

## **APPENDIX B**

## APPENDIX B: Public Comments

### Open House: January 16, 2003 4-7PM Concept Plan Comments

#### Concept #1

- I like the physical barrier to protect vegetation and promote revegetation of new riparian habitat
- Stay out of 150' river setback!
- No demonstrated need for optional boat launch
- Trail access, bike underpass good idea
- I like the minimalist approach
- No need to excavate lagoon area for swimming hole
- Keeping Von Gontard=s in County Parks program *may* suffice for alternative
- Public uses demand eliminating need to develop west side of BLM property
- Seasonal changes will occur with excavation of gravel in lagoon area
- Like this concept with the potential for future expansion (#3)
- Need improved/ expanded conceptual plans for use of gravel bar
- Use pattern(s) for efficient movement of people, equipment, etc.
- Day use beach for lounge chair and coolers, etc.
- Like concept #1&3 combo (east and west)
- Keep it simple to start
- Consider phasing from east to west
- Build in the tunnel *up front* with WYDOT
- No need to pave access on east side - use graveled area, low-tech to start
- Log barriers and signage would keep things organized enough for many years - delay paving and striping
- Keep flow of traffic to and from ramp going one-way (#3 too busy)
- It is possible to improve access and parking at the existing site
- This alternative and any development on the SE parcel will cause the greatest impact to both wildlife and residents.
- It=s ironic that the same people who want to stop the Canyon Club to protect wildlife are so willing to develop this piece for their own interests.
- At most water levels there is slow water negating the need for a lagoon, which will require maintenance
- More parking capacity on east side, if possible - Will have up to 20-25 fishing boat trailers
- Add a scenic interpretive trail feature on east
- Insufficient parking for 20 year needs
- Should include alternative Aput-in@ at northwest corner
- As part of plan, facilitate private/ commercial use separation
- Limited expansion opportunities
- Subject to high flow impacts and ability to use in high water conditions

#### Concept #2

- Due to river dynamics, site is not well suited for an access point

- Lagoon will be tough to make landing at high/ medium water!!!!
- Dangerous put-in and take-out! Next take out = Astoria
- What does Reinforce edge@ entail? Rip-rap? Dike? Levee?
- Unrealistic alternative given potential safety hazards
- Safety issue with bridge abutments
- Easement to use private road - conflict with Evans trucks
- Highly visible
- Limited put-in/ take-out area
- Commercial/ private user conflicts

### Concept #3

- This is excessive!
- A mixture of #1 & 3
- I like the size of the ramp area on Concept #1
- Option #3 handles traffic flow and ever increasing use the best!
- According to commercial river users, there may not be a *need* for increased access for commercial purposes. More likely to increase public-private use.
- Combination of west side of #3 and #1.
- Create tunnel circulation between east and west
- Right turn only circulation for access on and off highway is ideal
- Yikes! Too much, too soon.
- Unclear that there is a demonstrated reasonably predicted need
- No need for a visitor center. Town and County governments are spending millions on a new MAC campus and state of the art visitor center.....only six miles away.
- Create physical barrier as seen in #1 to protect riparian vegetation
- Most reasonable put-in and take-out when prioritizing safety
- Less is more!
- Lets begin to develop (minimal) on SE shore until there is a demonstrated need for more (keeping in mind Von Gontard=s will remain and WYDOT will eventually upgrade access to Von Gontard=s)
- Keep plans on hand for possible development on west side for 2030. Perhaps by that time gravel and crushing operation will be terminated and picnic area will be more attractive.
- I don=t want to stop and picnic next to a major crushing operation!
- Combine Concept #1 east side layout with Concept #3 west side layout to capture Concept #1 one-way loop to river access and exit river access via one-way road to east side parking lot with option via underpass to westside parking and amenities or egress direct to highway slightly farther south.
- Try to increase east side parking for vehicle/ trailer combinations possibly along south side of one-way road to river.
- Lagoon only functional if excavated each summer immediately following high water. USACoE permit?
- Like alternative #3 or 4 with option or as is.
- Should include alternative Aput-in@ at northwest corner
- As part of plan, facilitate private/ commercial use separation

- Subject to high flow impacts and ability to use in high water conditions
- Easement to use private road - conflict with Evans trucks
- Highly visible
- Commercial/ private user conflicts if optional launch area at northwest corner of east side improvements not constructed
- WYDOT willingness to build and maintain underpass given initial and long term maintenance costs

#### Concept #4

- Keep trailer traffic confined. Otherwise boats and trailers will be everywhere on gravel bar
- A mixture of west #4 plus east #1
- Keep recreation separate from construction
- All right-hand turns are not necessary if you have turn lanes
- Keep highway access simple
- Should include alternative Aput-in@ at northwest corner
- As part of plan, facilitate private/ commercial use separation
- Subject to high flow impacts and ability to use in high water conditions
- Highly visible
- Commercial/ private user conflicts if optional launch area at northwest corner of east side improvements not constructed
- WYDOT willingness to build and maintain underpass given initial and long term maintenance costs

#### General Comments

- Not in favor of permitting Wilson to South Park
- Fearful of the BLM and their Permitting policies
- Concerned over losing Von Gontard's landing site due to river migration north
- Corporate advertising sponsorships to fund operations and maintenance
- Make..... (no additional text)
- Consider underpass in front of south bridge abutment
- Could possibly be a location that jet skis maybe unforeseen use
- Prefer Concept #3 if Evans road issue on west side can be resolved. If not, go to Concept #4. Third choice, Concept #1 with private users using existing facilities on north side of river.