

Access: How are you entering the water? What infrastructure/facilities are most needed and/or desired by your user group? Are additional access points needed or desired? What are the impediments to your use at current facilities?

Entering the Water by...	Non-structured Facilities	Structured Facilities	Possibly Both or Both	Miscellaneous Comments	Questions Asked
	Beaches, Bank	I use the dock and ramp at Crystal Lake. The <u>BIGGEST</u> impediment to my access is loose dogs!	They vary	As stated at the Luba meeting, a boat wash at Lake Lytle is the most important missing factor! If you stop the major contamination of discharge of all kinds, i.e: aquatic vegetation, gas, oil, salt water and human waste, we will all win!!	How can OSMB improve existing access and not create additional
	I carry my whitewater kayaks along trails and find a convenient entry point to mainly wilderness areas. My kayaks are in the 6-foot to 12-foot range. Infrastructure needs are minimal for my group, as we can hike trails into rivers as needed. For my private boating group, impediments would include costs in the form of fees for licensing boat, or access fees to rivers. I don't see how the Oregon State Marine Board can help provide additional access points for kayakers. If you think you can add value for kayakers, that needs to be clearly communicated to the community as I know many kayakers share my views.	Boat Ramps and docks.	Standup paddleboard - pretty much launch anywhere	Almost impossible for a responder to respond negatively to the questions asked. The questions lead the responder precisely where the OMB wants them to go. The responder has little choice but to respond that he or she needs or wants more of what the OMB is informing them are the responders concerns. More facilities, more access, more infrastructure, what are the impediments to your experience getting to or on the water.... Given the structure of the Access question, the only alternative to the respondent is to respond, "I want/need more...." Present day status quo to any of the access questions as posed by the OMB is not an option offered to the survey responder.	Understand what is navigable? Conflict with private landowner and boater...Do boaters have a right to be there? High water mark?
	Stream bank	Mostly via boat ramps.	Boat ramps. Trails. Rocks. Whatever it takes.	Over 90% of use at Lake Lytle has been abuse based on 20 years of observation as an affected adjacent land owner. I have spoken with many different agencies and have gotten inadequate help, if any. Lake Lytle has been chemically treated with Sonar, at least twice to my knowledge. According to the manufacturer Sonar is meant to be used in a closed lake system and as we know Lake Lytle is not a closed system. OasisNow inc.	Is the biggest problem around the state access? Is maintenance a cause? ... No big launch area for accommodation of both - public area's...Where is the biggest problem? Increase an area for access
	Shoreline	I mainly use paved boat ramps.	I use a driftboat both with a motor and without. I use either a drift boat slide, a gravel bar entry, or an improved ramp.	The Ashland Rowing Club, at Emigrant Lake, uses a floating dock that we purchased, maintain, move and make available to the public. Unfortunately the public misuses the dock at our expense. Being allowed to post a few signs with appropriate use outlined would help a lot. It would also help to post a 5 mph zone at the cove where the dock is contained to inhibit skiers and jet ski's from entering this small dangerous area.	How does the grant work and would it work for non-motorized?...The control would fall under land management if they say no - then no access? ... If grants were available it might open access to non-motorized
	Launching off the gravel bars primarily provides access points. No bathroom facilities are usually available.	Boat ramp. Parking is usually not available during peak	Right now there is a mix of how non-motorized users enter the water. There is a undeveloped type ramp and a fee use ramp. We would love to do some development to the undeveloped ramp to give better access to users.	Kayak & Tube Facilities I have used have been pretty good for walking into the water. Access to cheap kayak rentals would help. Tualatin Riverkeepers has a good deal for rentals but its very seasonal. They have a limited supply of kayaks and are not available to other rivers.	Are rivers having higher access of non-motorized? If private access what are the odds of them selling the land for access?
	Nothing I really do like the experience of sliding a canoe or kayak down the bank and getting in.	At boat launch places, including rough launches, primarily on rivers to fish. Some places, like Three Rivers on the Nestucca, are difficult for those of us with 2WD rigs. Closest launch to us is Knight County Park on the Salmon River; during the brief fall chinook season it is often impossible to find a place to park a boat and trailer as hikers and visitors to Camp Westwind often fill boat trailer spaces. Three Rocks Road is too narrow to park along much of it, except for a section just outside the park, and that's usually full, too.	Generally at unimproved bank sites, but often at boat ramps.	Some launches are crowded during morning launches like Rogue river, Owyhee, and Deschutes	Concern with Federal mandate to make waters "freely navigable" - Does it conflict with mandate from Federal government on transfer of waterways 'charging fees to all boaters'?

	Usually enter by sliding in off the bank. However, that can be difficult at many locations with steep banks or shorelines. I have seen docks with a kayak or canoe launch built in, but haven't used one yet. Although cost may be high, it could be warranted given the level of use at some locations.	Boat ramps	Just carrying kayaks and canoes down to the water sometimes at parks or boat launches but mostly undeveloped areas.	Currently have 2 power boats for fishing at Garibaldi and Nehalem. Good access points for each. Would like to see improvements in Lake Lytle and devote that waterway to non motorized boats. We have some difficulty launching/using our canoes there especially if motor boats are on lake. It is very shallow and we would like to see usage restricted to motor boats under 3mph or non motorized craft only. We really enjoyed our time on the Lake recently as there was a pair of eagles in the trees on the east side of the lake. I hope this committee will consider this request because I think Tillamook County has a lot of "eco" tourism opportunities for non motorized boats.	Who is responsible for enhancing non-motorized? How would the money be funneled?
	We walk to the water. We do not need any infrastructure or facilities. We do not need any additional access points. There are no impediments to our use at current facilities. We do not need or want anything from the Marine Board, Especially not any taxes, fees or regulations. River runners want to be left alone to run wilderness rivers without expensive, unnecessary improvements that only serve to increase Marine Board revenue without any significant benefit to us.	Using a drift boat, sliding in usually at some sort of established boat launch. Some are well maintained ramps, others are wooden slides with block and cable, some are unimproved launch sites.	As a kayaker, almost any place is a point of entry. There are no impediments to current facilities	Grants for whitewater	Private landowner shut down river access (dusk/dawn) – Would you need lighting?
	I enjoy waterways in a hardshell kayak. I launch by foot. No extra infrastructure is needed or desired. No additional access points are desired.	By Driftboat; we need to safely enter the water via improved slide, such as the one I use extensively at Siskeyville on the Wilson River.	I use the typical put-in for my trailered rowboat, and just launch my kayaks into any spot available.	Boater rights go back to before statehood. Being trampled.	Dept. of Justice opinion on Deschutes River – navigable or non-navigable?
	I am a whitewater kayaker. I walk down to the water with my boat on my shoulder, and get inside. I do not need any infrastructure/facilities for my recreational activity. Portable Toilets are appreciated at take outs and put ins. No additional access points are needed. Inability to use logging roads on weekdays impedes my ability to kayak some rivers during the week. I do not require safety assistance.	I am entering with either a drift boat or my pontoon boat. I use the toilet and the ramp. There are no impediments at this point.	I am primarily a whitewater kayaker. I very rarely use actual put in facilities, but its always nice when there is a bathroom.	Lack of partnerships/communication with Irrigation Districts	
	Carrying in (WW Kayaks) -None (Bathrooms/Changing Stations perhaps) -No -None We are generally fine with very little.	Boat ramps with my kayak	Entering the water at either Salem gravel bar, Keizer Rapids Park boat ramp, or the gravel bar across from Wheatland ferry.	Commercial use may impact size	
	Trail	Garibaldi Marina	Generally at unimproved bank sites, but often at boat ramps.	Low end canoe/kayaks are the large population, but 90% drop off after 1-3 day/time use. The more expensive boats use and spend more time on the water. Education/outreach challenges	
	Walking in via trail.	St. Helens Public Dock and Scappoose Bay Marina kayak dock	Little Nestucca boat ramp, Pacific City boat ramps, Neskowin and Pacific City beach. Other sites from time to time. Small rubber craft can launch just about anywhere with is 500' of a parking lot. 2 persons carry the boat. these sites are good access but our cars are often vandlized if left over a hour at a time.	Erosion/sediment	
	For my canoeing, I access waterways by car and then by foot.	Motorized boat ramp	Usually launch off bank, sometimes a dock.	Property is not a big concern for whitewater users	
	I usually carry my kayak down to the river at a bridge crossing. It would be nice if there was more parking at some of these places. Revenue Bridge on the Sandy comes to mind, there is little parking and you have to walk down a dangerous (blind, fast) section of road to get to the river. I would like to see parking and access trails at all bridges.	We have a transient dock that is mostly monopolized by the motorized community.	I enter the water in my canoe or kayak at various points, depending on the section of river being navigated. Typically by dock or riverbank.	Long established runs not a problem	

	My primary activity is whitewater kayaking. Access points are most often at bridges or other places where roads come close to the river. Since boats are light and easy to carry, very minimal access development is necessary. Generally, very few changes or additional infrastructure, if any, are needed or desirable. At places of high traffic, toilets or trash receptacles may be desirable to ensure sanitary conditions.	Boat Ramps.	Mostly over a bank, without special access provisions	No maintenance funds to help maintain docks	
	Walking boat to river.	Boat Ramp	Some boat ramps... mostly non improved sites. walk in only.	Against prohibiting /restricting a user from waterway they are already using	
	I walk down a steep embankment in Portland, do not like using the Willamette Park boat ramp as it is filled with oily motorboats. The City of Portland refused to put a dock at South Waterfront, so I guess I will continue to climb down the steep cement banks of the river. I also use the Clackamas river and take out at a rapid called Bob's Hole, again climbing up a very steep embankment made of rocks and its dangerous.	I typically enter the water using boat ramps provided by local (e.g., City of Eugene, Willamalane Park and Recreation District), county (e.g., Lane County), state (Oregon Parks and Recreation Department), or federal (e.g., U.S. Army Corps of Engineers) agencies.	We typically use low rise docks that our rowing club provides. Beach access at other locations.	Access isn't the same for all users	
	In whitewater kayaking we generally enter the river at bridge crossings or other roadside access points. Parking pull outs or maintained trails/stairs down to the river would be nice.	Either at WarmSprings Launch which needs the entry road and parking lot repaired, or Mecca Flats which could use a larger ramp or entry area and Trout Creek which needs the road that goes to the camping area repaired. The launch could possibly be larger.	Entering via foot for canoe trips. Facilities are fairly simple, established put ons/take offs with adequate parking for the recreational volume.	No cell phone service in remote locations... No cell phone service is OK with one person	
	My typical access is carrying a kayak to river level. Some spots this involves walking along roadways.	Access primarily from low-draft docks (for rowing shells). Current facilities are adequate, but maintained by a non-profit rowing club, so are sometimes in disrepair.	Put kayak in at multiple locations, no special facilities needed. Only impediments are too many motorized boats in some locations	Public needs to <u>own</u> launch & take-outs on rivers or lakes	
	Minimal needs for river access for whitewater kayaks as we can walk down a narrow dirt trail and don't need boat ramps and such.	I enter the water at a dock that is maintained by our rowing club. That is the infrastructure most needed.	I usually walk to the river. Staircases and parking spaces are useful, I suppose, but not completely necessary. Maybe some bathrooms. I feel like there isn't much infrastructure that I use, and that is fine with me.	Motorized access is a higher priority for OSMB, then mixed, then non-motorized	
	I enter the water at naturally sloped embankments for an easy put in. I don't need anything additional. Nature has provided everything.	Entering by boat ramp with adjacent sandy beach where available. Sandy beach required for setting up and launching my catamaran and similar day sailing vessels.	My informal user group is called Mac Yaks, located in the McMinnville area, which has a Facebook page. We focus our paddling in the mid-Willamette Valley, however some of our group travel throughout the State, and beyond, for paddling opportunities. To access the Willamette River we use developed facilities (Rogers Landing in Newberg & Eidiger Landing at Wheatland) and undeveloped access (Dundee).	10-20 year federal government has longer plans, enabling for public needs after 10-20 years.	
	I generally access the river at bridge heads.	I am a rower and currently use the dock that Ashland Rowing Club provides.	I mostly paddle on the ocean and have not had an issue with access to the water.	Mining, dredging vs. non-motorized boating	
	I use roads and pull offs as my main access point to the river. Highways, Forest Service roads and bridges are common access points. Sometimes we hike down to the river a short distance of up to a couple miles.	Boat ramps. I mainly float the McKenzie and the North Umpqua. I think the facilities there are fine.	Kayaker. Entering mostly at developed launch site.	Minimize wildlife impact – goose droppings	
	We put into many different areas and situations. Natural banks or shore lines work best. We really don't like concrete boat ramps and don't use them when available. A gentle dirt slope is nice in rocky areas but not necessary. Our group would not like an overly developed boat ramp area. We stay away from heavy use areas.	Via a private dock at lakeside. We'd like to see an aquatic center with facilities for boat storage, a club house, good access to the lake side. Currently the size of our boat barn is barely sufficient and there is no room for expansion. Carrying boats as far as we have to launch from the dock makes it preventative for some members to participate.	Kayak. Most access is via social trails. Some need basic improvements and signage to enhance visitor experience, make it easier for first-time visitors to locate, and reduce conflicts with landowners. Also, negotiate easements with landowners. OSMB should support legislation to encourage ODOT and other agencies to review opportunities to enhance access at bridges during reconstruction projects (e.g. lost opportunity on Sandy River)	Power boats do not have an option except a ramp	
	I am chiefly a WW kayaker. Most access is roadside, undeveloped areas. This is actually fine with me as long as there is adequate parking and unfettered access. Unfortunately there are places where access is restricted for various reasons and in that case my user group would like OSMB to advocate for us.	How? Usually at a ramp or boat slide. I raft. What is needed? Bathrooms are nice. Most ramps and slides have them. Some gravel bars do not. Additional? No. It has nice to have areas that are not quite so overrun with boats. Impediments. None	I am a whitewater kayaker and rafter. For kayaking, I enter the water often where bridges cross creeks/streams, parks, or other public river access points. For rafting, I usually use public river access points (e.g. Sandstone bridge launch area on the Clackamas) or from designated launch points on multiday rivers (e.g. Argo launch on the Rogue, Hells Canyon Dam on the Snake).	Kayakers will launch on ramp when there are other options	

	Walking down the bank carrying a kayak.	I am often entering from shorelines next to boat docks, or from beaches in public parks.	I am accessing the water at various unimproved locations and some fee based parking lots.	New kayakers don't have the skills off of a dock – easier off of a ramp	
	Less is better, rafters good with gravel parking, no restrooms	Typically carry down to the river	Entering by any available means	Consideration for riparian habitat – embankments	
	One carries a boat a mile into non-developed sites – wants to be isolated from others	I access using boat ramps; I would suggest all boat ramps be updated and repaired.	I am usually entering the water a random undeveloped entry points.	There need to be a defined purpose of delineation of heavily populated areas vs. remote areas...Wild & Scenic areas	
	Whitewater – park on right-of-way, go down bank	Via low dock.	Either on Federal land, public right of way at bridges and only occasionally at developed boat ramps, etc. Don't particularly need more infrastructure or facilities.	Landowners have the right to not allow people on property along right-of-way's (ROW)	
	Sandy beach	boat launches/non-motorized information	I am entering the water at river boat launches on the Clackamas, Deschutes, White Salmon, McKenzie and Santiam rivers. These are most common but I have used other river access points. I raft, kayak and SUP. The above rivers have some really nice access points to date. Maintenance of these points vs developing new ones I would say is more important. Secure parking, bathrooms, and running water are really nice services to have. Vehicle break in's on the Santiam and McKenzie happen way to often. Not many impediments for me not to be able to use the launches I would say maintaining and monitoring existing facilities.	Want more primitive areas	
	Park on the side	At boat ramps on rivers, primarily, but occasionally on lakes. Most needed - secure parking for cars and trailers. More river access points are always helpful, providing trip flexibility. Detailed river condition information would also be helpful (i.e. flow, hazard, and technical information).	Parking and path access with restroom facilities. Some spots I currently access have improved access and others have nothing.	Paddlers love our rivers and want to protect waterway	
	Undeveloped sites	I am entering the water from campgrounds, boat launch sites, and parks.	I am a kayaker--most frequently whitewater, but also flatwater. As a resident of Bend, I usually paddle on the Deschutes and nearby lakes, and also in the Willamette Valley. I occasionally paddle out into the ocean surf, and occasionally the Rogue River. Access has been very good.		
		Boat ramps	I participate in water based activities by kayaking and rafting. When kayaking I can access the water wherever there is either roadside access or public land access. I have very little infrastructure need when kayaking. When rafting I prefer to use a boat ramp to load and unload the raft.		
		Usually from a beach or a dock. Once in awhile from a boat ramp if a suitable beach doesn't exist. The exception is Cook Park in Tigard where I always use the boat ramp.	Launch off beach or at boat ramp. Sandy beaches best for launch, minimum of 30 feet wide at water entry. Added access points on Lower Columbia between Astoria and Wauna, particularly in the Big Creek or Svensen Island area. Current access off Knappa Dock hazardous unless one trespasses on private property adjacent to Knappa Dock. Likewise, the only access on Blind Slough is via private property. Access at Aldrich Point is good, although existing beach needs sand replenishment. John Day Boat Ramp is OK, but conflict between power boat launches and paddlecraft launches off the concrete ramp are common. Paddlers take so damn long to clear the ramp, mainly out of ignorance, that power boaters get angry. I don't blame them.		
		Usual boat launches None no Other users	It varies greatly on the river (white water kayak all over OR), but generally its a river bank, which is sufficient.		
		I use mostly boat ramps and beaches. I carry my kayak on my car, and I often have trouble finding parking spaces that do not say Trailer Parking Only. Twice in a row, recently, I have been unable to use the Millwaukie Boat Ramp because the few non trailer spaces were full. I have had the same problem at Willamette Park in West Linn, and other places, including Netarts Bay.	Boat ramp or shore. Sharing docks and ramps with boaters can be a challenge. Minimal effort to divide the launch sites would be great. Paddlers don't need much, but safety is key. Additional access points for kayakers are always nice, maintaining them is always an issue. Impediments to access are very high docks, raised railings along edge of docks that restrict us from launching directly from dock to boat, shared ramps with boaters.....		
		I launch from a private moorage site. We are currently constructing public a NM launch site on the refuge	River side ramps at state and county parks; some access from gravel roads on forest trails; depends on the river popularity		
		Standup paddleboard - pretty much launch anywhere	From both improved and unimproved sites, primarily through the public right-of-way.		
		Crystal Lake – convenient location to town, good bicycle parking	For whitewater kayaking and rafting all around the state, we usually enter at state or county parks with and w/o boat launches. Simple facility access and safe parking are desirable. Porta Potties and trash cans are good too. Fees on rivers like the Deschutes are prohibitive,		

		Crystal Lake, McCarthy, Peoria and Harrisburg work, because only option	Docks if necessary, but prefer sandy beach access.		
		Old River Road & Long Tom River	Sandy bank away from motorized boat launching		
		Irish Bend	Boat ramps, hand carry locations..... more hand launch sites....traffic, crowded ramps		
		Public ramps	I enter from the shore as a kayaker, sand, gravel or concrete is fine. We need parking for cars or trucks with most kayaks car-topped, a porta-potty or bathroom of sorts for disposing human waste, docks are not necessary. Yes additional access points are needed, lower Columbia, upper Columbia, middle Columbia, coastal launch points.		
			Kayak & Tube Facilities I have used have been pretty good for walking into the water.		
			Boat ramps, sand bars, docks and parks		
			Existing ramps and or docks, banks or shoreline. Basically what ever is available.		
			I enter the water through informal social trails known to the paddling community. Typically these are on federal land, state land, county parks, or at bridge right-of-ways. Depending on use levels, more formalized facilities are desirable.		
			Mostly through designated boat ramps. The rivers I float seem to have adequate access. Adding more access may impair the experience of floating, location dependent of course.		
			Shore launch on rivers and lakes. Simply need a place to park - we don't want to be paying an arm and a leg just to float in our canoe.		
			I am unloading a kayak or raft from a vehicle and putting it into the water. Needed infrastructure is road access to the river, a place to park a vehicle, and open space in which to stage for a raft trip. Access varies from river to river. There are many excellent access points, and some that are not-so-ideal.		
			Whitewater kayaking on area rivers. We really only need a legal place to park and access the river at our put-in and take-out locations. Many of these runs are described in Oregon river guide books like Soggy Sneakers. For the most part, there are no facilities at these locations, and none really needed. The few facilities I do use are often in parks where I already have to pay to enter or park, like Oxbow on the Sandy River or Barton and Carver on the Clackamas. I object to imposing additional fees on Whitewater boaters if we do not get something in return. There are a few places where access could be improved. Many bridge locations that allow legal access are not safe, and the safer alternatives require trespassing.		
			We get in/out at bridges, developed and undeveloped trails, roads, backyards, private and public property, anywhere we can ask permission.		
			I'm a hard shell waterwater kayaker based in the Portland area. Access includes campsites, picnic areas, wide spots along the road. There are usually adequate trails to the rivers. Because there are many river choices throughout the year, paddlers tend to be well distributed and access sites generally aren't crowded. There are very few areas that require improvement. Two locations that could use work include: 1. There is very poor access to Hood River at Dee. The run is known as Dee to Tucker with excellent class 3-4 rapids. We usually trespass on private property to access the river. There is an opportunity to legally access the river under the bridge on the east side of the river but it is not improved and requires scrambling through brush and down a steep slope with loose rocks. This area could provide river access if a trail were provided on the north side of the bridge leading to new steps under the bridge. 2. The parking area 1/4 mile above Bob's Hole on the Clackamas is dangerous and has been the location of accidents over the years. It could be improved by creating an one-way entrance on the west end and one-way exit on the east end. A barrier is needed between the entrance and exit.		
			Kayak. Walk it from car. Usually informal riverside launch and exit..		
			USFS Road - lease/easement access - carry down access - adjacent campground		
			Variety of users and diversity of needs		
			Beach		