



WALSH BOAT LANDING

NOTES - FOCUS GROUP WITH COMMERCIAL & NON-COMMERCIAL USERS

Held Tuesday, January 13, 2015

- Group 1 Karen Smithson
 - No commercial use
 - Control parking - fees w/ management
 - Maintain the public aspect of the dock
 - Current dock hardware not strong enough
 - Follow commodore model – LCRA
 - (They liked the way that the Commodore Boat had been doing its business all these years for their party boat chartering business, which they thought was managed by LCRA)
 - Concern about the condition of the docks and some existing damage
 - Going forward, want to have a plan for who would pay for damage done to the docks (primarily by the commercial users) and how
 - Better enforcement of permits, laws, and rules
 - If commercial use - must allow public use, too
 - access
 - trash
 - parking
 - Avoid monopolizing
 - Commercial use schedule rotation
 - Shuttle buses to bring in riders
 - Contract with other service providers or vendors to build a parking lot, have a place to store boat trailers
 - State dock at 360
 - collaborate w/ the state's launch dock and help
 - Add a fishing dock to the side of boat traffic
 - Capacity Control
 - Even w/out commercial use, still crowded
 - Install finger docks
 - Have spaces designated for party boats to dock
 - Rules
 - Better policing, enforcement
 - Build a designated dog park (concerns about dogs off-leash in the area)
 - Remodel bathrooms
 - "Perfect World" scenario
 - Close the facility - turn parking lot into green area
 - Very limited commercial use - high fees for use that go back into maintenance and improvement
 - Better knowledge of boat/ramp etiquette
 - Improve general education and have a police park ranger

- Get people better trained at best practices for dock usage, and have someone on-site to be resource for the users
 - Help people queue up - hire someone to manage the dock
 - Staging area for boats being in the queue to dock next
 - Group 2: Margaret Borden
 - Acquire more or expand on current public land
 - limited access (# of users at any given time)
 - move or add benches further from water for those who don't want water access for their use (eg reading, etc)
 - listen to all users (eg anglers, boaters, commercial) and take all views into account when deciding on modifications
 - decide on amount of commercial use to be allowed (0 to ???)
 - resolve first so can move forward on other issues
 - increase parking access
 - clear permitting process
 - regulate *amount* of commercial allowed and *type* of commercial allowed
 - determine maximum functional optimal use of area (whether commercial or recreational) and limit entrance accordingly
 - no multi-level parking garage on Bonnie Road parking area
 - consider parking when determining optimal level of access
 - consider whether multi-level parking is feasible (must accommodate trailers)
 - consider a courtesy dock to facilitate loading/unloading boats into/out of water
 - move quickly on interim plan to address current issues and minimize confusion
 - Group 3: Bill Forbes and Mark Limon
 - * 1) Segregate operators
 - commercial/recreational
 - to handle increase of usage
 - A) commercial operators at another location
 - Emma Long Park
 - Use grant to fix Walsh - keep recreational use
 - B) Move public use to Emma Long Park
 - C) Reconfigure public access Oyster Landing for commercial use
 - 2) No wake zone needed or *extended no wake zone to increase safety
 - 3) Add staging/finger slips
 - 4) Bring Walsh up to code w/ shoreline regulations
 - 5) Insufficient dock currently at capacity
 - 6) Have a capacity study of the lake. Allow usage up to capacity only for both commercial and recreational use
 - *7) Increase car parking, currently not adequate parking at the parking garage located at North End.
 - 8) The sewage pump-out needs to be upgraded to ensure that it is up to code
 - A) Install another pump out at Emma Long
 - B) Install a gas station at Emma Long
 - 9) Dedicate a fishing area at the North End
 - 10) "Dock master" city official directing traffic at the busiest times
 - 11) Ensure that all boaters have taken boater safety training. Enforce it
 - Group 4: Shana Ellison

- Charge community users.
- Move community to a different dock located somewhere else on the lake
- Keep community close to downtown/access to public transportation to reduce DWIs.
- Create a no wake zone;
 - Dam to Lake Austin Marina.
 - Shore to shore
- Create a permit system;
 - Entrance requirement
 - Insurance requirement
- Fees- money will go towards maintenance and will be calculated based on usage by;
 - Person/length of boat
 - Commercial use only. (suggestion: 1 dollar per person)
 - Permit fee + Per use fee
- Private Citizens who own or rent a boat stays with only the 10 dollar launch fee.
- Regulate scheduling
 - Ex: 1 side of the dock is designated for commercial and they have to work it out among themselves
- Dredge the shallow area in between 2' deeper boat ramps so that commercial boats can park
- There is concern that dredging that area will limit pedestrian use and walking dogs there, park benches
- Signage for pre-launch, post, and striping
- Trash improved by adding dumpster
- Address commercial users dumping and piling garbage bags
- Fishing dock-north of boat ramp
- Designate north boat ramp for the paddle craft
- Finger docks connected to present docks
- Post no swimming signs
- Group 5: Terri St. Arnauld and Diane Harvey
 - * Boats should wait until all passengers are at the dock (diagram as a "cell phone waiting area")
 - Take trash home
 - Control the number of commercial ops by creating a permit process
 - Move commercial ops to another location
 - Monitor/enforce at busy times
 - Limit vehicular-boat access
 - Park parking lot should only be for launch users
 - *Utilize upstream land to expand (how much frontage is available?)
 - Limit commercial use to certain days and times
 - More "no wake" zone back closer to the gas dock
 - More rules for tie up
 - Time
 - Size