

**River Access Follow-up Meeting with Public
Recreation Center**

May 9, 2014

Group Discussion

- 29th Street- do nothing, leave as is.
- Policy at Oxbow- How will the City enforce tubers to use paddles?
- Law enforcement is not responding to calls.
- River law enforcement is needed.
- City will need to have a public meeting with the Police Chief
- Carts are made for Dory's, owner could wheel the boat to the river. Special use permit for Dory access.
- Some debate if carts were affordable or reasonable for long distances.
- Most agreed ADA access, police access necessary.
- Stairs could have a rail to slide boats down to the river.
- Oxbow should be a Nature Paddling Trail
- There is a safety concern with crossing the tracks especially driving across them. There is also a concern about people needing to drag rafts or larger craft across tracks. Some thought driving was safer than dragging boats across.
- Can dispersion of overall access points work if no vehicle access to Oxbow?
- Pay to play is not ok, no permits.
- Oxbow Option 4 limits use too much.
- Opening Oxbow will uncork the bottle neck
- 4 Corners Riversports did a survey of approximately 112 users, the following is percentages for each option: #1: 10%, #2: 28%, #3: 59%, #4: 3%
- Management strategies: permitting boats so they are identifiable, on river enforcement, river ambassador program.
- An inventory needs to be done to understand when our busy times are and understand what use we have.
- Could we look at controlled times for put-ins? For example, the put-in could be open to vehicles at 9-11 a.m. and then maybe another two hour window in the afternoon on busy days.
- Ambassador program could have a huge safety aspect, it's a positive step.
- Could Oxbow have a phased in softer approach that could be monitored? Such as, making the access gravel to start with and including a gate.
- Adding the chain at Oxbow really helped with the partying.
- It is hard to close a door that already has been opened.
- Design will help encourage good behavior.
- Design a minimalist approach.
- Could we have a 3 point turnaround instead of a loop?
- The expectation was to have drive-in access from the Animas River Management Plan.
- 30 parking spaces at Oxbow is way too many.
- We need to back off the design because there is no management plan.
- How would the hardscape and run-off affect the river?
- Strict parking restrictions are needed at 33rd and Oxbow.
- The City has not been good at managing the River sites.
- How will the public gain confidence and trust in the management?
- What is the timeline for public comment?
- We have to have management strategies along with the design.
- River hours should be implemented.
- Usage is based on river flow.
- Special use permit would be needed to drive in.
- What is the timeline for installation?
- There is a lack of trust in a management plan.
- Having a design is a huge step to management.
- Create a separate drive and walk at Oxbow.
- Combine the changing room with the restroom.
- Good put-in precedent on the Arkansas River. At River Runner between Poncha and Buena Vista at Fishermans Bridge.
- Lower impact by having drive-in access but no parking.
- If you have a gate you could turn any of the options into option 4.
- Option 4 does not meet expectation for boaters.
- Infrastructure crisis needs to be addressed by system.
- Data and use information is needed at all sites.
- How do we codify rules and management so they will take effect?

Value Exercise

Values:

Users
Safety
Minimize impacts to adjacent neighbors
Environment and wildlife
Unique design
Desired Experience

Differences:

Users:

All: Can apply management to limit use

4 Limits: Heavy Dory (would need a hand cart-cost consideration), need to accommodate patrol, special use permit needed to allow vehicle, add steps and rail, segregates users.

Safety:

1-3: vehicles have to cross the tracks, 4: people have to cross the tracks with multiple trips.

Management Concepts:

- Special permits
- Permits- would there be a guarantee? Fee? Not Convenience
- Gate

DHM DESIGN

- Hours limitation
- Permits would identify craft/person
- On River Enforcement
- River Ambassador, guide program. Pool of volunteers, organized program, safety, patrol, interpretation.
- Inventory of high use times.
- Limit hours with a gate.
- Look at phasing and monitor.
- Highly focused seasonal restrictions, high use – loading and unloading only.
- River is part of management: relates to seasonal use, data could help, water levels, wildlife especially nesting.
- Real data would help make informed management decisions, know who is using it when.
- More research about rails, including a pulley system to control.
- Night limits, no tubes allowed to launch after 6:30 pm.

Oxbow: Option 3

- No parking by River, ADA ok
- Parking below detracts from river experience
- Time of week/time of day
- Bike racks at every put-in
- Hours of operation and gate are critical
- Private boaters will use this
- Getting craft out of the way at ramp are important
- Tie-ins are important

Oxbow: Option 4

- Pervious trails, etc.
- What does the wildlife study cover? Look at this area too.
- ART is a priority
- Don't want buses.

33rd Put-in

- Avoid backing
- There is a better spot to put a gate more north, where it necks down. Talk to neighbors where the gate needs to be.
- Regulate the number of buses, add time slots.
- Neighborhood watch did not work that well.
- Speed bumps have been approved for E 3rd.
- Speed limit signs are needed on E 3rd for 15 mph.
- Last summer was better with the management the City did.
- Seasonally have no parking, loading/unloading only.
- Add trees on both sides of 3rd.
- Keep parking on the east side of 3rd.
- Expand west side of 3rd into ROW to add trail with landscape strip.

Additional Public Comments

- The limiting access by vehicles, limits access for rafts and that is a new discussion at Oxbow. That has never been an issue before and limiting private rafters is a new concept and was not supported in the Animas River Management Plan.
- Parking lot needs to be big enough for a pick-up and a trailer at Oxbow.
- Need vehicle access to boat ramp at Oxbow. It's too long a way from parking lot (option 4) to the river to carry a raft, SUP or inflatable kayak.
- Oxbow Park Option 4/Design Suggestions:
 1. Dense bushes along Animas View Drive, instead of trees. Better screening and less view obstruction.
 2. Ensure that parking area is pervious (will allow water through) and not impervious (paved).
 3. Consider composting toilets and use water for irrigation.
 4. Fewer parking spaces
- As a litigating attorney with over 30 years' experience, I can guarantee that if traffic crosses the bike path, there will be an accident resulting in substantial City liability. Most likely: commercial rafting vehicle hits lady with jogging stroller.