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# GREEN RIVER GREENBELT MASTER PLAN

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# Contents

|  |    |
|--|----|
| Acknowledgements.....                                      | 4  |
| Introduction.....  | 5  |
| History of the Greenbelt.....                              | 6  |
| Greenbelt Task Force Vision and Goals.....                 | 8  |
| Planning Process Summary.....                              | 9  |
| Key Community Survey Results.....                          | 9  |
| Greenbelt Working Groups.....                              | 12 |
| Recommended Enhancements.....                              | 13 |
| Trails.....  | 13 |
| Soft Surface Trails.....                                   | 14 |
| Single Track.....  | 21 |
| Paved Trails.....  | 23 |
| Greenbelt System Improvements.....                         | 26 |
| Accessibility.....   | 27 |
| Trail Signage and Wayfinding Plan.....                     | 30 |
| Lighting.....  | 31 |
| Art.....   | 31 |
| River Recreation Access.....                               | 32 |
| Boat Access.....   | 32 |
| Fishing Access.....  | 33 |
| Habitat and Riverbank Improvements.....                    | 34 |
| Riparian Vegetation.....                                   | 34 |
| Bank Stabilization.....                                    | 35 |
| Killdeer Wetlands.....                                     | 36 |
| Stormwater Drainage Improvements.....                      | 36 |
| Park and Other Site Improvements.....                      | 38 |
| Expedition Island.....                                     | 38 |
| Riverside Memorial Park.....                               | 39 |
| Greenbelt Downriver of Uinta Bridge.....                   | 39 |
| Wastewater Treatment Plant.....                            | 40 |
| Scott’s Bottom.....  | 41 |
| Economic development.....                                  | 43 |
| Conclusion.....  | 44 |
| Appendices.....  | 45 |
| Appendix A: Funding Opportunities.....                     | 45 |
| Appendix B: 2021 Greenbelt Master Plan Survey Results..... | 47 |
| Appendix C: Green River Boat Ramp Proposals.....           | 55 |
| Appendix D: Wastewater Treatment Plant Parcel.....         | 62 |

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## Introduction

The Green River Greenbelt is a popular system of trails, parks, and habitat along the Green River in the City of Green River, Wyoming. The Greenbelt improves recreational access, protects wildlife habitat, promotes economic development and tourism, and improves quality of life in Green River.

The Greenbelt features multi-use paved pathways and soft-surface trails that link Expedition Island, Riverside Park, Stratton Myers Park, and Scott's Bottom Nature Area. The Greenbelt provides opportunities for fishing and boat access to the river. The river corridor also provides important habitat for birds and wildlife through the City from Killdeer Wetlands to Scott's Bottom.

The Greenbelt is the result of past successes by the Greenbelt Task Force and the City of Green River and is very popular with City residents. It draws in other visitors from Sweetwater County and the region. In part because of its popularity and in part because of a desire to give new attention to how the Greenbelt serves the community, the Greenbelt needs a renewed master plan. The Task Force and the City want to make improvements to the Greenbelt to extend the trail system, improve river access, and address riverbank erosion and habitat needs.

The purpose of this plan is to provide context on proposed improvements to the Green River Greenbelt. The plan also provides recommended steps to implementing improvements over the next few years.



A trail along the riverbank in Scott's Bottom Nature Area. *B. Byrne*

This is meant to be a living document, changes can occur at any time with approval from the Greenbelt Task Force and City Council. Grammatical and administrative edits may occur without approval.

## History of the Greenbelt

The vision for a greenbelt first emerged in the late 1970s and 1980s. The greenbelt concept consisted of a trail system along the river with connecting trails to the city's neighborhoods, preserving and enhancing wildlife habitat along and within the river and suitable economic development. For a variety of reasons, the plan lay dormant at that time.

In April of 1990, a public meeting on the feasibility of a greenbelt was held during a City Council workshop. Many interested citizens and conservation-oriented groups were invited to attend this meeting. Representatives of the Sweetwater Wildlife Association, Trout Unlimited, the Rocky Mountain Elk Foundation, Ducks Unlimited, as well as representatives from local business and industry attended. Staff from the National Park Service's Rivers, Trails, and Conservation Assistance Program (RTCA) gave a presentation on similar projects in the Rocky Mountain region.

This turnout of 60 plus interested citizens, was important for two reasons; first, the turnout convinced the City Council that this was a viable and desirable project; secondly, this group became the early foundation of the Greenbelt Task Force, which is the 501(c)(3) non-profit organization assisting the City in developing this project. At the next City Council meeting, the Council appointed John L. Freeman as Chairman, and Roger Moellendorf as Council Liaison, and directed these two individuals to recruit a task force to study the feasibility of developing a greenbelt and to develop a citizen generated plan for recreation improvements. The Green River Greenbelt Task Force developed a citizen generated Green River Greenbelt plan.

In the following years, areas and projects identified in the master plan were developed. By the end of 1999, \$2.25 million dollars of donations, land donations or projects were completed according to the master plan. They included: a boat ramp at Stratton Myers Park, historical signs on Expedition Island, Scott's Bottom Nature Area, fish enhancement projects, Killdeer Wetlands, the Trona Bridge, Riverside Park, Overlook Park, and approximately five miles of pathways including the Questar Trail, the UP Trail, the Iowa Ditch Trail, the Stratton Myers – FMC Connector Path. Not included in these numbers



Trona Bridge, one of the big successes from the 1991 Greenbelt Master Plan. *City of Green River*

are the countless hours provided by volunteers to clean up trash in these areas. The result was: the Green River and its banks, that were once a dumping ground, were transformed into a source of community pride. The Greenbelt area became the most used outdoor recreation area in the city and is slowly becoming a regional park.

During the 2000s, the City of Green River took the lead of the Greenbelt project and real progress was made. Projects included a splash pad in Evers Park, enhancements to the City's archery and shooting ranges, a kayak park, a staging area kiosk for Wilkins Peak Mountain Bike Trails in FMC Park, and the development of the Conoco Pipeline Pathway. In many ways, the Greenbelt vision suffered from its successes during this period. While the Greenbelt was heavily used by the public and the city took care of the maintenance, there was little public participation and few plans for the future.

In 2020, revitalization of the Greenbelt Project began. In many ways the revitalization was the result of a perfect storm. COVID forced the public to seek recreational activities close to home. Use of the Greenbelt increased, and the public saw the need for additions. The City's resources were diminished by falling energy prices, less fiscal support from the state and falling sales taxes revenue. The City needed outside help to further the Greenbelt vision. At the same time, the Greenbelt Task Force struggled with its role and lacked energy to continue the project. The Task Force recruited three new members to its board of directors. The new board members brought new energy. The Task Force reviewed the mission and vision statements, updated information for the Wyoming Secretary of State's office and the IRS and made changes to the bylaws to help accept small donations.



The Greenbelt Task Force and City staff determined that a new master plan was needed as a first step. The City of Green River wrote a new successful grant to the National Park Service’s Rivers, Trails, and Conservation Assistance Program for assistance with the master plan. A public hearing starting the master plan process was held in the middle of August 2021. A public survey was put out to gather feedback from residents at the same time. 768 residents responded which was almost four times the number of responses expected. The survey showed overwhelming support of the Greenbelt project and participants commented on what they would like to see in the future. Over 170 people offered their assistance in the future. The Greenbelt Task Force increased its social media presence and began a newsletter to keep these volunteers apprised of progress made. About 40 people volunteered to participate in working groups for the master plan. The master plan will be approved in the fall of 2022 by the Greenbelt Task Force and City Council. In anticipation of the acceptance of the new Greenbelt Master Plan, the City, the Greenbelt Task Force and their partners have begun to write grants to organizations to fund projects identified in the survey and anticipated in the Master Plan. As of this writing, over one million dollars have been requested. The future looks bright for Green River’s Greenbelt.

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## Greenbelt Task Force Vision and Goals

### VISION:

Members of the Green River community attended an open house to learn about the new Greenbelt planning process. *City of Green River*

To help conserve, develop and promote the open space, natural areas and greenbelt pathway along the Green River.



GOALS:

- Help the City develop a greenbelt that will improve recreational access and opportunities to the river for all segments of the population
- Protect and preserve wildlife habitats, wetlands and riparian areas
- Restore the river's fishery to a Blue-Ribbon trout stream status
- Beautify the City and enhance economic development
- Assist the City in obtaining corporate donations
- As the GBTF looks to expand trail opportunities the board will need to expand its role to a trail maintenance organization enlisting volunteers and expanding organization membership to accomplish this.



The whitewater play feature on the Green River with Trona Bridge in the background. *B. Byrne*

# Planning Process Summary

## Key Community Survey Results

The 2022 update to the Greenbelt Master Plan kicked off with a community survey to better understand how people use the Greenbelt and what improvements they'd like to see. The Green River Greenbelt Master Plan Survey was open July 14–August 26, 2021 and received 768 responses. The survey was promoted online and in person through the City's social media, the Green River Star, an open house, and at the River Festival.

The survey responses indicated that the community has a deep sense of appreciation for the Greenbelt and consider it an important feature for the City contributing to the community's quality of life. Respondents also displayed a strong understanding of the opportunities and challenges of the river corridor. Their feedback helped shape the recommendations in this master plan update.

Some of the key findings are listed below. For full survey results, please see Appendix B.

1. Where do you access the Greenbelt?

2. In the past 12 months how have you used the Greenbelt?

3. Do you support the Greenbelt Task Force and City of Green River developing more trails and trail systems as opportunities arise?

4. Of the following list, please prioritize the following enhancements for the Greenbelt.

Question 4 part 2: participants had the opportunity to share what amenities or features they would like to see added to the existing Greenbelt. Some of the items included:

- Facilities: benches or rest areas with shade; water bottle filling stations, water stations for pets
- Access points to load/unload tubes and kayaks
- Access for fishers (including accessible access)

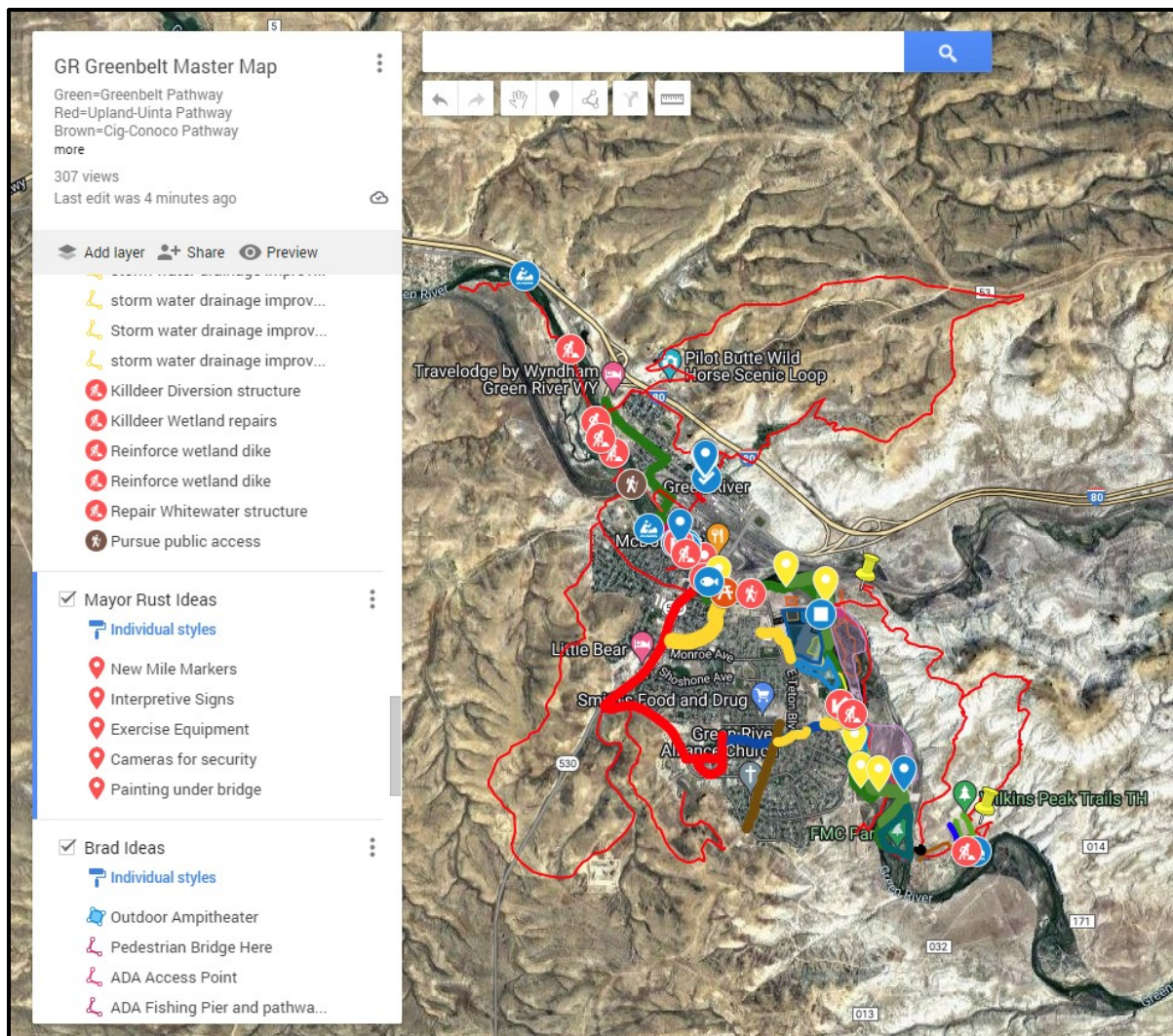
- Information: distance or mileage markers; maps; informational signage; interpretive features
  - Habitat: bird nesting structures, bat boxes, wildlife or fish watching areas; native plants and trees
  - Trails: connections (e.g. to downtown); trails that form loops; extensions upriver
5. Why are trails and access to the Greenbelt important to you and the City of Green River as whole?

6. Would you support dedicating a modest portion of a special purpose tax (6th penny) to develop outdoor recreation?



## Greenbelt Working Groups

Following the community survey, the planning team organized working groups around five key themes: trails (improvements to existing trails and new trail ideas); river corridor habitat; river access and recreation; wastewater treatment plant parcel; and economic development. These working groups were led by City staff and Greenbelt Task Force members and included subject matter experts and volunteers from the community. The working groups each developed a list of possible projects or improvements to the Greenbelt system and captured ideas on a shared map. The master plan steering committee refined this list of improvements and sent it back to the Greenbelt Task Force and the Green River City Council to prioritize the list of projects according to what was a high (1-2 years), medium (3-5 years), or long-term (5+ years) priority. The final list of improvements is contained in the plan, with information on partners and possible next steps to accomplish the projects. The planning process has already catalyzed work to start on a few of these ideas, with partners moving forward to build some boat ramps and stake out a few trail alignments.



Screenshot of the shared map that working groups used to capture ideas. The list was refined to determine priority projects to include in the plan.

## Recommended Enhancements

### Trails

The trails working group developed a list of ideas that would enhance the trail system in Green River. Many of the proposed trails link to the existing Greenbelt trail system, while others can be accessed from the Greenbelt by connecting paths, and take advantage of the hills around the city to provide views of the river and city.

The group identified several paved paths, though most of the proposed trails are soft surface trails or planned as singletrack trails for mountain bikes.

The Greenbelt Task Force was asked to prioritize the list of proposed trails developed by the working group. The trail that ranked the highest was the Scott's Bottom soft surface trail that would extend downriver from the end of the existing trail. This trail was followed by the Skyline Trail single track near Western Wyoming Community College and the Cedar Street Trail, which would connect the Trona Bridge to the neighborhood up the hill to the west. The Bitter Creek Trail ranked the lowest, as it requires significant negotiation with landowners and should be viewed as a long-term effort.

The Green River City Council was also asked to prioritize the list of proposed trails. Their rankings did not significantly vary from the Task Force, except in one or two instances. Any notable differences are reflected in the descriptions of the trails.

## Soft Surface Trails

General guidelines:

Soft surface trails have treads composed of the native soil type, crushed gravel, or other natural materials. The tread width varies depending on location and type of use intended for the trail. A width of 18"-24" can accommodate a person traveling solo by foot or bike; a width of 36" to 72" may be more desirable for people traveling side by side or in groups, or to make the trail more accessible. Each proposed trail will need to be assessed to determine the best layout and design.

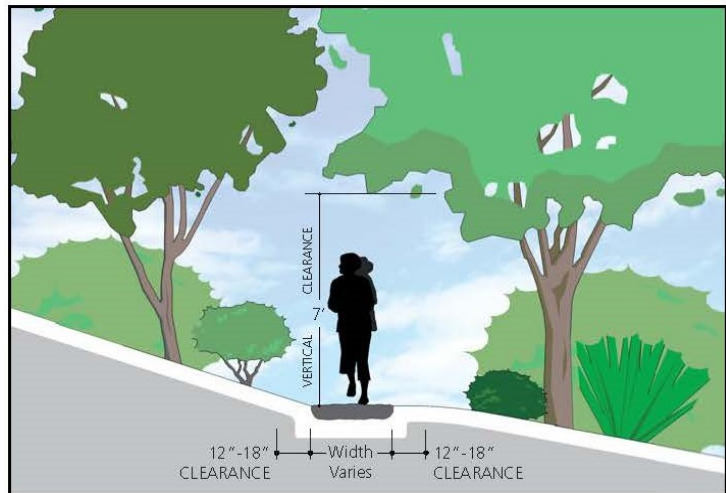


Illustration of a soft-surface trail profile. NPS

### SCOTT'S BOTTOM

This soft surface trail would continue from the lower end of the existing trail in the nature area and extend to a proposed multi-recreation use hub (see map on p. 15). It is contained in the Flaming Gorge National Recreation Area boundary and would offer an opportunity to partner with the Forest Service.

This route would curve around private property and would terminate at the trailhead for the Wilkins Peak bike trail system. Other improvements could include a boat ramp, RV and tent sites, day use covered pavilion, overnight horse corrals, side-by-side access and downstream trail extensions on Forest Service owned lands.

- Priority: High
- Lead: Greenbelt Task Force
- Key partners: City of Green River, Sweetwater Mountain Bike Association, volunteer groups, neighboring landowner, US Forest Service
- Next steps: This is the most shovel ready trail with all the land located within FMC Park. Construction could be accomplished with materials provided by the City, some small equipment, and volunteers. The route needs to be planned and staked and construction could begin. Initiate contact with the neighboring landowner to ensure a smooth construction process. A portion of the trail is slated for construction Sept. 10, 2022, with a volunteer work group. Work with Sweetwater Mountain Bike Association to improve the trailhead parking lot and kiosk.

## **CEDAR STREET**

This short trail would connect Trona Bridge and the Greenbelt to the neighborhood up the hill to the west (see map on p. 25). The trail would begin where Cedar Street crosses the alleyway, follow an unused portion of alley and utility easement, then switch back down to the south end of the Trona Bridge. This would formalize a route already used by youth in the area.



The proposed Cedar Street Trail would connect Trona Bridge to the neighborhood.

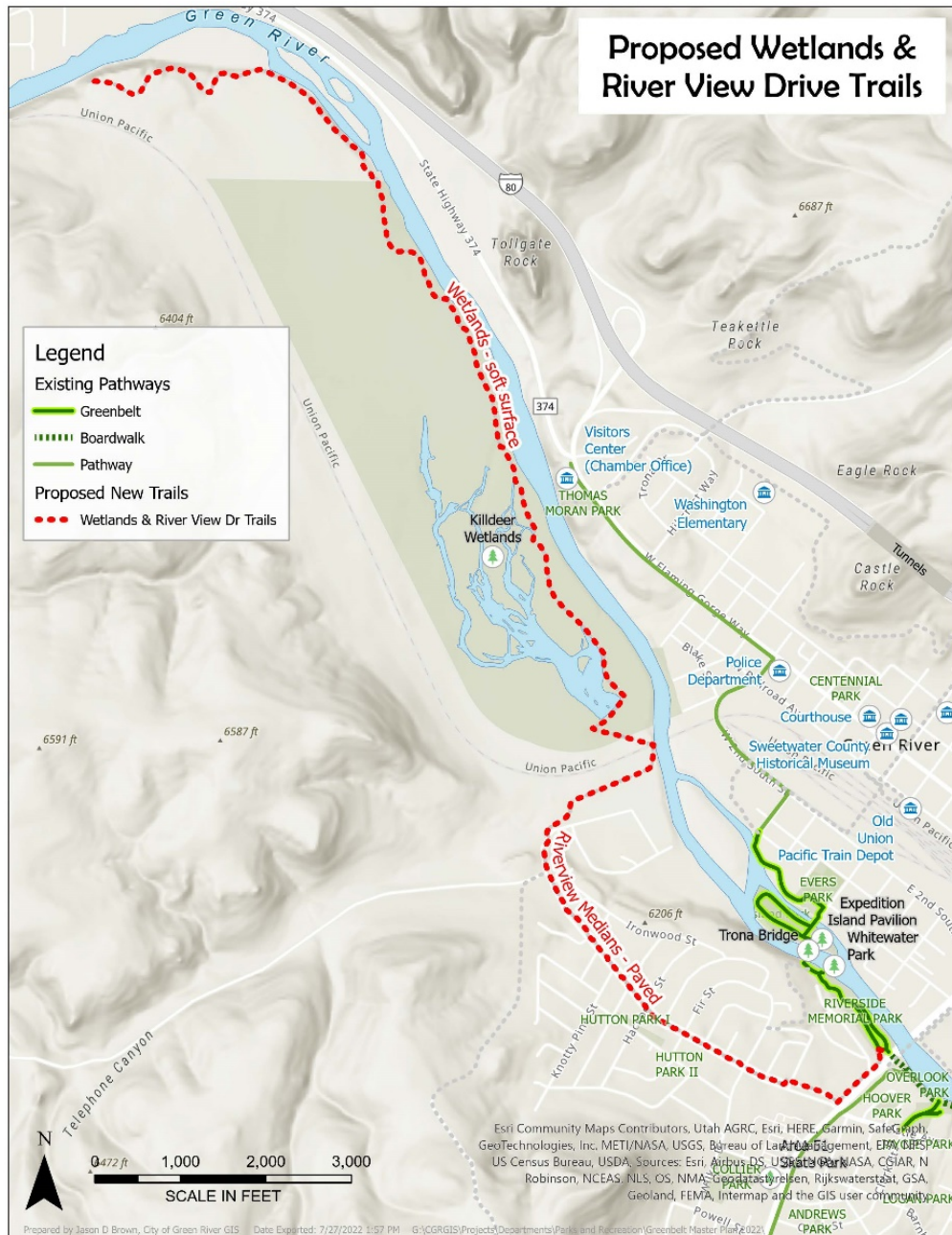
- Priority: High
- Lead: Greenbelt Task Force
- Key partners: City of Green River
- Next steps: Finalize trail route and design. Obtain an engineer's estimate and basic design. Contract services for construction. Develop a funding plan.

## **WETLANDS**

The Wetlands Trail would provide access through Killdeer Wetlands north from the Union Pacific bridge (see map on p. 17). Current wetland restoration efforts would need to be completed before the trail is established. Access would also need to be established under the railroad bridge. Completion of this trail would provide an extension of the Greenbelt system and a draw for bird watchers.

- Priority: Long-term
- Lead: City of Green River, Greenbelt Task Force
- Key partners: Rocky Mountain Power, BLM, Union Pacific, Trout Unlimited, Wyoming Game & Fish, Ducks Unlimited, US Fish and Wildlife, Joint Powers Water Board.
- Next steps: Infrastructure projects are currently underway to restore the wetlands. The area needs to be restored prior to trail building. Develop an operations plan for the wetlands. The City can lead a process to gain access to the area with Union Pacific. Give adequate time after infrastructure repairs for re-naturalization prior to trail building and formal access.





## **WILD HORSE**

The Wild Horse Trail will provide a much-needed connection to the north side of town via the Viaduct Trail (see map on p. 19). The trailhead would be at the base of Riverview Cemetery Road at the pumphouse. Most of the trail is on city property but would require cooperation with WYDOT and Sweetwater County School District. By using the existing ditch around Castle Rock, it could connect to Washington School, the rock formation area behind the Hampton Inn, White Mountain, and the Visitor Center Trail.

- Priority: Medium to long-term
- Lead: Greenbelt Task Force
- Key partners: City of Green River, WYDOT, Sweetwater County School District #2, neighboring landowners, BLM, grazing associations.
- Next steps: Look at grades to finalize the route. Reach out to WYDOT and other landowners to check on access through their land.

## **CEMETERY**

The Cemetery Trail would begin at the same access point as the Wild Horse Trail, pass through the cemetery, climb up White Mountain and connect to the other end of the Wild Horse Trail, forming a large loop (see map on p. 19). It uses already disturbed surfaces but crosses multiple properties. Some of the owners have officially allowed access for bike trails and will likely be open to working with the City. The Greenbelt Task Force ranked this trail as a medium to long-term priority, however the City Council considered it a higher priority.

- Medium priority
- Lead: Greenbelt Task Force, City of Green River
- Key partners: BLM, private landowners
- Next steps: City will develop Master Plan for the Cemetery. Finalize route-based grade and land ownership. Seek permission for access for the trail. Develop a trailhead, signage, and parking.



Land adjacent to the cemetery could provide a trailhead with parking, signage, and access to the Cemetery and Wild Horse Trails. *B. Byrne*

### **SKYLINE**

The Skyline Trail would start at the Western Wyoming Community College (WWYC) Extension parking lot (see map on p. 20). The route is on City property and BLM land, with a section measured in yards on Union Pacific ground but could easily be routed around it. The trail follows existing game trails and two tracks. It has views of the valley from the top and would be a starting point to continue down the west side of the Flaming Gorge National Recreation Area. The City could work with WWYC to establish a trailhead at the parking lot.

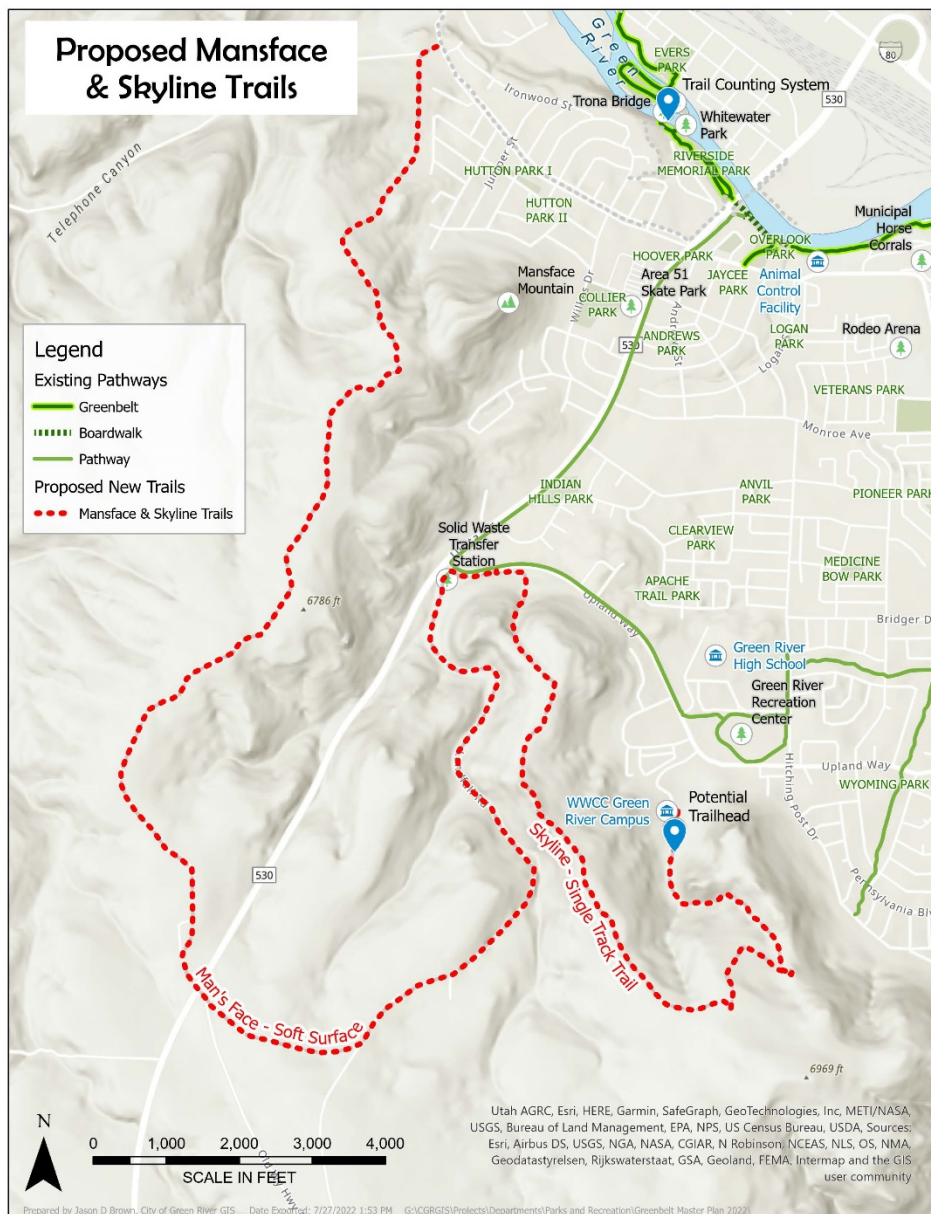
- Priority: High
- Lead: Greenbelt Task Force
- Key partners: City of Green River, BLM, Aggie Grazing, other landowners.  
Next steps: Finalize route to submit to BLM for approval. Obtain a construction estimate. Apply for grants using money donated from the Shillcox Foundation as a match. Move to construction after landowner permission is obtained and funding is secured.

### **MAN'S FACE**

Beginning near the end of the Riverview Trail on River View Drive, this trail uses the road to the water tanks and continues to the top of the ridge behind Man's Face rock (see map below). It then follows a two track and crosses tracts owned by different landowners including Union Pacific. After crossing SR-530 it connects with the top of the landfill road and returns to Upland Way. This route needs additional research and groundwork to determine feasibility.

- Priority: Long-term
- Lead: Greenbelt Task Force
- Key partners: City of Green River, Joint Powers Water Board, other landowners.
- Next steps: Finalize a route and submit to landowners for permission.





Map of proposed Skyline and Man's Face Trails. *City of Green River*

### **BIRD ISLAND**

Bird Island is an untouched parcel across the Green River from the wastewater treatment plant that has been protected by its location and lack of public access (see map on p. 22). The proposed one-mile loop will require a suspension bridge across the river to access it. It would also require a footbridge to cross the smaller channel. This parcel is the most appealing natural area on any stretch close to city limits.

- Priority: Long-term
- Lead: Greenbelt Task Force, Wyoming Game & Fish
- Key partners: City of Green River, BLM, Army Corps of Engineers, other landowners
- Next steps: Seek partners who are interested in its development and preservation. Share the vision for the trail and area.

### Single Track

#### **BITTER CREEK**

This trail is envisioned as part of a trail system that would connect Green River to Rock Springs (see map on p. 22). The proposed trail crosses privately owned land and access is not currently allowed. The condition they have placed on this route is that private landowners upstream on the Bitter Creek would also have to allow access. This would be a long-term project if pursued and will likely require working with Rock Springs and Sweetwater County as well as negotiating with landowners.

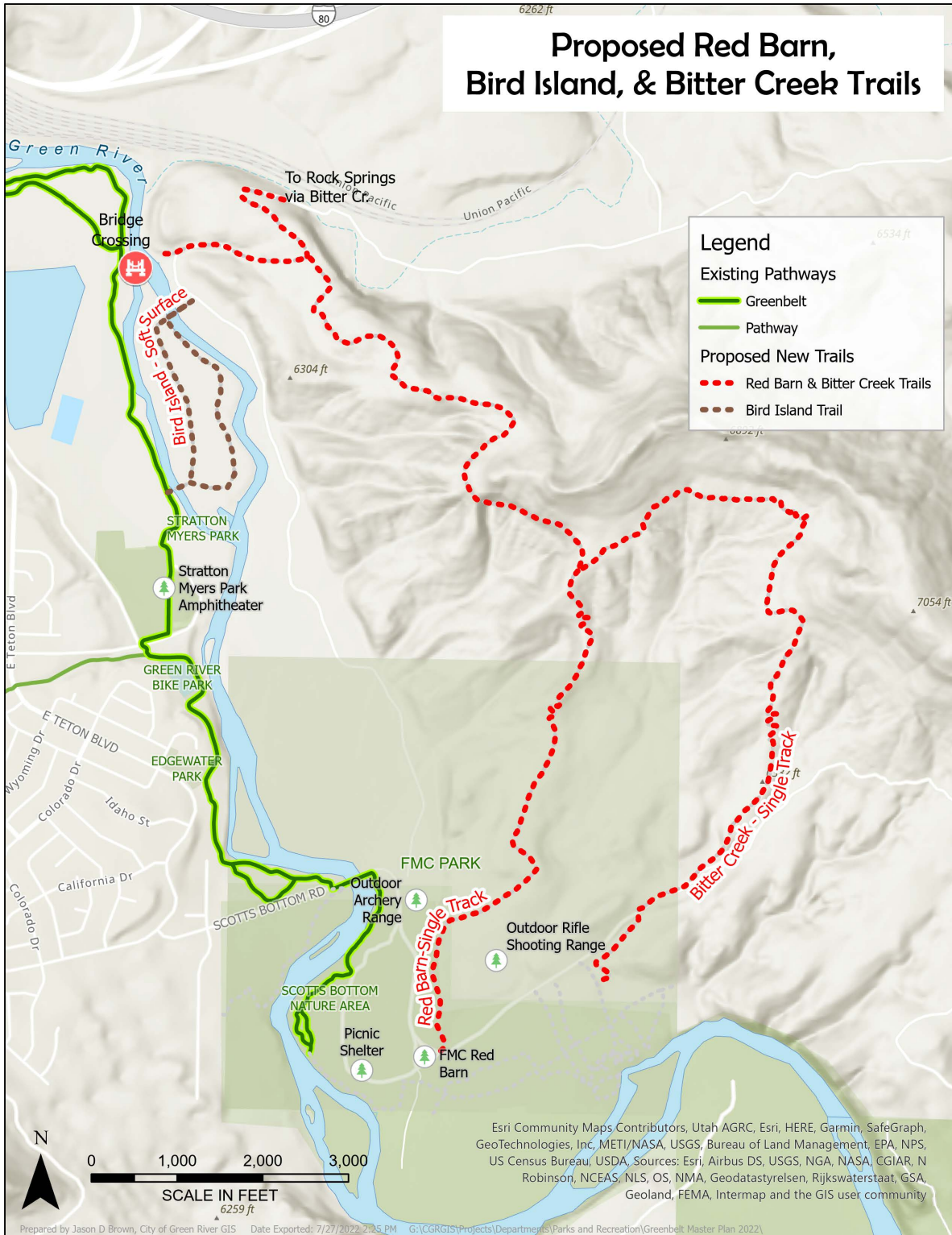
- Priority: Long-term
- Lead: Sweetwater County
- Key partners: City of Rock Springs, Sweetwater Mountain Bike Association, Greenbelt Task Force, City of Green River, various landowners.
- Next steps: This would require a coalition of interested groups throughout the county and coordination from Sweetwater County as the land lies outside of both Rock Springs and Green River. A potential route crosses over many different landowners and would require their approval for easements or rights-of-way.

#### **RED BARN**

This is an alternate route for Bitter Creek that avoids the shooting range but crosses behind the archery range (see map on p. 22).

- Priority: Medium to long-term
- Lead: Greenbelt Task Force
- Key partners: Various landowners
- Next steps: Determine final route to obtain permission from landowners.





Map showing the proposed Bird Island, Bitter Creek, and Red Barn Trails. *City of Green River*

## Paved Trails

General guidelines:

Paved trails have treads composed of concrete or asphalt, which make them durable and accessible for people of all abilities. The tread tends to be wide but can vary depending on location and type of use intended for the trail. A width of eight to ten feet is desirable for people traveling side by side or in groups and allows people traveling in opposite directions to pass each other. Each proposed trail will need to be assessed to determine the best layout and design.

### **JACKMAN**

This trail is on city property just south of Scott's Bottom Road before the bridge and the topography is relatively flat. It follows an old two track for most of its length and would continue the existing paved trail on to a future subdivision. It is scenic and has a popular fishing hole along it that would be easily accessible for people of all abilities.

- Priority: Medium (depends on timing of subdivision)
- Lead: Greenbelt Task Force, City of Green River
- Key partners: Matt Jackman (property developer), WYDOT, local industry.
- Next steps: Monitor the progress of the development of the neighborhood. Ask the developer for in-kind services to build a paved trail. If developments start this would move to high priority. Use the in-kind developer services for a WYDOT TAP grant match to complete the project.
- Resources: WYDOT Transportation Alternatives Program (TAP) Grant

### **VIADUCT**

The viaduct is the connector between the Greenbelt and the north side of town (see map on p. 25). It also connects the downtown area, the city-owned depot, and the old water intake facility. It is largely existing, but the paved trail would need to extend to the old water intake plant. This is a strictly urban setting and would benefit by some softening projects. The High Line in New York could be an example. The trail could be used as is with wayfinding and is important as a connector.

- Priority: Medium
- Lead: Greenbelt Task Force
- Key partners: UP Foundation, Main Street-URA, City of Green River, Chamber of Commerce, Union Pacific
- Action steps: Create a signage plan, install signs to connect downtown to the Greenbelt. Seek out a structural engineer to grant the foundation to work on the viaduct itself. Work with UP on viaduct construction.

### **VISITOR CENTER**

This short connector would be a mix of infrastructure and paved path running up Wild Horse Canyon Road from the Thomas Moran Overlook and the Visitor Center to the start of the Wild Horse Trail (see map on p. 25).

- Priority: Long-term or short-term using existing infrastructure, crosswalk, and signage
- Lead: Chamber of Commerce
- Key partners: Chamber of Commerce, Hampton Inn, Oak Tree Inn, City of Green River, Greenbelt Task Force, WYDOT
- Next steps: Monitor property ownership and state construction on Flaming Gorge Way. There is the potential for an immediate connection using signage, a crosswalk, and posted maps showing the connection to the Greenbelt.

### **RIVERVIEW**

This paved pathway would connect from Riverside Park to Telephone Canyon Road (see map on p. 17). The route would provide neighborhood access to the Greenbelt and to the proposed access point to Killdeer Wetlands. As envisioned by the trails working group, the path would utilize the center islands between the one-way streets on River View Drive. Some concerns to consider include construction and maintenance costs, buried pipelines, and potential safety concerns at the crossings. Another option would be to use the existing sidewalk infrastructure with wayfinding sidewalk markings, on-street bike lanes, or something similar.



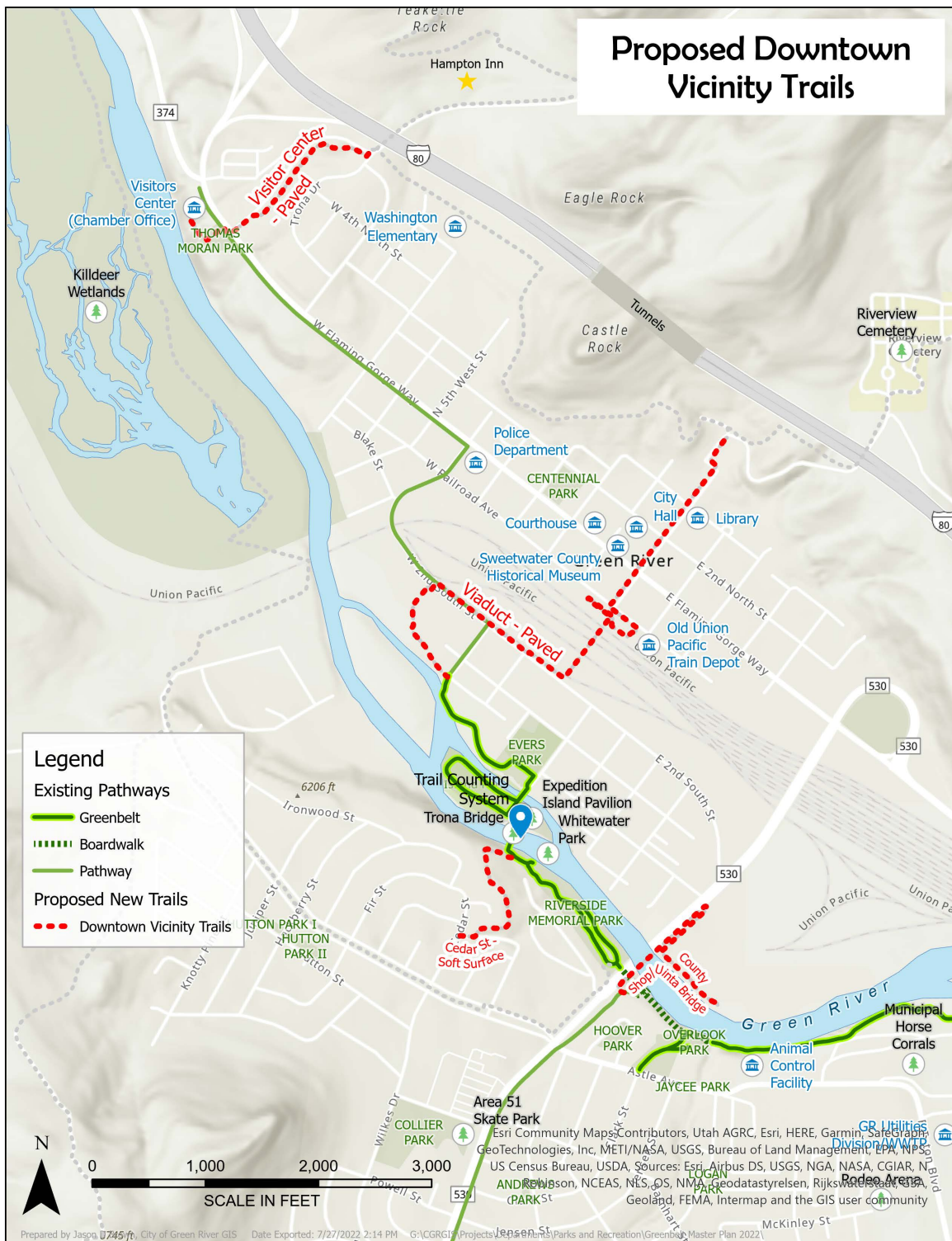
The Visitor Center Trail could provide a connection past the Hampton Inn to the proposed start of the Wild Horse Trail. *B. Byrne*

- Priority: Long-term
- Lead: City of Green River
- Key partners: WYDOT, City of Green River, Greenbelt Task Force

- Next steps: River View Drive is slated for replacement pending the approval of a specific purpose tax on the November 2022 ballot. If the tax passes it will be several years of design before



construction. The Greenbelt Task Force will have an opportunity for input and advocacy during the design phase to improve walkability of the corridor.

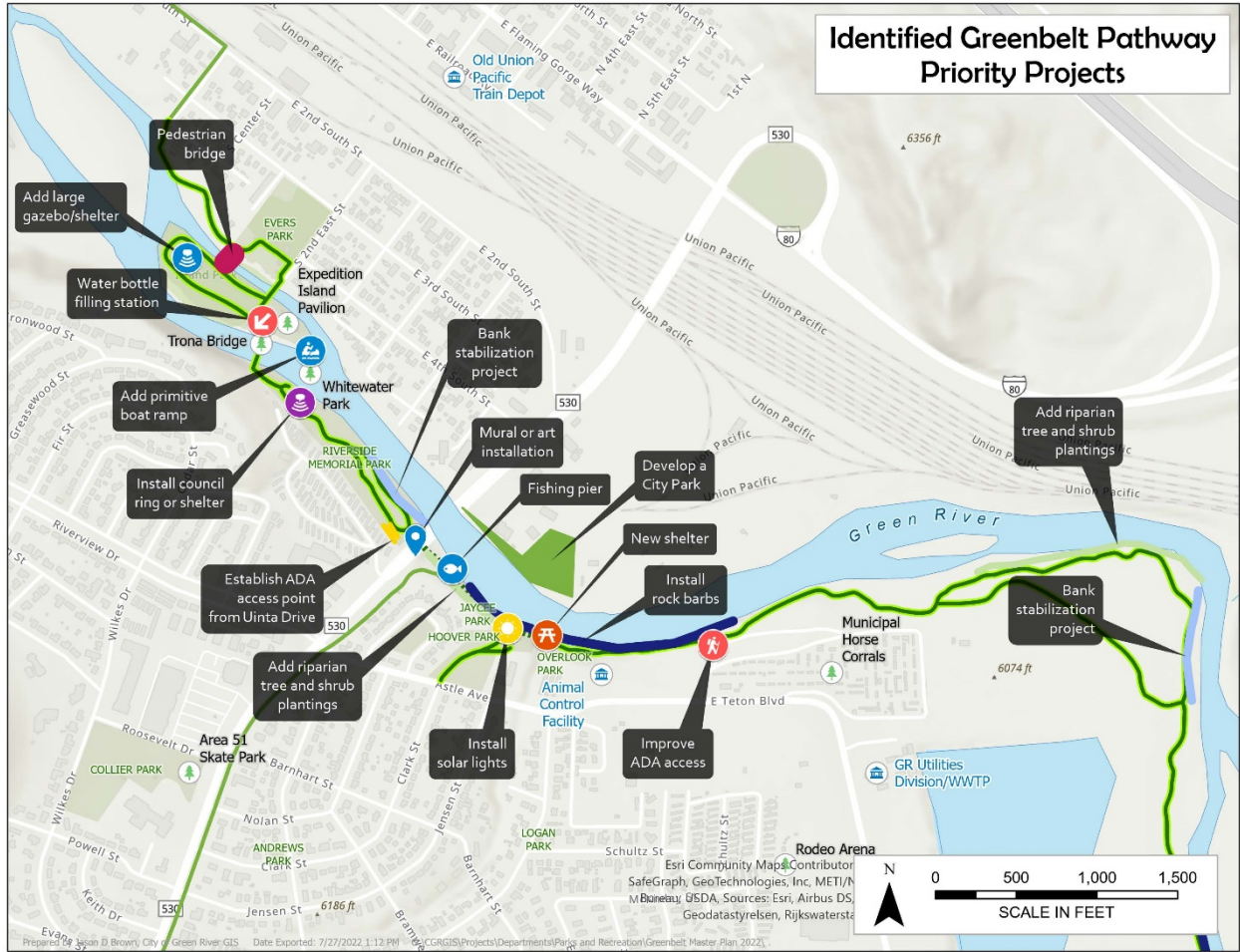


Map of proposed trails near downtown Green River, including the Visitor Center, Viaduct, and Cedar Street Trails. City of Green River

## Greenbelt System Improvements

The Greenbelt Master Plan working groups developed trail-related ideas that addressed access, information, and facilities. Working groups also developed project ideas around the themes of river corridor habitat; river access and recreation; the wastewater treatment plant parcel; and economic development.

Accessibility and improved access to the Greenbelt for people of all abilities was a top priority for both the Greenbelt Task Force and the City Council and was also reflected as a need in the 2021 community survey. Improvements to eroding riverbanks and wildlife habitat also ranked high with the public and the Task Force. This section outlines the proposed improvements and action steps to achieve them.



Proposed improvements to the Green River Greenbelt (map 1). *City of Green River*



## Accessibility

Improve trailheads to make the Greenbelt more accessible to people of all abilities. Accessibility was ranked with high importance in the community survey and by the Task Force and City Council.

- Priority: High
- Lead: City of Green River, Greenbelt Task Force
- Key partners: City, Greenbelt Task Force, local citizens
- Next steps: City and Greenbelt Task Force will need to develop a more defined plan of what accessible improvements are needed. Engage citizens who are older or have disabilities to understand and prioritize improvements through a small focus group to define next steps.

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23



The slope from Uinta Drive down to Riverside Park and the Greenbelt Trail needs to be re-graded to make it accessible.

- Resources: WYDOT Transportation Alternatives Program (TAP) Grant



## Accessibility Guidelines

The US Access Board Accessibility Standards provides useful guidelines on how to design accessible outdoor recreation facilities. While final design and features will depend on the context of a particular site, these guidelines help ensure access for people of all abilities.

General guidelines:

- At least one access route must connect the following at trailheads:
  - Accessible parking spaces or other arrival points
  - The starting point of the trail
  - Accessible elements, spaces, and facilities within the trailhead
- When outdoor constructed features, such as benches, picnic tables, or trash and recycling receptacles, are provided at trailheads, at least 20 percent, but no less than one, of each type of element provided must comply with the applicable technical requirements for the element.
- New trail information signs must provide information about the accessible characteristics of the trail, such as:
  - Length of the trail or trail segment
  - Type of trail surface
  - Typical and minimum trail tread width
  - Typical and maximum trail grade
  - Typical and maximum trail cross slope
- Where gates or barriers are constructed to control access to trails, gate openings and openings in barriers for hiker passage shall provide a clear width of 36 inches (915 mm).

Accessible trail guidelines:

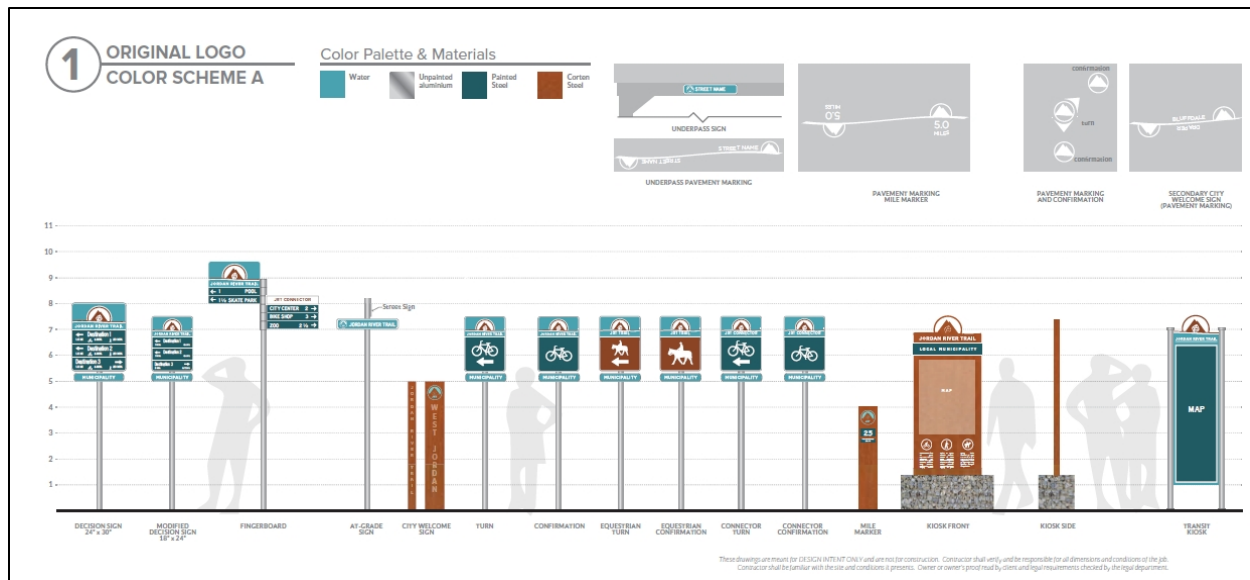
- Running slope, or grade, is the lengthwise slope of a trail, parallel to the direction of travel. Trails or trail segments of any length may be constructed with running slopes up to 1:20 (5 percent).
  - To accommodate steep terrain, trails may be designed with shorter segments that have a running slope and length up to 1:8 (12 percent) for 10 feet, with resting intervals at the top and bottom of each segment.
- Whenever possible, trails should be constructed with lesser slopes to provide greater independent access and usability.
  - No more than 30 percent of the total length of the trail may have a running slope exceeding 1:12 (8.33 percent).
  - The running slope must never exceed 1:8 (12 percent).
  - Resting intervals must be provided more frequently as the running slope increases.

Source: US Access Board Accessibility Standards [Chapter 10: Outdoor Developed Areas \(access-board.gov\)](#)

## Trail Signage and Wayfinding Plan

Develop a trail signage and wayfinding plan. This may include mile markers, directional signs, trailhead kiosks, and incorporating a Greenbelt logo for consistent branding.

- Priority: High
- Lead: Greenbelt Task Force
- Key partners: City of Green River, Chamber of Commerce
- Next steps: Develop a plan for location and design of signs. Hire a consultant or look at volunteer resources for design.



Example of a trail wayfinding design plan for the Jordan River Parkway in Salt Lake County, UT. *Alta Planning & Design*

Develop an interpretive signage plan with consistent look and messaging on Green River history, flora, and fauna.

- Priority: Medium
- Lead: Wyoming Game & Fish, Sweetwater County Museum
- Key partners: Greenbelt Task Force, City of Green River
- Next steps: Engage subject matter experts such as Wyoming Game & Fish and the local museum to develop a plan for signage content and placement and determine grants that would help fund the project.



Current interpretive signage on the Greenbelt. *B. Byrne*

Install a system of trail counters to gather information on trail use. This would provide data to prioritize maintenance and justify expenditures.

- Priority: Medium
- Lead: City of Green River.
- Key Partners: Greenbelt Task Force
- Next Steps: This would be a budget request in the City’s annual budget process.

## Lighting

Install solar lights at key decision points on trails such as forks, mergers, or turns to improve safety and accessibility on the Greenbelt. Lights should point downward to be dark sky friendly. This is a high priority for the Green River City Council, rated high with the Greenbelt Task Force, and is found as a priority in many City planning documents. In 2023 the pathway at Riverside Park will receive full pathway lighting as part of an existing grant agreement with the Wyoming Department of Transportation.

- Priority: High
- Lead: City of Green River
- Key partners: Greenbelt Task Force
- Next steps: In February of 2023 when the fiscal year 2024 budget is being prepared the Parks and Recreation Department should make a budget request for solar pathway lights located on key areas of the Greenbelt. Identify key points that require lighting.
- Resources: [Outdoor Lighting Basics - International Dark-Sky Association \(darksky.org\)](https://darksky.org/)

## Art

Create a mural or art installation under the Uinta Bridge. This could be an opportunity to engage students or local citizens in creating public art.

- Priority: Medium to long-term
- Lead: Green River Arts Council (GRAC)
- Key partners: Greenbelt Task Force, City of Green River
- Next steps: The GRAC receive funds and raises money annually for art installations in town. The Greenbelt Task Force Board should set a brief meeting with the GRAC to gauge interest in the project. In the last few years the GRAC installed a metal fish sculpture at Riverside Park along the Greenbelt near the location of the underpass of the Uinta Bridge.



An example of a mosaic mural under a highway bridge in Gunnison, Utah. *B. Byrne*

## River Recreation Access

### Boat Access

Install new boat access points and improve existing ones to create better opportunities for river recreation in Green River. Wyoming Game & Fish has created a proposal for improvements including primitive ramps at Alkali Creek, the Palisades, Expedition Island, Stratton Myers Park, and Scott's Bottom/FMC Park.

This system of boat access points will improve opportunities for floats of different lengths for people who want to float through town, fish, watch birds and wildlife, or just enjoy the scenery. For more details on the proposed ramps, see *Green River Boat Ramp Proposals and Green River Boat Ramp Costs* in Appendix C.

- Priority: Medium
- Lead: Wyoming Game & Fish
- Key partners: City of Green River, Greenbelt Task Force
- Next steps: The plan located in Appendix C is currently being implemented. Wyoming Game & Fish has obtained grants to fund the supplies for three primitive boat ramps within City limits. City staff and engineering will help install the ramps and improve road access at the FMC Park ramp. This project will also tie into the FMC Park trail proposals. Construction is currently scheduled for fall of 2022.



## Fishing Access

Install a series of rock barbs to enhance fish habitat and reduce bank erosion in key areas along the river through the City of Green River. Barbs should be placed where they are hydraulically appropriate and will create the best trout habitat. Wyoming Game & Fish has done some initial identification of areas near the Uinta Bridge, below Bitter Creek, and adjacent to the Alkali and Zehawi ponds.



Constructed rock structures in the Ogden River helped improve fish habitat and attracted fishers. *River Restoration*

- Priority: High
- Lead: Wyoming Game & Fish, Trout Unlimited
- Key partners: City of Green River, Greenbelt Task Force
- Next steps: Work is scheduled to begin in September 2022 on a \$700,000 bank restoration and habitat improvement project at Scott's Bottom south of the FMC road bridge. The Greenbelt Task Force recently obtained a grant for rock barbs and bank stabilization just upstream of the FMC bridge which will protect the existing Greenbelt and improve fish habitat. If the grant funding is available in a timely manner this work may also be able to occur in September 2022 by the same contractor.

Create a fishing pier by adding to the existing pier structure connected to the boardwalk on the southwest side of the river below the Uinta Drive bridge.

- Priority: Medium to long-term
- Lead: Trout Unlimited, Wyoming Game & Fish
- Key partners: Greenbelt Task Force, City of Green River
- Next steps: Set up a meeting with the project lead to gauge interest and develop the next steps to move the project. The City of Green River will submit a grant application to ARPA funds managed by Wyoming Outdoor Recreation to create a rock barb, bank stabilization, and ADA accessible fishing platform.

## Habitat and Riverbank Improvements

### Riparian Vegetation

Continue periodic invasive vegetation control along the entire Greenbelt including Russian olive, tamarisk, and phragmites or common reed. Control of these invasive species will be essential going forward to maintain the integrity of riparian habitat function along the greenbelt.

- Priority: High
- Lead: Wyoming Game & Fish, City of Green River
- Key partners: Landowners on the riverfront
- Next steps: This is an ongoing project. Treatments have been occurring for almost 10 years to eliminate and manage invasive species. A contractor will need to be used every few years to do maintenance treatments to prevent invasive species from reestablishing.

Add more riparian tree and shrub plantings such as narrowleaf cottonwoods in areas that can sustain new plantings. This could include downriver from the Uinta Drive Bridge, or City of Green River property on the east side of the river just downstream of Stratton Myers Park. It may be possible to utilize the historic lateral river side channel and area of elevated water table for clustered narrowleaf cottonwood tree plantings. Investigate opportunity to work with adjacent private landowner to evaluate the potential to restore river flow in the lateral side channel.

- Priority: Medium
- Lead: City of Green River, Greenbelt Task Force
- Key partners: Wyoming Game & Fish
- Next steps: Apply for Sweetwater Conservation District Conservation Assistance grant in 2023 to help purchase supplies to establish temporary irrigation for future tree plantings.



Healthy riparian vegetation along the Greenbelt boardwalk.  
*Green River*

## Bank Stabilization

Pursue bank stabilization projects through the City of Green River limits to address bank erosion and enhance riparian habitat. This could include evaluating the bank, soils, and water table for riparian tree and shrub plantings. Some of the stabilization activities that have been identified include:

- Create bankfull bench and slope the southwest riverbank just upstream of the Uinta Drive Bridge.
- Evaluate the bank, soils, and water table for riparian tree and shrub plantings on the river right side immediately upstream of the confluence of Bitter Creek.
- Pursue streambank stabilization on the river right bank adjacent to and immediately downstream of the confluence of Bitter Creek. Reshape vertically incised riverbank, construct bankfull bench and re-vegetate with native riparian trees and shrubs.
- Create bankfull bench and toe wood or brush bank on the east riverbank from Stratton Myers boat ramp downstream to the start of the Scott's Bottom restoration project.
- Create bankfull bench and slope at Riverside Park.

Erosion of the riverbanks was identified as a concern in the community survey and is considered a priority by both the Greenbelt Task Force and the City Council.

- Priority: High
- Lead: City of Green River, Greenbelt Task Force
- Key partners: Wyoming Game & Fish, Trout Unlimited
- Next steps: Identify an area from the project list that is the highest priority and begin a plan to obtain grant funding. Selection of a top priority should occur in 2023.

## Killdeer Wetlands

There are efforts currently underway to make modifications and improvements to the Killdeer Wetlands. This work will need to be completed before other work can take place, such as the proposed Wetland Trail. Ongoing plans include:

- Modifying the diversion to address fish passage, boating safety, water delivery needs, and sound hydrologic function.
- Repairing the three dikes to maintain the originally constructed wetland high water line and reinforcing wetland dikes with additional fill material for wetland function and stability.



The Killdeer Wetlands and Green River from the Visitor Center overlook. *B. Byrne*

## Stormwater Drainage Improvements

Evaluate stormwater drainage and create a pilot project downriver from the Stratton Myers Boat Ramp Road to test using low tech beaver dam analogue structures. These structures could be used to slow and filter stormwater runoff, capture sediments, pond ground water storage, and encourage vegetative growth to improve habitat. If the pilot project is successful, evaluate other stormwater drainages for similar projects.

- Priority: Medium to long-term
- Lead: Wyoming Game & Fish
- Key partners: Greenbelt Task Force, City of Green River
- Next steps: This project should be led and spearheaded by the Wyoming Game & Fish. When they are ready to pursue the project the Greenbelt Task Force and City can support by providing land access and in-kind support.





## Park and Other Site Improvements

### Expedition Island

Install water bottle filling stations. Expedition Island Park, Edgewater Park, and Stratton Myers Park are ideal locations and stops along the Greenbelt with existing infrastructure in place to support a filling station. The goal of this project is to reduce waste along the Greenbelt from distance runners “stashing” water bottles on their route.

- Priority: High to medium
- Lead: City of Green River, Greenbelt Task Force
- Next steps: Identify the type of water station and cost, and work with the City Public Utilities department to ensure they are safe for public use.



Example of a water bottle filling station. *Bryce Canyon Natural History Assoc.*

Construct a large gazebo for community events, concerts, gatherings, or as a spot to take photos. The park could also accommodate a council ring as an informal gathering or seating area. A gazebo that can accommodate large gatherings has been identified as a need for many years.

- Priority: Long-term priority
- Lead: City of Green River
- Key partners: Greenbelt Task Force, Parks and Recreation Advisory Board, Trona Mines.
- Next steps: Before installation of a large structure a master plan of the desired park should occur first to ensure the project meets future needs and desire for the space.

Install a pedestrian bridge from the island across the side channel to Evers Park. This bridge would help add a loop to the trail system. It would also provide a scenic amenity and a spot for the public to take photos.

- Priority: Medium to long-term
- Lead: City of Green River, Greenbelt Task Force
- Key partners: US Army Corps of Engineers, Trona Mines, local businesses
- Next steps: Develop a concept, location of the bridge, and a cost estimate.

## Riverside Memorial Park

Install a council ring or shelter as a gathering spot or a place for boaters to stop and watch activity at the whitewater structure.

- Priority: Medium
- Lead: City of Green River
- Key partners: Greenbelt Task Force
- Next steps: A great deal of riverbank stabilization needs to occur in the park prior to pursuing a new shelter. Parks and Recreation could explore a LWCF grant to purchase and install a shelter in 2024 after the scheduled construction in the park is complete to replace the pathway and restore the riverbank. This will be included in a 2022 grant application for ARPA funds through Wyoming Outdoor Recreation.

## Greenbelt Downriver of Uinta Bridge

Improve the access area on the south bank near the horse corrals. This trailhead would provide ADA access to the Greenbelt. Improvements may include a kiosk or maps, about 10 designated parking spaces, and signage from the road to indicate access area. Build a dog park on the south bank upriver from the improved access area.

- Priority: High to medium
- Lead: City of Green River
- Key partners: Greenbelt Task Force
- Next steps: Develop a concept plan and cost estimate for the trailhead.



The dirt lot near the horse corrals could be improved to become an accessible trailhead to the Greenbelt. *B. Byrne*



The City owns a parcel on the north bank of the river that could be developed into a riverfront park. It is next to a county parcel with frontage on Uinta Drive that might be developed as shopping or restaurant space.

- Priority: Long-term
- Lead: City of Green River, Greenbelt Task Force
- Key partners: Sweetwater County
- Next steps: There have been initial discussion of the City of Green River obtaining this property from Sweetwater County. The City has interest in developing the area as business property. The Greenbelt Task Force would act in an advisory capacity to keep a portion of the Greenbelt along the riverfront accessible to the public and develop it a manner to support future economic activity.

Install a shade or picnic shelter near the downriver end of the boardwalk on the south bank.

- Priority: Long-term
- Lead: City of Green River
- Key partners: Greenbelt Task Force
- Next steps: This a possible shade location where there was previously tree canopy that was lost in the 2020 Labor Day storm. There now exists a flat clearing with good river access that can serve as resting spot and viewpoint along the Greenbelt.

## Wastewater Treatment Plant

In process of creating this plan, a working group explored potential uses of the Wastewater Treatment Plant for when a new facility is built and the water lagoons begin the reclamation process. The ideas and concepts developed by the working group are documented in Appendix D. Greenbelt Task Force can present and advocate for these ideas when reclamation plans begin to materialize.



The wastewater treatment parcel has the potential to be incorporated into the Greenbelt system in the future. B. Byrne



## Scott's Bottom

Develop a management plan for Scott's Bottom to guide improvements to the area. The Greenbelt Task Force ranked this idea as a higher priority than the City Council, indicating a strong amount of interest among Task Force members. Some of the tasks that should be addressed in the plan include:

- Identify social trails to close down
- Separate high use areas from nature areas
- Place signs and boulders or split-rail fencing to block off where people shouldn't go
- Determine what facilities or amenities are needed and/or appropriate, such as toilets or an amphitheater

The Task Force can work with the City to identify and manage trails. Wyoming Game & Fish can help to protect habitat. Consider maintaining primitive recreational development to promote wildlife habitat value and associated wildlife viewing opportunities.

- Priority: High
- Lead: Wyoming Game & Fish
- Key partners: City of Green River, Greenbelt Task Force, Trout Unlimited, community input.
- Next steps: Use the expertise of the Wyoming Game & Fish to determine appropriate uses of the Scott's Bottom area. Determine which undesignated trails should be closed and allowed time to restore. Determine what types of uses of the area are appropriate.

A management plan for Scott's Bottom was identified as a high priority, but there are additional recommendations for Scott's Bottom that may be incorporated into the plan or take place in a later phase. These include:

- Install a toilet in the nature area. Consider whether a vault toilet or a more portable option works best for this area.
  - Priority: Medium
  - Lead: City of Green River
  
- Establish an outdoor amphitheater as a place to host day camps, weddings, corporate meetings, school activities, and other activities. The exact location will need to be determined but may work well on the south end of the nature area at the existing horseshoe sandbox.
  - Priority: Long-term
  - Lead: Greenbelt Task Force
  - Key partners: City of Green River
  - Next steps: Determine the feasibility of the project and if the expenses would justify the use and revenue generated. Determine if this is an appropriate use of the park based on the management plan. The area currently does get used for day camps, family events, and the occasional rustic wedding.



There may be room for an outdoor amphitheater or event space in Scott's Bottom Nature Area. *B. Byrne*

## Economic development

There is a huge opportunity to brand Green River as the home of the Greenbelt and to use the Greenbelt to promote tourism to the City. There is also a need to develop better maps and materials that provide information on the Greenbelt. Some of the strategies identified by the Economic Development working group include the following recommendations:

Develop messaging that can be used to promote the Greenbelt. Strategies may include paper and digital maps of the Greenbelt, social media, websites, brochures, promotional materials to include in convention packets or at businesses, and radio ads. In addition, include information on the Greenbelt when "Explore Rock Springs and Green River" tourism information is updated.

- Priority: High
- Lead: Chamber of Commerce/Visitor's Center
- Key partners: City of Green River, Greenbelt Task Force, Sweetwater County Travel & Tourism
- Next steps: Seek grant materials to develop a marketing campaign. The Greenbelt Task Force has begun to develop a website and a social media presence.

Develop maps that show Greenbelt facilities and identify business services at trailheads.

- Priority: High
- Lead: Chamber of Commerce
- Key partners: City of Green River, Greenbelt Task Force
- Next steps: The Chamber of Commerce will need to work with their member businesses to determine what should be included on maps and posted at trailheads. City staff can help with installation of maps and signage.

Develop improved web presence with a map and info about the Greenbelt on the City website. This would provide a site that other entities can link to, such as Sweetwater County, State Parks, mountain bike forums, outdoor recreation websites, and businesses.

- Priority: High
- Lead: City of Green River, Chamber of Commerce
- Key partners: Greenbelt Task Force
- Next steps: The Greenbelt Task Force can work with the City to develop a webpage.

Work with Wyoming Department of Transportation to install signage on highways to direct visitors to the Greenbelt as a regional recreation amenity.

- Priority: Medium
- Lead: City of Green River, WYDOT
- Next steps: Initiate a conversation with WYDOT to develop signage plan.





## Conclusion

The Green River Greenbelt is well loved by the Green River community as a great recreational asset, a place to experience nature and wildlife, and an amenity that makes the City an attractive place to live. In fact, the Greenbelt is so popular it pulls visitors in from the County and the region. It is the heart of the city, and a place Green River citizens can be proud of.

The current Greenbelt system is a wonderful tribute to the people who had the foresight to plan for trails and parks along the river in the 90s. Now the City and the Greenbelt Task Force have a new opportunity and vision to improve the Greenbelt system and ensure it serves the community for the coming decades.

This plan is the result of a community effort to envision river access, improved habitat, new trails, and facilities that will be welcoming to all visitors. Thank you to the volunteers and Greenbelt Task Force members who helped make this plan a reality.



# Appendices

## Appendix A: Funding Opportunities

|       | <b>Name</b>                            | <b>Eligible Projects</b>   | <b>Process Timing</b>      | <b>Local Match Required</b>                | <b>Funding Amount</b>                                  | <b>Contact</b>  | <b>Website</b>  |
|-------|--|--|----------------------------|--|--|---|---|
| Local | <b>Kourbelas Foundation</b>            | Dog Park Support   | Anytime                    | Not specified                              | Not specified  |   |   |
|       | <b>Union Pacific Foundation</b>        | Pedestrian viaduct, trails near UP property. community spaces  | Due April-May 31           | Not specified                              | \$2,500-\$25,000                                       |   | <a href="#">UP: UP Foundation Local Grants Program</a>                                    |
|       | <b>Dominion Energy Foundation</b>      | Environmental stewardship and education programs   | Sept. 30                   | Not Specified                              | Up to \$50,000   |   | <a href="#">Environmental Education &amp; Stewardship Grants   Dominion Energy</a>        |
|       | <b>Rocky Mountain Power Foundation</b> | Conservation, tree planting, river projects, park and trail projects, STEM education   | Quarterly                  | Not specified                              | \$2,000-\$5,000  | Ron Wilde (or Abbie Rice pacificorpoundation@pacificorp.com ) | <a href="#">Rocky Mountain Power Foundation</a>   |
| State | <b>Motorboat Gas Tax Grant</b>         | Increase public boating opportunities. Ramps, docks, campgrounds, parking lots, shelters, picnic tables, restrooms, fish cleaning stations, pumps, water systems, related to boating.  | Applications Due January 1 | Given as a 50/50 match.                    | Up to \$25,000 (can vary depending on funds available) | Louisa Lopez 307-777-6491 louisa.lopez@wyo.gov                | <a href="#">Wyoming State Parks, Historic Sites, &amp; Trails - Recreation Grants</a>     |
|       | <b>Recreational Trail Program</b>      | Construction and maintenance of trails and facilities; trailheads; restroom facilities; trail signage; acquisition of property or easements; purchase / lease of trail construction and maintenance equipment; educational programs to promote safety and environmental protection | Pre-Application Due Sep 1. | State Parks can help with a 20% cash match | Depends on federal funding                             | Louisa Lopez 307-777-6491 louisa.lopez@wyo.gov                | <a href="#">Wyoming State Parks, Historic Sites, &amp; Trails - RTP Grant Information</a> |

|                                 |  |  |                                   |                |                            |  |   |
|---------------------------------|--|--|-----------------------------------|----------------|----------------------------|--|---|
|                                 | <b>Land &amp; Water Conservation Fund</b>                    | Ball fields, sports courts, spray parks, golf courses, public restrooms, swimming pools, skate parks, walking trails, land acquisition for recreation (must relate to State Comprehensive Outdoor Recreation Plan (SCORP)) | Applications due Nov. 30          | 50%            | Depends on federal funding | Louisa Lopez<br>307-777-6491<br>louisa.lopez@wyo.gov | <a href="#">Wyoming State Parks, Historic Sites, &amp; Trails - Recreation Grants</a> |
|                                 | <b>WYDOT Transportation Alternatives Program (TAP) Grant</b> | Bicycle and pedestrian facilities, streetscape improvements, ADA access improvements   | Spring (check website for timing) | 20%            | Not specified              | Sara Janes-Ellis<br>307-777-4438                     | <a href="#">Transportation Alternatives (state.wy.us)</a>                             |
| Non-Profit & Foundation Funding | <b>IMBA Trail Accelerator Grants</b>                         | Mountain bike trail planning and consultation services; concept plans; trail assessments   | Summer (check website for timing) | 50%            | \$5,000-\$30,000           | Marty Caivano<br>marty.caivano@imba.com              | <a href="#">Trail Accelerator Grants   IMBA</a>                                       |
|                                 | <b>People for Bikes Community Grants</b>                     | Bike paths, lanes, trails, bridges, rail-trails, mountain bike trails, bike parks, BMX facilities, bike racks, bike parking/storage. Not eligible: trailheads, kiosks, signs, maps, planning.                              | Oct. 31                           | None specified | Varies                     | info@peopleforbikes.org<br>(303) 449-4893            | <a href="#">Grants   PeopleForBikes</a>   |

## Appendix B: 2021 Greenbelt Master Plan Survey Results

The Green River Greenbelt Master Plan Survey was open July 14–August 26, 2021. The survey received 768 responses. The survey was promoted online and in person through the City’s social media, the Green River Star, an open house, and at the River Festival.

1. How do you access the Greenbelt?

Note: in the “other” field, a number of people responded that they use several different methods to access the Greenbelt. One person mentioned they have a physical disability and didn’t feel there were access points for disabled people.

2. If you cannot access the Greenbelt, what prevents you from accessing it? (open response)
  - a. The most common response is that people don’t have a problem accessing it
  - b. High water levels
  - c. Distance
  - d. A couple mentioned lack of parking
3. Where do you access the Greenbelt?

4. How long have you been using the Greenbelt?

5. In the past 12 months how have you used the Greenbelt?

6. How frequently do you use the Greenbelt?

7. Which seasons do you use the Greenbelt?

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8. When do you use the Greenbelt?

9. How did you discover the Greenbelt?

10. Do you support the Greenbelt Task Force and City of Green River developing more trails and trail systems as opportunities arise?

11. Of the following list, please prioritize the following enhancements for the greenbelt.

11 pt.2: What amenities/features would you like to see added to the existing Greenbelt? (open question)

Note: many of the comments were a repetition of the options provided (perhaps for emphasis). Items that were not provided as part of the options, or provided additional details, included:

a. Facilities:

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- i. Benches or rest areas with shade/ shelter (memorial benches – could be an opportunity to raise some funds)
  - ii. Picnic tables
  - iii. Water bottle filling stations
  - iv. Water stations for pets
  - v. Waste bags for dogs
  - vi. Trash receptacles
- b. Maintenance to existing trails
  - i. Repair to concrete/asphalt/boardwalks, esp. cracks
  - ii. Snow/ice removal from trails
  - iii. Vegetation management
- c. River enhancements:
  - i. More rapids for boating
  - ii. River access points to load/unload tubes and kayaks
  - iii. Wading area or beach, swimming access
  - iv. Access for fishers (including accessible access)
- d. Information
  - i. Distance or mileage markers
  - ii. Maps
  - iii. Informational signage
  - iv. Interpretive features (e.g. partnering with public library on a story walk installation; information on area history; interactive stations)
- e. Safety/law enforcement
  - i. Emergency phone
  - ii. Enforcement of leash laws
  - iii. Crosswalk signals
- f. Economic development
  - i. Places to get food or drinks (with boater access) “snack shack” or coffee shop
  - ii. Bike/E-bike or scooter rentals (with charging stations)
- g. Playgrounds:
  - i. Spread out the system of small parks
  - ii. Spread out play equipment along pathway (obstacle course?)
  - iii. Play equipment for different age groups
  - iv. Interactive play/education for families
- h. Habitat: Bird nesting structures, bat boxes, wildlife or fish watching areas/interpretive sites; native plants and trees
- i. Trails: loops; connections (eg to downtown); equestrian trails; extend upriver
- j. Campsites (at Stratton/FMC)
- k. Relocation of horse corrals
- l. Leave it as natural as possible

12. Of the following new trail projects, please prioritize according to the following list.

13. Why are trails and access to the Greenbelt important to you and the City of Green River as whole?



14. How should new trails be funded?

15. Would you support dedicating a modest portion of a special purpose tax (6th penny) to develop outdoor recreation?

16. If future trails are developed, where should they be? (open response)

- a. FMC Park / Scotts Bottom
  - i. West side of the river north of the bridge
  - ii. Wilkins Peak area
  - iii. South hill
  - iv. North and south of Scotts Bottom
  - v. 10 Mile
- b. North or west - upriver
  - i. Extend west on north side from island to Chamber
  - ii. Killdeer Flats
  - iii. Sweetwater County park
  - iv. Pioneer Trails Picnic Grounds
  - v. To Jamestown
  - vi. Telephone Canyon area
- c. North side of river
  - i. Expedition island area / Evers Park
  - ii. In town / downtown / old part of town
  - iii. Near Green River Chamber
- d. Connect neighborhoods, esp. to new or underserved neighborhoods

- e. Extend to places beyond the City (Rock Springs, Jamestown)
- f. Near schools in general
  - i. Washington Elementary School
  - ii. Jackson Elementary
  - iii. Monroe Ave/Monroe Elementary
  - iv. Connect to rec center (connect via Upland to Uinta) and high school
- g. Connect to Teton Blvd, Hitching Post; area around the Bridger entry
- h. Connect to Hutton Heights
- i. Hiking trails for beginner/intermediate hikers
- j. Castle Rock, Man's Face, cemetery
- k. Like how it is/no new trails
- l. Focus on maintenance first

## Appendix C: Green River Boat Ramp Proposals

Proposal created by Wyoming Game & Fish

Updated January 27, 2022

### **Priority 1 Boat Ramps to be included in one-time grant proposal (see excel spreadsheet for \$ estimates)**

1. Alkali Creek confluence (12 T 618491 E, 4607762 N)
  - a. Landowner – Rock Spring Grazing Association
  - b. River Left – east side
  - c. Notes
    - i. Road to the site is rough. Possibly need to improve the slope of the two-track, cut down the hump, and install a water bar above the slope to reduce erosion on the sloped road. May also need to add a little fill on the second sage brush bench above the floodplain. There is a seep area that crosses the road that may be soft in the spring.
    - ii. Recommend primitive ramp – no improvements (concerned that river fluctuations will make a 30'x8' flex-mat all but useless.
    - iii. Difficult to use when water is high; the launch area will be inundated with water creating a shallow muddy area. Maybe able to launch upslope with care.
    - iv. Recommend delineating 150' launching area and parking area using 3-4' boulders spaced 3 feet apart from water to 1<sup>st</sup> slope (~130 yards needed)
    - v. Tire tracks at (12 T 618414 E, 4607718 N) where someone possibly launched a boat
    - vi. Probably need to have zoomed in map of launch and parking area on Walk-in Area sign and float map
    - vii. Will need private property signs designating Thoman boundary - north of launch (upstream).
    - viii. Outhouses in County Park
    - ix. Recommend signage for designating ramp and parking area
    - x. D-6 dozer with operator to complete dirt work for road improvements
    - xi. Backhoe with operator to place gravel and boulders
    - xii. Float – 9.56 miles from Monument Hill Ramp and 9.30 miles from Pioneer Park Ramp
      1. \*\* Will need to designate these as long floats - possibly not recommended for low flow periods.
    - xiii. Float – 5.43 miles to Sweetwater County Picnic Grounds Ramp
  - d. Follow-up
    - i. Need to contact landowner for permission to proceed and for improvements.
2. Sweetwater County Picnic Grounds Ramp (12T 622957E 4601132N)
  - a. Landowner - Sweetwater County
  - b. River right

- c. Notes
  - i. No update or maintenance recommended.
  - ii. Float – 5.43 miles from Alkali Ramp
  - iii. Float – 1.67 miles to Palisades Ramp
  - iv. Float – 4.04 miles to Expedition Island
  
- 3. Palisades (12T 625689.10E 4601085.55N)
  - a. Landowner – Wyoming Department of Transportation, Adjacent landowners
  - b. River Left – where river swings adjacent to frontage road
  - c. Notes
    - i. Recommend an improved primitive ramp – cable concrete mat ~30'x8'
    - ii. This location would provide a critical take-out prior to white water hazards downstream.
    - iii. No outhouse – unless the landowners wants one?
      - 1. Who would fund the outhouses?
    - iv. Recommend signage for ramp, parking area, private Property, and last take-out before Killdeer Diversion structure.
      - 1. Will need to signed appropriately.
      - 2. Parking area will need to be designated.
    - v. Float – 1.67 miles from Sweetwater County Park Ramp
    - vi. Float – 2.37 miles to Expedition Island
  - d. Follow-up
    - i. **MUST** contact the landowner(s) and request permission to proceed before further development of this location.
  
- 4. Expedition Island - West (12 T 627595 E, 4597906 N)
  - a. Landowner – City of Green River
  - b. River Left/ Main Channel – north side
  - c. Notes
    - i. Existing parking area
    - ii. No issue launching at low or high flows
    - iii. Recommend an improved primitive ramp – cable concrete surface ~30'x8'
    - iv. Need to cut into bank willows and make cable concrete surface slightly convex to facility moving water off parking lot into river
    - v. Possible willow removal and gravel around drainage gutter
    - vi. May require minimal maintenance to keep surface clear of debris deposited by surface runoff
    - vii. Outhouse present by Trona Bridge.
    - viii. Recommend signage for designating ramp and parking area
    - ix. Backhoe with operator to shape ramp, place cable concrete, and place gravel
    - x. Alternate ramp at waypoint 754 Expedition Island - East
    - xi. Float – 2.37 miles from Palisades Ramp
    - xii. Float – 4.04 mile float from Sweetwater County Picnic Ground Ramp



- xiii. Float – 2.4 miles to Stratton Meyer Park
  - d. Follow-up
    - i. Need to work with the City of Green River for permission to proceed with improvements.
      - 1. Have them designate parking.
      - 2. They will need to decide which boat ramp location they would like to develop: West, East or North.
5. Expedition Island - East (12 T 627720 E, 4597859 N)
- a. Landowner – City of Green River
  - b. River Left/ Main Channel – north side
  - c. Notes
    - i. Alternate ramp to Expedition Island West
    - ii. Recommend an improved primitive ramp – cable concrete surface ~30'x8'
    - iii. Some dirt work needed
    - iv. Parking would be over 100 yards away at existing parking on west side of building
    - v. No issue launching at low or high flows
    - vi. Outhouse present by Trona Bridge.
    - vii. Recommend signage for designating ramp and parking area
    - viii. Backhoe with operator to shape ramp and place cable concrete
    - ix. Float – 2.37 miles from Palisades Ramp
    - x. Float – 4.04 mile float from Sweetwater County Picnic Ground Ramp
    - xi. Float – 2.4 miles to Stratton Meyer Park
  - d. Follow-up
    - i. Need to work with the City of Green River for permission to proceed with improvements.
      - 1. Have them designate parking.
6. Expedition Island - North (12T 627716.50E, 4597887.54 N)
- a. Landowner – City of Green River
  - b. River Right/ Side Channel – south side
  - c. Notes
    - i. Alternate ramp to Expedition Island West and East
    - ii. Recommend an improved primitive ramp – cable concrete surface ~30'x8'
    - iii. Will need to cut and shape bank and install cable concrete
    - iv. Parking would be over 100 yards away at existing parking on west side of building
    - v. No issue launching at low or high flows
    - vi. As a take out there will be an issue reaching the take out during extreme high flows. Boats may not be able to pass under vehicle bridge that access
    - vii. As a take out there may be an issue with people missing the entrance to the side channel
    - viii. Advantage: boaters will not have to pass over the whitewater structure.
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- ix. Outhouse present by Trona Bridge.
  - x. Recommend signage for designating ramp and parking area
  - xi. Backhoe with operator to shape ramp and place cable concrete
  - xii. Float – 2.37 miles from Palisades Ramp
  - xiii. Float – 4.04 mile float from Sweetwater County Picnic Ground Ramp
  - xiv. Float – 2.4 miles to Stratton Meyer Park
  - d. Follow-up
    - i. Need to work with the City of Green River for permission to proceed with improvements.
      - 1. Have them designate parking.
7. Stratton Myer Park (12T 629734 E, 4595899 N)
- a. Landowner – City of Green River
  - b. River Right – west side
  - c. Notes
    - i. Concrete launch and parking area exist
    - ii. Ramp could use some maintenance:
      - 1. Toe of ramp fill - 25 cubic yards of small rip rap
      - 2. Ramp erosion (N side) fill - 25 cubic yards of small rip rap
      - 3. Upstream barb to protect the ramp
        - a. Barb core - 3-4' boulders - need 20 boulders to span the 60 foot barb
        - b. Barb 1-2' rip-rap - 40 cubic yards of to wrap around the core boulders
      - 4. Move 20 yards of drainage cutting N side of boat ramp ~ 20 feet to the north
    - iii. 322 trackhoe with operator to place the ramp maintenance rock
    - iv. front end lower and operator to move rock from piles to trackhoe
    - v. No outhouse
    - vi. No additional signage recommended
    - vii. Float – 2.42 miles from Expedition Island
    - viii. Float – 2.39 miles to Scotts Bottom ramp
  - d. Follow-up
    - i. Recon and document ramp maintenance needs
    - ii. Work with City of Green River to get maintenance completed
8. Scott Bottom (12T 631234 E, 4594301 N)
- a. Landowner – City of Green River
  - b. River Left – west side
  - c. Notes
    - i. Accessed via Scott Bottom road – east edge of GR
    - ii. Recommend an improved primitive ramp – cable concrete surface ~25'x8'
    - iii. Will need to cut and shape bank and install cable concrete

- i. Access road rough – needs to be improved in places. Work with City of Green River on road improvements.
  - ii. No outhouse.
  - iii. Recommend signage for designating ramp and parking area
  - iv. Backhoe with operator to shape ramp and place cable concrete
  - v. D-6 dozer with operator to complete dirt work for road improvements
  - vi. Float – 4.81 Miles from Expedition Island
  - vii. Float – 2.39 miles from Stratton Myer ramp
- b. Follow-up
- i. Need to work with the City of Green River for permission to proceed with improvements.
  - ii. Verify Sanders fence is in the wrong location and that there is not a need for an outhouse
  - iii. Improvements needed at a few spots along last ¼ mile of road
    - 1. Determine if the City can help with road upgrades

Cost Estimates:

**Priority 1 Proposed Boat Ramps to be considered in Green Belt Master Plan**

| Ramp                             | Description  | # of Unit | Cost/Unit | Total Cost |
|----------------------------------|--|-----------|-----------|------------|
| Alkali Creek                     | Dirt work (D-6 dozer w/operator = \$145/hr)                | 16        | 145       | 2320       |
|                                  | 1” gravel (\$18/ton from pit- \$25/ton delivered )         | 24        | 25        | 600        |
|                                  | Placement - backhoe with operator (\$90/hr)                | 12        | 90        | 1080       |
|                                  | 3-4' boulders (\$ 2000/truck load (10 boulders) delivered) | 6         | 2000      | 12000      |
|                                  | Placement - backhoe with operator (\$90/hr)                | 8         | 90        | 720        |
|                                  | Signs(cost based off of AIS RRP)                           | 4         | 650       | 2600       |
|                                  | <b>Estimated total cost</b>                                |           |           |            |
| Sweetwater County Picnic Grounds |  |           |           |            |
|                                  | <b>Estimated total cost</b>                                |           |           | <b>0</b>   |
| Palisades                        | Dirt work to shape ramp - backhoe with operator (\$90/hr)  | 8         | 90        | 720        |
|                                  | Cable Concrete (8’x30’)                                    | 1         | 1113.6    | 1113.6     |
|                                  | Rebar U staples  | 6         | 3.52      | 21.12      |
|                                  | Placement - backhoe with operator (\$90/hr)                | 8         | 90        | 720        |
|                                  | Signs (cost based off of AIS RRP)                          | 2         | 650       | 1300       |
|                                  | <b>Estimated total cost</b>                                |           |           |            |

Green River Greenbelt Master Plan

|                             |   |      |        |             |
|-----------------------------|---|------|--------|-------------|
| Expedition Island West      | Dirt work to shape ramp - backhoe with operator (\$90/hr)         | 8    | 90     | 720         |
|                             | Cable Concrete (8'x30')   | 1    | 1113.6 | 1113.6      |
|                             | Rebar U staples   | 6    | 3.52   | 21.12       |
|                             | Placement - backhoe with operator (\$90/hr)                       | 8    | 90     | 720         |
|                             | 1" gravel (\$18/ton from pit- \$25/ton delivered )                | 8    | 25     | 200         |
|                             | Placement - backhoe with operator (\$90/hr)                       | 4    | 90     | 360         |
|                             | Signs(cost based off of AIS RRP)                                  | 2    | 650    | 1300        |
| <b>Estimated total cost</b> |   |      |        | <b>4435</b> |
| Expedition Island East      | Dirt work to shape ramp - backhoe with operator (\$90/hr)         | 8    | 90     | 720         |
|                             | Cable Concrete (8'x30')   | 1    | 1113.6 | 1113.6      |
|                             | Rebar U staples   | 6    | 3.52   | 21.12       |
|                             | Placement - backhoe with operator (\$90/hr)                       | 8    | 90     | 720         |
|                             | Signs(cost based off of AIS RRP)                                  | 2    | 650    | 1300        |
|                             | <b>Estimated total cost</b>                                       |      |        |             |
| Expedition Island North     | Dirt work to shape ramp - backhoe with operator (\$90/hr)         | 8    | 90     | 720         |
|                             | Cable Concrete (8'x30')   | 1    | 1113.6 | 1113.6      |
|                             | Rebar U staples   | 6    | 3.52   | 21.12       |
|                             | Placement - backhoe with operator (\$90/hr)                       | 8    | 90     | 720         |
|                             | Signs (cost based off of AIS RRP)                                 | 2    | 650    | 1300        |
|                             | <b>Estimated total cost</b>                                       |      |        |             |
| Stratton Myer Park          | Fill - Toe of ramp (1-2' rip-rap - \$1800 per load - 20 cu yd)    | 1.25 | 1800   | 2250        |
|                             | Placement - 322 trackhoe with operator (\$160/hr)                 | 2    | 160    | 320         |
|                             | Fill - ramp erosion (North side) fill - (1-2' rip-rap - 20 cu yd) | 1.25 | 1800   | 2250        |
|                             | Placement - 322 trackhoe with operator (\$160/hr)                 | 2    | 160    | 320         |
|                             | Fill - barb core - 3-4' boulders (\$2K/truck load-10 boulders)    | 2    | 2000   | 4000        |
|                             | Fill - barb - 1-2' rip-rap (\$1800/truck load-20 cu yd)           | 2    | 1800   | 3600        |
|                             | Placement - 322 trackhoe with operator (\$160/hr)                 | 5    | 160    | 800         |
|                             | Moving rock to trackhoe (front end loader w/operator = \$120/hr)  | 12   | 145    | 1740        |
|                             | Moving 20 yards of drainge - 322 trackhoe/operator (\$160/hr)     | 4    | 160    | 640         |
|                             | <b>Estimated total cost</b>                                       |      |        |             |
| Scotts Bottom               | Dirt work to shape ramp - backhoe with operator (\$90/hr)         | 8    | 90     | 720         |
|                             | Cable Concrete (8'x30')   | 1    | 1113.6 | 1113.6      |
|                             | Rebar U staples   | 6    | 3.52   | 21.12       |



Green River Greenbelt Master Plan

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|  |     |     |              |
|--|-----|-----|--------------|
| Placement - backhoe with operator (\$90/hr)                    | 8   | 90  | 720          |
| Dirt work (D-6 dozer w/operator = \$145/hr) - road improvement | 8   | 145 | 1160         |
| 1" gravel (\$18/ton from pit- \$25/ton delivered )             | 100 | 25  | 2500         |
| Placement - backhoe with operator (\$90/hr)                    | 16  | 90  | 1440         |
| Signs (cost based off of AIS RRP)                              | 2   | 650 | 1300         |
| <b>Estimated total cost</b>                                    |     |     | <b>8975</b>  |
| <b>Total project cost</b>                                      |     |     | <b>52524</b> |

Note: Total costs only includes Expedition Island North. Likely only one ramp will be built and it is the most expensive.

# Appendix D: Wastewater Treatment Plant Parcel

