

- Permits system enacted for campsites during busy season, but open access the rest of the year
- 18% commercial 82% private with room for special use
- Approval of all BLM proposed campsite
- Addition of 3 more campsites above Escalante Boat Ramp
- Addition of 2 more sites below Poverty Flats
- Designation and development of more accessible campgrounds, a minimum of 1 per section
- Improvements to Whitewater Boat Ramp
- Make boat Launch at Escalante more accessible
- Make boat Launch at Bridgeport more accessible
- Make boat Launch at Whitewater more accessible
- GVPC commitment to help improve access points and campsites



Permits system enacted for campsites, but open access the rest of the year:

We agree that a permit process needs to be implemented on weekends during busy times to keep it from getting overcrowded and to preserve the wilderness nature of the canyon. However, during the less crowded times these campsites should remain open and permit free for year-round use.

18% commercial 82% private:

We believe that commercial allocations should mirror those used on Ruby/Horsethief which is set at 18% commercial. We believe that allocating a higher percentage to commercial for this stretch is against the interest of the private boaters. We think an 18% commercial 82% private is a more reasonable ratio. Room should be made in this ratio for special use and special events.

Approval of all BLM proposed campsites:

We agree with all BLM proposed campsite locations

Addition of at least 3 more campsites above Escalante Boat Ramp:

In the current proposal there is only one camp site available between Confluence Park in Delta and Lenard's Basin campsite, an approximate 20-mile stretch of slow-moving, flat water. This would mean that only one party would have the opportunity to start an overnight trip from Confluence Park each Friday and Saturday.

We would like to propose at least 3 more sites be added in this stretch. Possible camp locations listed below.

| # | GPS coordinates | River "R-L- Island" | Miles from Confluence | Miles till Dominguez Campsites |
|----|----------------------------|------------------------|--------------------------|-----------------------------------|
| 1 | 38°43'34.0"N 108°11'10.2"W | Left | 8.6 | 18.9 |
| 2 | 38°44'02.0"N 108°11'49.3"W | Left | 9.5 | 18 |
| 3 | 38°44'13.6"N 108°12'16.9"W | Left | 9.9 | 17.6 |
| 4 | 38°44'22.0"N 108°12'17.4"W | Right | 10.2 | 17.3 |
| 5 | 38°44'49.1"N 108°12'50.1"W | Right | 11.6 | 15.9 |
| 6 | 38°44'33.5"N 108°13'14.5"W | Island | 12.1 | 15.4 |
| 7 | 38°44'25.1"N 108°13'24.3"W | Left | 12.3 | 15.2 |
| 8 | 38°44'36.5"N 108°13'35.5"W | Right | 12.6 | 14.9 |
| 9 | 38°45'05.7"N 108°13'47.3"W | Right | 13.2 | 14.3 |
| 10 | 38°45'16.5"N 108°15'01.8"W | Right | 14.5 | 13 |

We are not proposing that all of these sites be turned into official camp sites but we're giving multiple options in the hopes that 3 will be suitable.

Addition of 2 more sites below Poverty Flats:

In addition to the campsites of the BLM proposed "No Name" and "Sheep Factory" we would like to see 2 more additional camp sites added for those that wish to add another day to their trip by continuing down the roller dam at the Redlands Canal Diversion. A list of potential sites is listed below.

| # | GPS coordinates | River "R-L- Island" | Miles from Dominguez Campsites | Miles till Redlands Canal |
|----|-------------------------------------------------------------------------------------------------|------------------------|-----------------------------------|------------------------------|
| 11 | 38°54'04.3"N 108°26'39.5"W | Right | 8.7 | 18.5 |
| 12 | 38°55'21.7"N 108°27'02.1"W | Left | 10.4 | 16.8 |
| 13 | 38°55'39.1"N 108°26'49.6"W | Left | 10.8 | 16.4 |
| 14 | 38°55'45.3"N 108°26'28.0"W | Left | 11.1 | 16.1 |
| 15 | 38°56'04.9"N 108°26'38.3"W | Island | 11.7 | 15.5 |
| 16 | 38°56'11.3"N 108°26'43.4"W | Island | 11.9 | 15.3 |
| 17 | 38°56'26.0"N 108°27'01.2"W | Left | 12.3 | 14.9 |
| 18 | Anywhere between 38°56'28.4"N 108°27'10.7"W and 38°57'40.3"N 108°27'40.6"W, on river left | left | | |

We are not proposing that all of these sites be turned into official camp sites but we're giving multiple options in the hopes that 2 will be suitable.

Designation and development of more accessible campgrounds, a minimum of 1 per section:

Section as defined by the map on page two of the Gunnison River Campsite Designation Scoping Doc.pdf put out by the BLM on 11-15-21. Four sections total, A,B,C, and D.

While it is understood that this is a wild canyon and preservation of that wildness is important, there are certain things that will help people with disabilities enjoy these spaces as well. It would be preferable to

have these sites in the popular areas and dispersed such that a person in need of such a site can enjoy the canyon same as everyone else.

- Designation on Maps for assessable friendly camp sites
- Signage at the site
- Bank should be gradual and sandy (not rocky if possible)
- Tent site close to boats, potential kitchen area, and potential groover site
- Widened pathways to boats, kitchen, and groover sites to accommodate a wheelchair or person with a cane, minimum 36" wide.
- Pathways to each of these areas sandy and not rocky

Improvements to Whitewater Boat Ramp:

Addition of a boat railing similar to that installed at river access points like the one at Pumphouse put it #2 near Kremmling CO, or Fisherman's Bridge public access on the Arkansas River near Buena Vista.

Make boat Launch at Escalante more accessible:

The ramp and staging area at Escalante are relatively accessible to people with disabilities however there are no accessible restroom facilities. We would like to see an accessible pit toilet similar to the ones built at Bridgeport and Whitewater but if this is not possible the porta potty should be replaced with an accessible one.

Make boat Launch at Bridgeport more accessible:

Given the constraints laid out by the railroad tracks we would recommend that a new location be looked for but in lieu of that we recommend that a walkway be constructed that leads from the water to the parking area that maintains a slope ratio of no more than 1:12 and maintains a minimum width of 36" throughout. This pathway should be compacted gravel or sand and should be cleared of rocks that create an uneven surface. Grab rails should be installed where a drop off occurs. Ramp should end at the parking area closest to the river and a handicap parking spot should be established next to it.

Make boat Launch at Whitewater more accessible:

Given the constraints laid out by the railroad tracks we would recommend that a new location be looked for but in lieu of that we recommend that a walkway be constructed that leads from the water to the parking area that maintains a slope ratio of no more than 1:12 and maintains a minimum width of 36" throughout. This pathway should be compacted gravel or sand and should be cleared of rocks that create an uneven surface. Grab rails should be installed where a drop off occurs. Ramp should end near the pit toilet and a handicap parking spot should be established next to it.

GVPC commitment to help improve access points and campsites:

The Grand Valley Paddling Club would be happy to commit resources to assist with fundraising and trail work for these improvements and others if they are approved.