

JAFFEE PARK PARKING SCENARIOS - PUBLIC COMMENTS

Name: Scotty Gibsone

Comment: instead of making 19 spaces there should be 38 spaces on both sides of existing lot there should be another boat ramp added please talk to the rafting companies we are the ones who use it most in high volume times we don't want another stein park disaster. I'm happy to go down there with someone and point out some obvious things that need to be done.
cheers scotty

Name: Ryan Moyer

Comment: None of these designs make a significant improvement from the current park layout. Choosing between these three, I would rather see nothing done.

Option 2 is the most reasonable. Though instead of the additional 200 sq. ft. of trailer parking. This area should be used for 15 minutes of loading and unloading only.

Name: Leslie Thomas

Comment: I am responding to request for input on the Jaffee Parking Re-Design.

The RFVHC is very appreciative of the Pitkin OST Board and Staff for initiating redesign of Jaffee Parking. We are so thankful horse truck and trailer accommodations are part of the design. I am sure you are aware of the importance of including appropriate parking for everyone. I just wanted to point out how significant this design is for the equestrian community. This is the closest parking to the Upper Roaring Fork Valley Trail System. Cozy Point Ranch has room for equestrian truck and trailer parking but access for the public is very restricted at this time. Snowmass Village has really good parking options for the equestrians, but it is significantly removed from the valley floor. From Jaffee Park it is 3.3 miles down valley on Woody Creek Road to the next equestrian truck and trailer parking located at Aspen Downs. This is very convenient for the new multi-use trail built across Woody Creek Road and that section of the Rio Grande. From this location it is 4.8 miles to the Wheatly pull out on Lower River Road. Well planned and safe equestrian parking is desperately needed at the Jaffe Park.

In reviewing the design options, I went to the Park on three different occasions. It was during the later afternoon so I missed the commercial boating use. I did observe the parking to be pretty full with vehicles. Fishermen, families with strollers and dogs accessing the river, and people headed to the Rio Grande were pretty active. The existing car parking area seems to accommodate about 19 vehicles currently. There is no obvious equestrian truck and trailer

parking at this time. Commercial rafting/fishing boats have their own location for parking and off/on loading.

I will respond to each option individually.

Option 1 Does not describe differentiating the feet you have planned to use for the vehicles and the truck and trailers. I think it is very important to describe the feet of parking in the plan. After carefully observing the space and terrain of the park and surrounding area, I believe placing all parking in this location will be a squeeze. It is a good idea to not have the parking designed so vehicles are backing into the trailers, but the space along McLain Flats Road is pretty tight and is in the drainage for McLain Flats Road. This design is not the best use of space to accommodate all the traffic and parking safely. It leaves the least amount of room for making changes once under design, due to restrictions of the existing terrain.

Option 2 200ft for Equestrian Truck and Trailer parking in this location is the best plan. The horses are more removed from the general public and are closer to the Rio Grande Trail. In this location, the horses and owners will be able to work out of both sides of their trailers and trucks because the terrain will allow you to create adequate space. The horses will not need to be tied in the parking driveway. The horses are also further removed from the extremely busy intersection of Jaffee Parking, Woody Creek Road, McLain Flats Road, and the Rio Grande Trail Connector up through Aspen Mass.

Option 3 The Equestrian Truck and Trailer parking feet has been reduced. I imagine this is because of the tight restriction of space. I noted this area was pretty tight geographically due to terrain and drainage issues from proximity to McLain Flats Road. Also, in this design you have vehicles backing up toward truck and trailers with horses tied to them in a restricted space. The horses will have to be tied up in the driveway parking entrance. This issue, as well as, having the horses close to the extremely busy intersection of traffic creates a dangerous situation. This is the least desired plan for safety reasons.

Option 4 In order to turn the Truck and Trailers around, the turnaround will need to be about 100ft. This can be easily accomplished by eliminating 'the manmade island of rocks and grass' and flattening the area out on the hillside of the turnaround. The land in this area is relatively flat already. There is plenty of room on the hillside of the turnaround. Eliminating the 'island', and widening the turn around, will allow for the commercial boaters and horse truck and trailers to work with each other to negotiate the turn around. I want to clarify whether the signs I saw, saying the commercial traffic is not parking, only off-loading will continue to be the case. The wider the turnaround is, the better for long term use. Once it's built no one will miss the 'island' or how narrow it is.

In summery the RFVHC would like to see a combination of Option 2 for Equestrian Truck and

Trailer parking and our proposed Option 4 as a solution for the Turnaround. Accomplishing the turnaround is the most difficult issue of the entire parking area. This is a critical piece of the parking design.

A final note. If the design elements were flagged in the Park, it would be easier for most people to picture what is being considered. I did see the drawings posted on site and that was great!

The Wink Jaffee Park is a beautiful spot. It is well maintained. It allows those folks with children and grandparents an opportunity to enjoy the river. Designated equestrian parking will allow equestrians to enjoy much needed accessibility to the Open Space Trails System in this area as well. Despite all the surrounding traffic and roads, the Jaffee Park is insulated and peaceful. How lucky our community is to have such a special spot to enjoy their time with nature.

Thank for all your hard work.
Leslie Thomas
RFVHC Board

Name: Amy Behrhorst

Comment: I live in W/J and am a frequent user of this area. I personally like option 3 the best. The boat put in area gets very congested during busy times and widening that turn around would help. I would like to see another picnic table and another bench in the existing park area. A bench near the put in would be nice too. I also prefer the location of the bathroom in option 2 as frequently when using the park one smells the bathroom odors and having it across the road would help that a bit. Thanks!

Name: Steve Prudden

Comment: I think getting the parking area away from the riparian zone is a great idea.

Some minor points:

Option #3 doesn't enlarge.

All drawings are hard to read (at least for me) even when enlarged on my laptop. Perhaps a "mouse over to enlarge", familiar to on line shoppers, would be a good addition and common to many web sites.

Name: Aaron Calcott

Comment: The window for float fishing Jaffee park is generally about a month. During this

window, there could very well be 5-6 trailers per day. Maybe during this short season, there could be some designated parking around the perimeter of the loop. These trailers are usually shuttled out within an hour or two

Thanks, Aaron Calcott

Name: Chris Lemons

Comment: I think option 2 makes the most sense as it separates the trailer parking from the regular parking and gets the parking further from the river.

Name: Dave Johnson

Comment: I'm going to defer any opinions of mine to my good friend Chris Lemons, whose guides use it 1000% more often than we do. I second anything he says.

David Johnson

Crystal Fly Shop

Name: Ellen Anderson

Comment: No, no, and no.

Leave Jaffee Park just as it is. I am a frequent user -- often walk along the river or sit on the benches, think about the people to whom the benches are honoring, and quietly enjoy the peaceful surroundings. Why can't we leave this relatively peaceful place just as it is? I do not want to encourage more use by more rafters; they already have enough places to put in. They are generally very noisy. Hands off Jaffee Park! It appears that OST is becoming a developer. Stop! Parks are for all of us, not just for rafters.

Name: Anita Rayburn

Comment: I prefer option 1, second choice option 2. Option seems not much improved relative to the cost. Option 1 cleans up the riparian area, much needed, and keeps all the parking together giving a larger area for green space. I love the trail connector to get the bikes and walkers off the road. A great use of open space and trails funds. But will there be enough parking? Improvement tend to lead to more use, does this redesign consider that? Why does option 3 only have an enlarge turn-around? Can that, if necessary, be incorporated into the other options?

Name: Claire McDougall

Comment: Hi. I just came from a meeting of the Woody Creek Caucus, where we were discussing the new improvement plans for Wink Jaffee Park in our neighbourhood. The woman

who was chairing the discussion was voicing the opinion that Wink Jaffee park is fine as it is and does not need improving. My comment was, and my opinion is, that whether or not your department sees fit to modify the existing park, I sincerely do not want to see this development as an excuse for extending a bike path along the river, where residents of Woody Creek such as myself have been walking their dogs without incident and without interference for over twenty-five years. This is the one place left to us (after Open Space and Trails co-opting of most other trails for bike users) we can walk our dogs without being mowed down by speeding bicycles, and we hope it can remain that way.

Thank you for your consideration.

Claire R. McDougall