

Safety: What are the most important issues of safety concerning non-motorized boaters for access, in-water activity, facilities and infrastructure?			
Safety/Access	Environment/Hazards	Enforcement/Rescue	Miscellaneous Comments
Education safety	Education on estuary waterway	More officers on the water and	Signage
Education of users for rules and personal responsibility	Hazards in the water such as downed trees	Access points to aid in rescue (IE: emergency responders can reach us in an emergency)	Water trail maps.
Solely Smith take out is dangerous due to current, lack of space to align boat with ramp, and possibility of missing ramp and hitting bridge abutment. 101 takeout on Kilchis is not well marked, easy to miss. Difficulty rowing back upstream there. Sand bar on Dabney Park launch is dangerous some years. Need path cleared to river. 1st Bridge and Three Rivers launches on Nestucca need improvement for flow of vehicles to river.	Warnings of rapids or hazards at the ramps, distance to the next ramp, and possible landmarks to let you know you're approaching the ramps. It's hard to turn around and go upstream without a motor. And last year we rescued two new boaters on the Siletz below Moonshine ramp because they did not know of the hazards. There is a sign at the ramp but apparently it isn't noticeable enough.	Make sure those who are educated are trained properly. An officer showing up at a p/I wearing a bullet proof vest seems as though they are a land officer not water. Proper training by certified trainers.	I canoe year-round. I am disabled. I wear an artificial leg. The single biggest barrier to access at the Crystal Lake boat ramp is <u>loose dogs</u> ! The Parks Department, Police and City fail to enforce the leash law! There are signs reminding dog-owners of the requirement to have their dogs under physical control. Willamette Park is an off-leash area but the boat ramp and parking lot are <u>not</u> . Even in the Winter, people let their dogs loose at the boat ramp. The Summer at the ramp is the WORST! I've been bit, jumped on, growled at, doused by dogs shaking off water....There are frequent angry conflicts because of loose dogs. <u>Where</u> can I access the river from my wheelchair or with my crutches without being harassed by loose dogs and inconsiderate dog owners?
Whitewater safety training is fairly well covered just by informally participating in organized trips sponsored by local clubs (LCCC, OKCC, WKCC) and kayak shops (Alder Creek, Next Adventure), as well as taking any of the numerous formal safety classes that are offered by the same. Safety on the river is a team effort, and most serious paddlers learn that fairly early. Some of the river access points are sketchy. It would be nice to have dedicated parking, restrooms, and safe access at more of the most popular runs, like the motor crowd gets. Take a lesson from our neighbors to the north: the facilities on the White Salmon's BZ Corner put-in are excellent. The Hood River could sure use something.	In water obstacles are the largest safety concern, especially ones that build up and are not addressed. The railroad bridge crossing near the end of Elisha Rd on the Molalla (between 213 & Canby park) is known to stack up with logs and sinks multiple boats each year because individuals not familiar with the float don't even know there is an issue until its too late. The railroad does not seem to ever care if its even an issue.	Rescues in remote areas would be my number one concern (helicopter rescues, for example). Usually in case of a mishap near a road, the ambulance doesn't need the parking spaces or bathrooms. And my only concern is with in-water activities. The thought of a mishap involving access or infrastructure is a little humorous to me.	What are the most important issues of safety to you? Again, the response will always be, "More desired/necessary/needed..." Is there any way to respond enough is enough? Is there any way to say thank you but no thank you? Not in this survey. If the OMB cannot convince the state legislature to legislate aged out of shape overweight commercial dory boat passengers to wear life jackets, much less their guides, why are they bothering people with a survey about safety concerns?
White water wise, the ability to legally transit the shore in the area of dangerous rapids for scouting or portaging	Notifications for navigational hazards; particularly on smaller, more dynamic streams such as the Necanicum River. We need a rule that allows anglers boaters safe passage in the case of hazardous boating conditions.	Remoteness should an emergency occur. If something happens where a kayaker needs to be hauled off the river, issues may arise with getting out of a remote canyon, ability to contact rescue personnel (cell service,) the ability of that personnel (SAR, helicopters, etc) to access the river.	911 and dispatch need better knowledge for river/aquatic emergencies; technology gaps
By experience most of my friends use safety devices and are cautious. I do think that continuing education opportunity for boating safety is wise.	People not scouting or knowing where hazards are.	Law enforcement presence near boat ramps to discourage vandalism.	Dog poop and sharp rocks
Over zealous land owners	Removal of snags just downstream from boat ramps jet skiers that think they own the water	I would also like to see the law enforced the motorized boat owners have to slow down when operating around non-motorized boats.	No issues.
Boaters need education in hypothermia and cold-water boating. Apparently the Marine Board has an online education course; it should be more widely advertised/publicized.	For access - information on tides, river flow, and hazards.	Marine Patrol – wish had ability to spend more time at non-motorized access/waterbodies	Slow, no wake marker on non-motorized rivers
My only concerns for safety in accessing a river are private property owners. Whitewater kayaking is inherently a dangerous sport, and some times things go wrong. The groups of people I paddle with always paddle in or very near our ability level and are not at risk of needing any major rescue on a regular basis. We come prepared for emergencies and are trained in swift water rescue.	River currents and Ocean waves on new boaters. when they launch they are out of control of the boat and sometimes a long distance from the launch site before they regain control and are able to move up and down stream giving way to other boaters.	An officer showing up at a p/I wearing a bullet proof vest seems as though they are a land officer not water	I don't feel that these issues are any different from the safety issues associated with sail or motorized boating.
Education - Rules of the Road	Floating debris on reservoirs, exposed obstacles during low water, trees across rivers	Enforcing speed limit for the 10 mph	I'm not sure...
Proper safety gear, and training is important.	Contamination	Need more assistance from marine patrol to assist with rescues. Rescues are almost becoming a full-time job for the employees of the schools that teach windsurfing, kiteboarding or sailboarding. Lack of marine enforcement has been noticed. The days when the PWCs were used to mount rescues are gone. Discussion noted that funding for marine patrol program has declined, so fewer staff hours are available.	There are no safety issues concerning non-motorized boaters for access or infrastructure. For in-water activity the only safety issues are already adequately addressed. Boaters need to be properly skilled and there are training companies available to teach those skills. NO INTERVENTION on the part of government is needed.

<p>Most important is education for the novice paddler. The type that buys a boat at COSTCO and drives out to a local river or lake with no idea about what is required to be safe. In Central Oregon there are many places where you can get into serious trouble just putting your boat in at a normal looking access point. How do you get appropriate safety info to the casual first time user? We should also make more affordable education to boaters available in safety, rescue etc.</p>	<p>Biggest safety risk is not knowing up to date information about what hazards are in the river just out of sight ahead of you. Last year we went on a known "lazy" portion of the lower Santiam only to find two huge trees fell into the river weeks earlier which created a high speed, high danger rapid area that capsized our boats, and threw two people (one over 60 years old) into a dangerous snag. It was a life threatening situation that could have been easily avoided if there was a way to let us know what was in the river ahead of us. We also faced the risk of losing our sense of distance traveled because the river flows at such different rates on every trip. This creates the risk of getting caught in the dark that can be extremely dangerous. It would be great to have a website and smart phone app that we could carry with us in our waterproof smartphones (there are many waterproof cases available now) which could let us see where we are in the river (GPS that links with a googlemaps like view) along with listing of nearby amenities, hospitals, stores, etc. and also where people could leave messages about river speed and temperature, sewage spills, and especially about the specifics of dangers ahead (strainers and snags etc) maybe even complete with pictures. I think this type of up to date information would have caused us to plan our trip differently and could save lives.</p>	<p>Marine officer presence/enforcement could alleviate/help prevent accidents/deaths</p>	<p>The most important issue for non-motorized boating safety is intra-group communication, a matter for each group to handle on its own. Access and infrastructure is not an issue.</p>
<p>I often find myself on rarely run rivers that have livestock fences across them, such as the Wild and Scenic section of the Powder River. These present a real hazard to boaters, especially at high flows. The same is true for Joseph Creek and the Imnaha River.</p>	<p>In-water activity: Clear markings of hazards ahead, up-to-date mapping (such as on the Willamette River water trail),</p>	<p>Volunteer force to aid law enforcement to facilitate safer use</p>	<p>Concern with AIS not including prohibition of back flushing – Yaquina Bay boats back flush on Willamette River</p>
<p>Sufficient access around private property on some rivers</p>	<p>A good "map" of the hazards, awareness of local weather conditions and how they effect on water activity</p>	<p>Enforcement presence</p>	<p>For whitewater kayakers, safety is handled within the group. Rarely, if ever, do we rely on people outside our party for rescue.</p>
<p>That people show up with the right equipment for the right section of river.</p>	<p>Healthy waterways.</p>	<p>Speed enforcement</p>	<p>I have no safety concerns. If people feel like they need additional safety measures you can offer classes with fees or make people who get in trouble for drinking on the river pay for classes. charging everybody because a few people were a danger to themselves would be a bad idea.</p>
<p>Another hazard in summer is swimmers who venture into the center of the lake and are invisible. Each year we have very close calls with these people's head and our oars on a collision course.</p>	<p>Whitewater. Logs in river are huge hazard. Habitat for fish on sides (shoreline) are fine. Logs all the way across the river are very dangerous and require people to get in and out of river and portage. These should be cut out and provide very little fish habitat.</p>	<p>Law enforcement, wear visible life jackets! – carry throw rope</p>	<p>I see no real safety concerns. People have to take responsibility for these actions and should be under the same laws as boaters.</p>
<p>Warning Signs where needed!</p>	<p>Downed trees are a real safety hazard. Some of these trees are located in areas of swift moving water in river curves. It is expensive and dangerous to remove the trees so some kind of notice at the inputs and outtakes would be desirable to give boaters a heads up of what to expect.</p>	<p>LE Marine Patrol are kayakers best friends for rescue and should be contributing for that resource</p>	<p>Access Safety: ~ None In-Water Safety: Up to each individual/group (Organizations like ACA, AW, and local groups (e.g., WKCC) and businesses (e.g., Alder Creek, Next Adventure) best to handle such matter. Facilities Safety: ~ None</p>
<p>I am most concerned about traffic and private land owners. Safety on the water is all a part of the sport.</p>	<p>Mid-stream hazards are the biggest safety concerns. These can be cabled logs, chunks of cement (with rebar), and other hazards that have washed downstream.</p>	<p>On Willamette – do more assists with non-motorized</p>	<p>None that are governmentally mandated. Self application for water safety training is fine.</p>
<p>Not drowning. Whitewater safety equipment and training are important.</p>	<p>Up to date hazard posting at put in is high on my list. River flow data is a really nice service to see so making sure you are choosing a river and a day that the river flow matches your skill level.</p>	<p>Enforcement – search and rescue</p>	<p>None</p>
<p>To boat safely, learn to self rescue, learn the skills to rescue others if necessary, lead newbies down the river</p>	<p>The primary problem is a lack of education and understanding by the public of the hazards involved. This includes all types of boaters, as well as other recreationists. Among NM boaters, a lack of training in boat control and water reading are the primary problems.</p>		<p>Safety in whitewater kayak should be enforced by a community of knowledgeable whitewater kayakers. This is a highly specific and technical area that should reference existing bodies of knowledge (e.g., those from the American Canoe Association and American Whitewater). Groups without close ties to whitewater kayakers should receive skepticism about their credibility to whitewater kayakers</p>
<p>Safety - many boaters lack formal training</p>	<p>Man made structures in the river including rebar, concrete etc..</p>		<p>Whitewater kayakers are normally self-reliant and prepared to handle and mitigate the risks of whitewater boating.</p>
<p>Skills building, risk assessment, having adequate gear including PFD and immersion wear. Having adequate knowledge for the conditions and the location.</p>	<p>Tides/wind/weather</p>		<p>Lines/ropes/abandoned fishing gear</p>
<p>Access, with low water there is a long slippery walk to carry boats down, shoulder injuries happen.</p>	<p>Allow removal of logs in rivers that present significant hazard. do not wait until someone is hurt or dies because of a log before you allow log to be removed. I would like to run the Metoleous again but I understand that there is 1 log in a rapid a short distance below the put in. If I could catch a small eddy and leap out of my boat I might try it.</p>		<p>I think in my area of southern Oregon we are set up fine. Part of boating is getting into difficult areas. I enjoy that aspect of a challenge.</p>

A clear and safe path (often paths are just made by people traveling the same route over and over and the rocks are steep and slippery.	Many rivers have old, broken down dams, bridges and rail crossings that are unnecessarily dangerous. In some cases rebar contributes to the hazards. There needs to be a program to identify and mitigate these hazards.		The responsibility of the kayaker to be prepared for the potential, weather conditions, having flares, radios, cell phones, tow ropes. And an awareness for boaters to know we can share the water easily and not compete.
Access - the parking sometimes is too close to the road, and trails in many places are too rough	There are a few dams that create dangers, like the one above Packsaddle Park.		No concerns
Parking along busy roads is dangerous.	Signs should be posted at the put-in and well above all fish catching devices.		The kind of boating I do, I don't have any issues. We are responsible and safety conscious.
Simply the ability to access	It can be difficult to find reliable information on river conditions and hazards		No real issues. Safety okay.
River access points are in certain cases limited.	Simple warnings of any new obstacles/obstructions.		Standup Paddleboards (SUP): 1) PFD requirement for SUP - when leashed, SUP provides floatation. Legal if PFD on deck, if fall off you become a swimmer. Should not require PFD. SUP users do not need PFD. Repealed by OSMB (requested/desired); 2) Does not appear to be enforced SUP's regarding PFD's; 3) Confusion with no requirement of PFD in surf zone; 4) Lots of confusion
Parking divided from main roadways is important.	Hazards include falling while hiking down to water. On water safety issues are riverwide logs and strainers on blind corners, blind drops or where there is fast moving water. Other hazards include low bridges, weirs, low head dams, fish traps and fish ladders.		Almost had a collision with LE boat
Ensuring the safety of unattended vehicles from break-in is probably the only safety concern for most paddlers in the whitewater community.	Most of the kayakers I paddle with are self-reliant. The biggest safety issues is weather.		Lake Ewauna concentrated use – has seen alternating (odd/even) use for motorized and non-motorized in other locations
Road traffic is the biggest access safety concern that I see. Having enough of a parking area, even if it is primitive parking (e.g. no need for completely paved access), an area large enough to stay off of main roadways is important.	On the rivers, the only concern I see is with man made structured (dams, weirs cattle fences etc) that do not take into account boater use and generally are a significant safety hazard.		Don't want the masses encroaching – don't play in the fear, like you are doing
Car traffic on narrow roads at access points, and some popular launch spots would benefit from a porta-john.	Keeping out man-made debris that can create strainer/hazard. Downed trees occasionally can be in an extremely dangerous location with risk of mortality, though most are not in play and can be worked around as part of the whitewater paddling experience.		Non motorized boaters being unfamiliar with right away laws to motor boats coming upstream in shallow water conditions.
Ease of access without risk.	Contamination		
Accessing a river at roadside area with inadequate parking can expose WW paddlers to traffic. Winter flows on the deschutes are so low the river become much more dangerous to paddle, requiring portages and increasing the risk of a pin or getting injured as a swimmer. Even slightly increased winter flows on the Deschutes, approximately a 600 cfs minimum, would increase safety by a large margin.	Signage at the put-in and take out of whitewater rivers is needed to prevent boaters who are not expecting or prepared for the conditions from attempting the run. The class of whitewater needs to be on all signage and education of whitewater classification needs to be included. "Falls Ahead" does not work.		
Naive people taking to cold whitewater with little or no experience or safety gear. County law enforcement has a big role to play.	Removal of river hazards such as root balls, logs, and other strainers, as well as culverts, re-bar and other metal from washouts;		
Safety for us shouldn't be a concern for the Marine Board for whitewater paddlers. We generally paddle with groups or in clubs and train each other in safety and rescue. I already addressed access in my previous comment. We don't need infrastructure or facilities other than trails and legal access and parking shoulders.	Dams, weirs and fish counters are deadly in moving streams. Also, logs placed in moving water are a problem. This appears to be a favorite of the ODFW.		
Safe parking areas with adequate separation from road travel lanes; Safe trails to river-side launch locations;	A large tree fell across Wood River – kayakers complained about having to portage around the tree – landowner was not happy about trespassing – tree was removed		
Training, good equipment, safe paddling buddies	Specific hazard – Big Elk Creek obstructions		
Being able to walk to/from the water/parking spot, with a boat on your shoulder. Boat sliding rail systems like the one at BZ on the White Salmon are wonderful for longer trails. Having a safe/secure place to park, and change clothes, without having to stand in the road or offend anyone. A toilet keeps poop where it belongs, but requires maintenance.	Environmental impacts (bank erosion) from wakes		
For the most part, whitewater access points are fine and do not require improvements for safety. My previous response highlighted one particular highway safety problem related to parking along the Clackamas above Bob's Hole.	Having to launch over rocks, debris, steep slopes		
Confusion on waterway rights			
Back side of Norwood Island, near Crystal, poor visibility past experience with LE going to fast			
Whitewater users don't have safety concerns that have been identified here – users are highly skilled, educated for their sport - generally – if a fatality, bad days not because of fatal equipment			

I canoe year-round. I am disabled. I wear an artificial leg. The single biggest barrier to access at the Crystal Lake boat ramp is loose dogs! The Parks Department, Police and City fail to enforce the leash law! There are signs reminding dog owners of the requirement to have their dogs under physical control. Willamette Park is an off leash area but the boat ramp and parking lot are not. Even in the Winter, people let their dogs loose at the boat ramp. The Summer at the ramp is the WORST! I've been bit; jumped on, growled at, doused by dogs shaking off water... There are frequent angry conflicts because of loose dogs. Where can I access the river from my wheelchair or with my crutches without being harrassed by loose dogs and inconsiderate dog owners?			
The skilled boater is not the problem			
During the peak season there are many people on the water which increases safety concerns.			
Klamath River Canyon – Someone had already dropped water elevation – no signs or notice posted – need to know that PP&L website has information			
If you find a safety issue (obstruction) call OSMB to get Sheriff attention			
Conflict between motor/non-motorized			
Challenges in meeting needs and being out there for all users			
Requirement of throw bags on rivers instead of Type IV throwable			
Big amount of boaters do not know what they are doing			
In-water activity – safety concerns with not the right equipment; need to know tides and currents			
Hard to get the right boat or equipment to rent for suitable for area in Newport or knowing where to get it			
Speeding signage needed			
Clear "Right of Way" rules and consequences			
Easy access can also lead to hazards			
Danger during spring runoff			
Safe access to the water			
Focus safety efforts on <u>casual user</u>			
User (Seasonal)zone planning – Some water bodies have seasonal changes in use when water elevations will cause a decrease in motorized boaters, then would be a great area for paddlers – educate paddlers on those areas			
Conflict with commercial guides – over access points - controls ramp, conflict ensues			
Access should not be a safety issue			
Need for education			
Uneducated people are causing a hazard to themselves			
Need safety on the water			