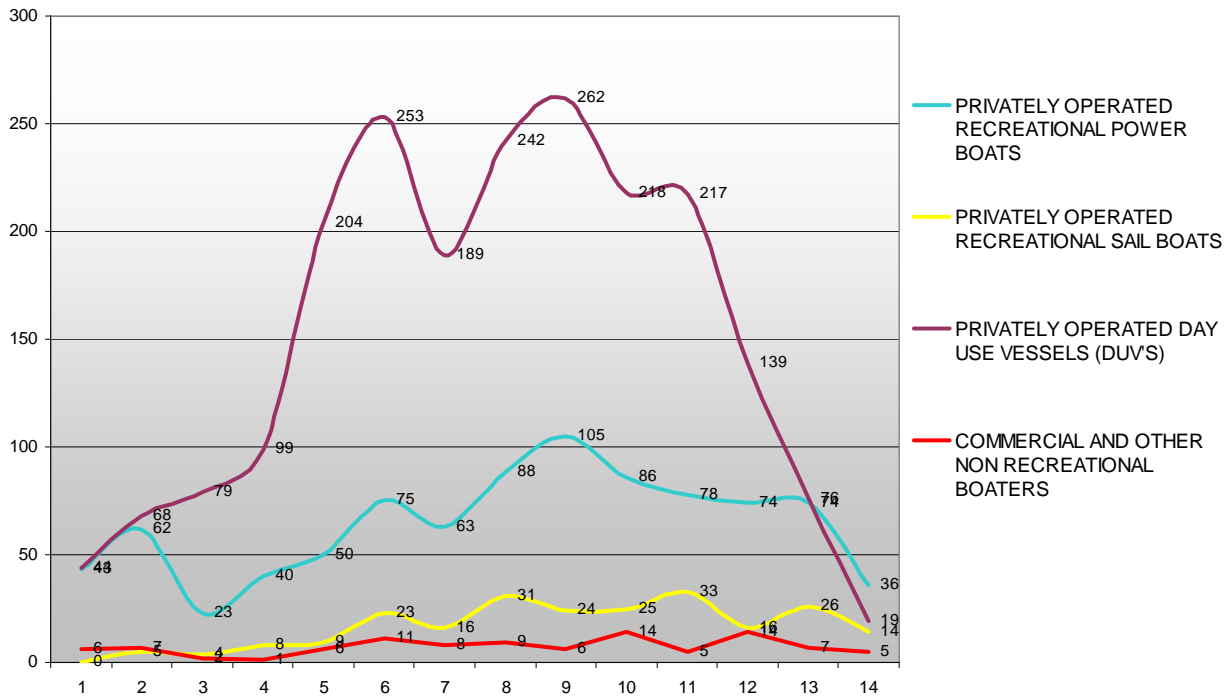
### Traffic by Time of Day



✚ Not surprisingly, Dana Point Harbor's peak traffic volumes occurred mid-day.

### Traffic by Category by Time of Day

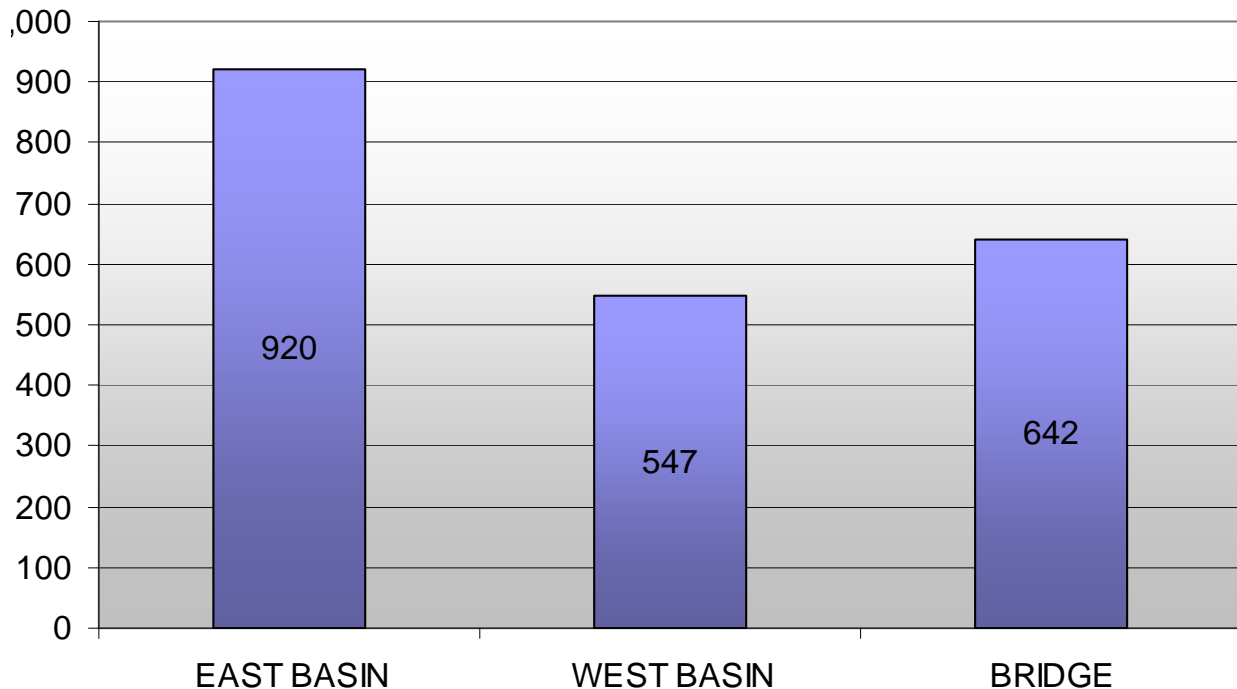
Except in the early morning and late evening, Day Use Vessels were a significant majority of the total harbor traffic.



- ✚ During the mid afternoon period, the number of Day-Use Vessels observed exceeded all of the other vessels combined.
- ✚ Early power boat traffic was significant due to heavy use by small fishing boats during the peak of fishing season.

### ***Day-Use Vessel Traffic In Inner Channel***

**During the mid day period especially, but during all hours of the study, a significant portion of harbor Day Use Vessel traffic passed under the Island Way Bridge.**

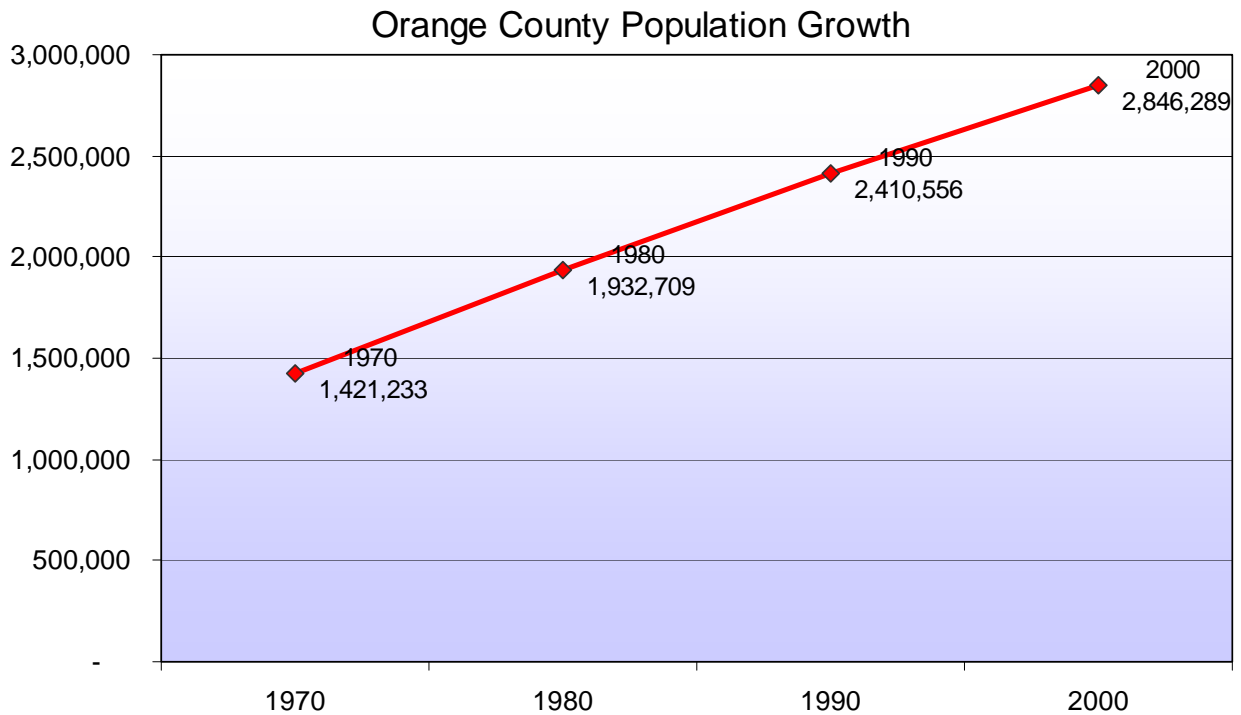


- ✚ The channel under the Island Way Bridge is much narrower than the East or West Basin channels.**
- ✚ Sailboats do not traverse the Island Way Bridge Station because their masts will not fit under the bridge.**
- ✚ Day-Use Vessels dominate the traffic at the Island Way Bridge.**
- ✚ The surveyors observed that the Island Way Bridge is a choking point for traffic.**
- ✚ It was common to observe several vessels in simultaneous motion under the bridge.**

## POPULATION GROWTH DRIVES UP BOATING DEMAND

During the approximately four decades since the Harbor opened in 1971, the official population of Orange County overall has grown well in excess of 100%.<sup>5</sup>

An important additional consideration regarding County population growth since 2000, this growth has been generally focused within the immediate South County area, where the majority of still-available undeveloped land is located.



Source: Official US Census

✚ **According to the Southern California Association of Governments (SCAG), Orange County population is projected to continue to increase, to 3,244,600 in 2020, a further 14% increase. Most all of this growth will be in Southern Orange County as well.**

✚ **The demand for boating access has and will continue to increase with this population growth.**

<sup>5</sup> Based upon 2000 data, the latest available official US census data available. The population of other Southern California counties who also use the Harbor have seen similar and even greater growth. Boaters from these counties also heavily use the Dana Point Harbor launch ramp.

## BOATING TRENDS

Current boating trends warrant additional discussion as these trends were clearly in evidence within the study results.

**Day-Use Vessels are leading the growth of recreational boating. Innovative designs and equipment, affordability, and portability have created a large demand for Day-Use Vessels. They are easy to use and both inexpensive and environmentally friendly to operate.**

A prime example is the explosive growth in kayak sales. The 4,000 member Outdoor Industry Association reports that over 12 million Americans have taken up kayaking since 2005.

Stand-Up paddleboards, unknown in the harbor just three years ago, now represent a large user group.<sup>6</sup> This new water sport is enjoyed by boaters of all ages, and offers yet another affordable, healthy and environmentally friendly way to enjoy the harbor.

### **Many secondary factors are involved:**

- ✚ Purchase prices are increasing in all vessel size categories while consumer purchasing power is decreasing
- ✚ Fees and costs associated with owning, maintaining, transporting and using recreational vessels are increasing rapidly
- ✚ Increased environmental awareness is in sync with a “green” type of boating which is inherently friendly to the environment
- ✚ Land storage facilities for trailer sized vessels are declining due to zoning restrictions and higher income yielding redeployments
- ✚ Declining number of in-water slips for small vessels due to reconfiguration of existing recreational harbors for larger vessels and commercial / residential developments
- ✚ The rising cost of fuel is driving a shift to smaller and more efficient vessels. Downsizing is a global trend that is affecting all segments of the recreational vehicle and vessel marketplace
- ✚ Boaters are taking fewer trips and shorter trips on their primary vessels to offset increased operating costs. DUV’s are being used instead for direct water access
- ✚ Boaters are increasingly dependent upon recreational activities within their harbor’s facilities

---

<sup>6</sup> 287 paddleboards of all types were counted during the survey, the fourth most active boater group amongst the 18 boating types.

## HARBOR REVITALIZATION PLAN

Based on the traffic study data and projected industry trends, the Dana Point Boaters Association has identified critical boating issues not addressed by the current versions of proposed landside and waterside redevelopment plans, collectively referred to as the Dana Point Harbor Revitalization Plan.

These progressive changes in boating activities have occurred due to population growth, limited slip availability, high fuel costs, environmental awareness, and rapidly increasing demand for Day-Use Vessels.

### Examples of planning omissions and conflicts include:

- ✚ There are no facilities for launching DUV's within the existing harbor. Today many of these vessels are hand-carried for significant distances, then launched and retrieved almost exclusively at Baby Beach.
- ✚ Competing non-boater uses at Baby Beach include child-play, swimming, sunbathing, family and "event" picnics and fair type events, highlighting the need for increased boater facilities.



**Baby Beach is host to many different user groups**

- ✚ Parking at Baby Beach during normal weekends is already saturated. There is no provision for the projected increase in boater and non-boater parking.

- ✚ Regional population growth will increase the potential for conflict between boaters and other users and highlights the need for increased boater facilities.
- ✚ Adding to the problem, some existing parking has recently been redeployed to commercial uses.<sup>7</sup>
- ✚ The proposed land use plan calls for large reductions in boater parking<sup>8</sup> necessary to accommodate a planned 53% increase in commercial floor space, as well as a plan to replace the existing Marina Inn<sup>9</sup> with a more than double sized resort/convention center.
- ✚ Storage space for DUV's within the harbor today is extremely limited. There is no storage for DUV's at Baby Beach.
- ✚ There is no DUV storage, launching and retrieval facilities provided for within the proposed land use plan, and current slip renter contracts unrealistically restrict in-slip DUV storage.
- ✚ Suitable docking facilities for DUV's are completely unavailable. Existing but unsuitable docking facilities include the transient space at the Catalina Flyer dock, the pump-out dock at the Harbor Patrol station in the East Basin and three small pump-out stations in the West Basin.
- ✚ The proposed water use plan narrows the width of the main inner channel waterway from 200 feet to a maximum of 160 feet in the areas away from the Island Way Bridge, a 25% reduction.
- ✚ For the approximately 16 docks nearest the bridge, the channel would be further reduced to only 95 feet, creating a choking point, water safety concern and potential traffic jam.
- ✚ The proposed channel narrowing would provide more slips for the largest boats in the harbor. This design utilizes "pickle fork" slips at the end of the docks. The very largest boats in the harbor would *back out* into a much narrower inner channel each time they launch. A serious boater safety issue.

---

<sup>7</sup> During 2007, a commercial whale/dolphin watch charter service was relocated from docks within the commercial core area to the end of the public guest docks near Baby Beach. Customers of this valuable and very popular service require significant additional parking.

Also during 2007, the former Youth and Group Center was repurposed to also allow rental for weddings and other private and public events, which often occur during peak weekend hours.

During 2006, the guest docks were repurposed to also include extended stay premium, non-guest uses. These new uses in turn require additional boater parking.

<sup>8</sup> The proposed land use plan would reduce boater parking in two ways: the number of slips would be reduced (a loss of 374 slips is latest proposal) and the allocation per slip would be changed from 1.25 spaces maximum to .6 of a space per slip. This translates to a minimum loss of 655 spaces.

<sup>9</sup> While the Marina Inn is over 90% booked year round, it still affords a relative abundance of surplus parking, which is occasionally employed by DUV boaters, and well as slip renters when Catalina Flyer and restaurant valet parking makes space within their lots unavailable.

- ✚ This configuration introduces new traffic safety concerns, especially within the inner channel and near the bridge where channel width would be dramatically reduced. An even more serious boater safety issue.
- ✚ The proposed channel narrowing threatens to mitigate new traffic safety issues caused by narrower channels and larger vessels by restricting or eliminating the recreational use of the inner channel during peak hours, typically weekends and holidays.

This outrageous policy is a blatant affront to the public's long-standing access, prioritizing the needs of a few wealthy boaters at the expense of hundreds of small recreational boaters.

## **DESIRED OUTCOMES**

This report fairly represents a typical mixture of vessels that are utilizing the open water space within Dana Point Harbor.

The harbor has become an increasingly important recreational and social hub of activity that has successfully integrated a large surge of internal boating activity not anticipated when the harbor was opened in 1971. The ample inner channel space and park-like setting have contributed to make Dana Point Harbor a true "gem" for accommodating the expanding needs of Orange County boaters.

The primary purpose of any recreational harbor is to provide for the needs of recreational boating. This is especially true of Dana Point Harbor, which is chartered under the Tidelands Trust, a specific and quite explicit California state law that grants Orange County the authority and responsibility for harbor operation and maintenance on behalf of boaters.

It is the authors' view that this report should be the genesis for planning the harbor's future, especially as relates to the OC Dana Point Harbor (department) authored "Revitalization Plan", which is now being exposed to the public planning revision process. It is the authors' view that boaters must drive the planning process and the planning community must collaborate to develop a common vision for the harbor's "revitalization".

Protecting and expanding the current public access, developing additional water based amenities and updated operational guidelines will enable the harbor to continue to serve the expanding needs of Orange County boaters.

## NEXT STEPS

With these considerations in mind, the Dana Point Boaters Association recommends the following next steps:

- ✚ Share this traffic survey with the boating and planning communities
- ✚ Address shortfalls within the proposed Harbor Revitalization Plan
- ✚ Form a Boater Safety Committee comprised of a diverse group of boaters to provide harbor management with proposals for operational and safety guidelines to address the harbor's expanding mix of vessels



Harbor Patrol educates a PWC renter about 5 mph speed limit

- ✚ Increase boater education regarding these guidelines – assure all distinct user groups are considered and addressed
- ✚ Immediately utilize the findings in this report to drive the “revitalization” planning<sup>10</sup>
- ✚ Conduct a boater survey to identify behavioral changes being caused by global factors including environmental concerns, increased energy costs and increased ownership fees as they apply to boating activities within the harbor.
- ✚ Conduct additional traffic surveys to expand the data

---

<sup>10</sup> The impacts upon the current Revitalization planning process are specifically discussed starting on page 16.

## APPENDIX

### ***Survey Process Overview***




The survey period was divided into 14 one-hour segments, beginning at 6:00 AM and ending at 8:00 PM.

For purposes of staffing, this 14-hour period was divided into short two-hour shifts. This helped keep the team members mentally alert, achieving accurate survey results and reducing the time each volunteer had to devote to counting boats on a nice summer Saturday!

All team members were experienced boaters. The team leader met with each team member before each shift change to explain the survey form, assure understanding of boat classifications and answer any questions. The survey team leader supervised all team members on station at regular intervals, to maintain the quality of survey results and provide support.

Individual tally sheets were used for each hour of the study, allowing traffic data to be easily segregated by type and time of day.

The survey was conducted at three locations within the Dana Point Harbor:

-  East Basin
-  Island Way Bridge
-  West Basin

These three locations represent the three major internal traffic areas within the Harbor. They do *not* represent the sum of the traffic entering and leaving the harbor.

The direction of traffic was not recorded; only the type of vessel to bisect the sight line within each hour of time. This in turn recorded the hour-by-hour progression by type of all traffic within the harbor's interior waterways.

Traffic flow was observed to be smooth and orderly during the study although traffic density near the Island Way Bridge was substantially higher.

This survey should not be used to draw conclusions about the harbor's traffic capacity.

Dana Point Harbor - Internal Water Traffic Study #1  
 Conducted by the Dana Point Boaters Association  
 Data Collected August 2, 2008

## Survey Results Data

14 Hour Period 6 AM to 8 PM	East Basin	Bridge	West Basin	Harbor Total
<b>POWER BOATS PRIVATELY OPERATED</b>	<b>605</b>	<b>159</b>	<b>133</b>	<b>897</b>
Overall Length <u>Over 40</u> Feet	27	4	24	55
Overall Length <u>30 to 40</u> Feet	100	13	29	142
Overall Length <u>Under 30</u> Feet	478	142	80	700
<b>SAIL BOATS PRIVATELY OPERATED</b>	<b>117</b>	<b>0</b>	<b>117</b>	<b>234</b>
Overall Length <u>Over 40</u> Feet	3	0	10	13
Overall Length <u>30 to 40</u> Feet	57	0	57	114
Overall Length <u>Under 30</u> Feet	57	0	50	107
<b>DAY USE VESSELS</b>	<b>920</b>	<b>642</b>	<b>547</b>	<b>2,109</b>
Day Sailor ( <u>under 20</u> feet)	11	5	48	64
Yacht Tender ( <i>steering wheel</i> )	27	74	25	126
Dinghy ( <i>no steering wheel</i> )	56	146	37	239
PWC ( <i>jet skis</i> )	438	13	13	464
Kayak ( <i>all types</i> )	312	288	329	929
Paddle Board ( <i>all types</i> )	76	116	95	287
<b>COMMERCIAL AND ALL OTHER NOT PRIVATELY OPERATED</b>	<b>71</b>	<b>13</b>	<b>17</b>	<b>101</b>
Charter ( <i>fishing, whale watching, etc.</i> )	37	0	13	50
Fishing ( <i>other than charter</i> )	1	0	0	1
Port-to-Port ( <i>Catalina Flyer</i> )	5	0	0	5
Ocean Institute ( <i>tall ships</i> )	0	0	1	1
Harbor Patrol, CG and Boater Assistance	28	13	3	44
<b>MISCELLANEOUS / UNCLASSIFIED</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>11</b>
<b>TOTAL BOATS OF ALL TYPES AND USES</b>	<b>1,713</b>	<b>818</b>	<b>821</b>	<b>3,352</b>

Dana Point Harbor - Internal Water Traffic Study #1  
 Conducted by the Dana Point Boaters Association  
 Data Collected August 2, 2008

## Tally Sheet

<b>DANA POINT HARBOR WATER TRAFFIC STUDY</b>			
Conducted By: The <u>Dana Point Boaters Association</u>		Surveyor: _____	
Survey Location: (circle one) East West Bridge		Start Time: _____ End Time: _____	
When finished tally & note totals below			
<b>PRIVATELY OWNED RECREATIONAL POWER BOATS</b>			
To count, use arrow to the left and next boat, arrow to the right. Each row will count 40 boats.			
Overall Length <u>Over 40</u> Feet			
Overall Length <u>30 to 40</u> Feet			
Overall Length <u>Under 30</u> Feet			
Yacht Tender ( <i>steering wheel</i> )			
<b>PRIVATELY OWNED RECREATIONAL SAIL BOATS</b>			
To count, use arrow to the left and next boat, arrow to the right. Each row will count 40 boats.			
Overall Length <u>Over 40</u> Feet			
Overall Length <u>30 to 40</u> Feet			
Overall Length <u>Under 30</u> Feet			
Day Sailor ( <i>under 20 feet</i> )			
<b>OTHER PRIVATELY OWNED RECREATIONAL WATERCRAFT</b>			
To count, use arrow to the left and next boat, arrow to the right. Each row will count 40 boats.			
Dinghy ( <i>no steering wheel</i> )			
PWC ( <i>jet skis</i> )			
Kayak ( <i>all types</i> )			
Paddle Board ( <i>all types</i> )			
Miscellaneous			
<b>COMMERCIAL AND ALL OTHER NOT PRIVATELY OWNED</b>			
To count, use arrow to the left and next boat, arrow to the right. Each row will count 40 boats.			
Charter ( <i>fishing, whale watching, etc.</i> )			
Fishing ( <i>other than charter</i> )			
Port-to-Port ( <i>Catalina Flyer</i> )			
Ocean Institute ( <i>tall ships</i> )			
Harbor Patrol and Vessel Assist			

## ***List of Surveyors***

There were 17 members of the Dana Point Boaters Association who contributed time on Saturday, August 2, 2008 to participate in the collection of survey data.

When the association was chartered in March 2007, the general membership determined that it was not in the best interests of the association to publicly divulge the names of its individual members. Therefore, individual surveyor names are not disclosed within this report. However, the Board of Directors of the Association will be happy to speak to anyone regarding the content of this report, as well as facilitate interviews with individual surveyors upon request.

**See the association website:**

<http://www.danapointboaters.org/About%20Us.htm>