Teton Waterways Recreation Advisory Committee

October 13th 12:00 – 4:00pm

Teton River Access Tour

**Agenda- 10.13.22**

* Meet at South Bates River Access then travel to Buxton River Access, Rainey River Access and Packsaddle River Access.
  + At each river access, discuss ideas and options for improvement of river access including:
    - parking
    - traffic flow
    - river access
    - informational and educational signage
    - possible fun ding sources.

**Meeting Notes – 10.13.22**

Attendance: Rob Marin, Robert Carlson, Boots Allen, Joe Mcfarlane, Renee Hiebert, Brett High, Darryl Johnson,

Absent : Amy Verbeten, Kyle Ellison

Rob M reported on Parks and Rec grant training. Possible grant funding sources may be Recreational Vehicle Program, Waterways Improvement Fund, cutththroat License plat Fund, and Recreational Trails Program. Most appropriate for Teton River Access points are the RV program and the RTP.

Boots has discussion with contacts on funding sources from NFWF and TVTU.

Priority next steps for all access points are fee tubes, parking efficiency, and signage.

South Bates: South Bates is a relatively small river access site and the site that often sees parking overflowing onto County Roads.

* Advisory committee members suggested adding signage to indicate areas of no parking, trailer parking, and smaller vehicle parking; adding signage no motors over 10 horsepower; and reminder on Group size limit.
* Recommendation made to consider seasonal restrictions on motor size to acknowledge that many duck hunters use motors of 35 HP and this may be appropriate seasonally.
* Discussion on possibility to develop sage area to SE of South Bates Access to increase parking.
* Improve boat ramp and investigate increasing boat staging at waters edge around base of ramp.

Buxton River Park: Buxton River Park is the largest reiver access site and the primary issue identified is the bottleneck of traffic as both small inflatable craft and boats with trailers mover from the parking area to the boat ramp. Most discussion was focused on improving this flow for two different groups of floaters.

* Expand gravel area to the North of the boat ramp to increase area that small craft can access river. Canoes, paddleboards, inflatable kayaks etc.
* Widen road that connects parking area to river access area. This will allow for two lanes of traffic. One lane, small craft accessing gravel area. Second lane, vehicles with trailers moving to boat ramp.
* Explore adding return lane for traffic flow from ramp back to parking area. This lane would connect boat ramp to parking lot, between Bates road and existing road down to boat ramp, travelling to South and East of the toilet and re-connecting to the parking area.

Rainey/Big Eddy: This river access also sees congestion from vehicles accessing the river with small craft and vehicles with Trailers. Primary improvement discussed is creating a small craft/inflatible access to the East side of the Camping area, upstream and around the corner from existing ramp.

* Add no parking area surrounding existing boat ramp so that vehicles with trailers have space to maneuver and access river.
* Develop small craft river access and day use area to the East side of the camping area.
* Expand designated parking on the West side of the camping loop and to the south side of the existing toilet

Packsaddle: Packsaddle is a small access site that does not have much space available for increasing capacity. Some ideas to improve flow of traffic and ensure parking efficiency were discussed.

* Create diagonal parking along the Southwest flank of the existing parking lot and encourage trailer parking in the center of the parking area.
* Develop a staging area for small craft to the upstream of the existing boat ramp
* Explore the possibility for overflow parking on W 4000 N, East of the river access and Bridge over the Teton.