

On-Site Meeting with Public at 33rd St.

May 5, 2014

33rd St. River Access

Neighbors and river users gathered at the 33rd St. Put-In to review two options presented by DHM Design.

There was group discussion and then smaller groups walked the site and looked at locations of proposed improvements.

Physical Improvement Comments from the Public

Option #1

- Extend the trail from 32nd Street all the way to the 33rd Put-In. Encourage people to ride their bikes. Provide bike racks.
- Please don't extend the trail into my yard (NW corner of 32nd and E. 3rd). I would definitely protest this. Can the trail be taken out of the street width instead?
- Is it feasible to have a turn-around that accommodates busses at the north end?
- Keep trail soft surface.
- Make sure the parking at the north end is formalized. Defined edge or curb. Keep about 6 spaces at the north end at the walk-in access.
- Add fence between road and river at the private property.
- Option 1: Need to make the entry larger for trailers at the north ramp. Cutting into the vegetation a little bit is ok.
- Option 1: Like this options with expansion to north.
- Add dark skies lighting like on Animas River Trail.
- Separate trailered from non-trailered users.
- Like sidewalk at south end.
- It would be great to have electrical air pumps in the staging area for filling up rafts, to get people off the road. Mild to Wild might be interested in donating.
- Keeping the staging areas out of the circulation pattern is critical.
- Kids want a slide into the water.
- High use bus trailer time is July, high use for private is June.
- Don't bring back parking on street.
- Would want to see a wider walkway, 6' is too small.
- Don't let commercial back in, only pull-thru.
- Sometimes there are 3 busses in here at once.
- Would like to see one bigger island for staging.

Option #2

- Head-in parking on street is not desirable. Look at an options where the parking shifts to the interior and is off the one-way drive lane on the river side. (see drawing on plan)
- Way too much disturbance in the north area if you have parking. Keep similar amount of parking to existing walk-in area. 6 spaces or so.
- Would like to see the same parking pattern in the north area too.
- Needs to have ramp for Dory. Smooth surface all the way into the water.
- On inside of island parallel could change to seasonal parking.
- Parallel parking encourages trailers.
- Push drive lane to east, into the hillside as much as possible.
- Could we have staging areas across river? Railroad doesn't want people crossing the tracks there. Access could be at existing crossing at bridge. Would need an expensive bridge structure to come off of the 32nd St bridge and drop down to access. Very steep slope by bridge.
- Make a pedestrian route from the 33rd ROW above the site down through the access area and directly to a walk in river access. (see drawing on plan)
- South area to have 1 walk in access point to river close to the restrooms.
- Not a lot of support for a neighborhood park setting (like Memorial Park)
- Make south area irrigated native with picnicking areas.

Management Suggestions

- Can we limit the length of time commercial boaters can be at Put-In?
- Can commercial companies stagger when they come to site?
- Need more enforcement, especially at north parking area. This is the main site for criminal activities.
- Time limits for anyone loading on-site.
- Limit length of bus.
- Commercial companies to do safety talks at their shop.
- Provide less limitations to parking in off-season.
- Limit any parking to 4 hours and patrol.