

**Local Needs or Desires Identified by Boaters**

<b>Local Needs or Desires Identified by Boaters</b>		
<b>Benton County:</b>		
	Highway Pass Bridge/Bridge 36 ROW	Need Parking
	Foster Lake	Limited access
	Michaels Landing	Needs lots of work
	Thomas Creek	No parking signs – ambiguity on navigable – safety – public campaign to educate public on water rights – public access clarity
	Willamette River	I use a drift boat on the Alsea, and a drift boat on the Willamette and Santiam River with a outboard. I would like to see another boat ramp on the Benton County side of the river between Buenna Vista and Takena Landing. There is good river access off of springhill road but the land is privately owned and gated. A boat launch about half way between the two other boat ramps mentioned would be excellent for motor boats and non motorized. All we need is a ramp and some parking. The reason I would like this including others I often boat with in the area is because the distance between Albany and Buena Vista is a little too long, and a shorter float would be a nice option.
		I would like to see more loading ramps for small non-motorized boats on the Willamette River between Eugene and Salem. Also on others rivers such as the Alsea River at various places closer to the Corvallis end of the river. Also on the north and south ends of the Santiam Rivers. It would be best if there was seperate landings and ramps from the motorized boats because there is a conflict. The motorized boaters seem to think that they have total rights and us kayakers are just in the way. I would also like to see more patrolling by the marine sheriff of the rivers and lakes because of the motorized boater being so agressive and not slowing down when passing us in kayaks or canoes, and in the areas where bouys are located (the slow zones). There is a problem on lakes such as Foster lakes where the motorized boaters are agressive to us kayakers. They also are boating without PFD and are drinking alcohol while on the water. This is very dangerous and needs to be addressed.
	Alsea River	I use a drift boat on the Alsea, and a drift boat on the Willamette and Santiam River with a outboard. I would like to see another boat ramp on the Benton County side of the river between Buenna Vista and Takena Landing. There is good river access off of springhill road but the land is privately owned and gated. A boat launch about half way between the two other boat ramps mentioned would be excellent for motor boats and non motorized. All we need is a ramp and some parking. The reason I would like this including others I often boat with in the area is because the distance between Albany and Buena Vista is a little too long, and a shorter float would be a nice option.
<b>Clackamas County:</b>		
	Molalla River near Elisha Rd (between 213 & Canby park)	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 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.
		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 drift boat user, motorized or non-motorized, simply having more access points that are not behind a locked gate (Molalla) help. They don't need to be concrete ramps (although they're nice) if we can simply access the water without being hasseled. I am familiar with ramps being closed due to the summer over use and trash. Wagon Wheel (Molalla), Feyrer Park (Molalla), Green's Bridge (North Santiam), etc... Due to the high use by rafters, these get locked and many times not reopened because its simply inconvenient.
	Sandy River - Revenue Bridge	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. 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.

		Need easy access to put in and take out. I am 65 yr. old and have great difficulty walking. I normally row a CAT boat. I cannot carry my boat. If there is a straight path to the truck I can pull the boat to the trailer with the truck. I have a hoist on the trailer to pick up the boat to load it myself. I have unloaded my boat at boat ramps (unpaved OK), thrown boat off of bridges (Revenue), thrown boat off cliff (Molalla), slid boat down hillsides. I have at times had a more difficult time getting down to the water myself. Path and parking at Revenue Bridge on Sandy, better access at Glen Avon Bridge on Molalla, better access on Clackamas - dedicate one campsite at Sunstrip for put in, improve path at 41 mile, improve access below Toilet Bowl, at Bob's Hole and raft take out.
		We get in/out at bridges, developed and undeveloped trails, roads, backyards, private and public property, anywhere we can ask permission. Would be nice to have short trails from car to river at riverside parks in reasonable intervals next to whitewater sections of river. We really need good access at or near Dee on the Hood River, and it would be terrific to have easier access than climbing cliffs at the Green Truss bridge on the White Salmon, Revenue bridge on the Sandy, and the takeout for Canyon Creek (in Washington). These areas are dangerous but we are using them anyway.
		Whitewater kayak, or inflatable raft. I think lack of access points (like on the Upper Sandy River) is the biggest issue. Perhaps followed by trying to scout rapids and issues with private river-side land owners.
	Clackamas River	Access points on the Clackamas River from the Three Lynx powerhouse to North Fork Lake could be improved. There is a very small access point above the bridge just above Three Lynx powerhouse, but roadside parking is very limited. At Carter Bridge, the takeout path could be improved, and a better takeout could be made at Big Eddy. Also I think the one at Memaloose log scaling station could be improved, but I haven't used that lately.
		I'm a whitewater canoeist. I'm a member of the Lower Columbia Canoe Club. As you may already know, we're a very active club. We don't need much. Safer access points along the Clackamas from 3 Lynx on down. I witnessed a horrible motorcycle accident on the Clackamas River Hwy several years ago that required a lifeflight helicopter. I'd love to see a nice take out on river right at Gordon Creek on the Sandy. A real take out on Lower Eagle Creek. So many others.
		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 a one-way entrance on the west end and one-way exit on the east end. A barrier is needed between the entrance and exit.
		It varies greatly on the river (white water kayak all over OR), but generally its a river bank, which is sufficient. Very popular and high river use put ins/take outs could use bathrooms (just to discourage over open defecation) - these includes Clackamas River (Bob's, even 1 port-au-potty would be nice), N. Santiam - there are existing latrines for Pack Saddle, Mill City and Mehema. The latrine at pack saddle - is the worst smelling pit latrine (it is not getting enough air circulation) and thus needs to be addressed. It also needs a lock. It smells so bad that people are not using it - so there is TP in the forest around the area. The mill City latrines - womens need a door replace on one stall and fixed on another. In general more infrastructure and facilities are not needed. Some areas however could use more policing or something due to car breakins - N. Santiam put in for pack saddle run, Clackamas river.
	Beaver Creek	Need sandy slope beach access for NM without steep drop off (launch ramp doesn't work - too steep drop off)
<b>Clatsop County:</b>		
	Youngs Bay - On the Columbia between Astoria and Wauna	Lack of sufficient launch sites and forces users to attempt hazardous launches and retrievals off rocky areas. Some potential for injury results. Ironically, access has been improving on the WA side of the lower Columbia, with one added site, and improvements at Oneida on Deep River.

	Lower Columbia between Astoria and Wauna, particularly in the Big Creek or Svensen Island area.	Added access points. 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 - near Tongue Point	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.
<b>Columbia County:</b>		
	Port of St. Helens	Has good access
	D. Lake	Limited access
<b>Deschutes County:</b>		
	Dillon Falls	Safety signs needed
	Sunriver to Wickiup	Motorboat use...surprised motor use is allowed
	Celestial Falls	Resentment that State Parks has banned boating on certain waterbodies – Celestial Falls – White River State Park – 10 miles upriver confluence of Deschutes. Doesn't make sense that people can still float down the Falls in an inner tube or pool toy, but the people who have the correct and wearing safety equipment is banned from going over the Falls. Reason being is that inner tubes and pool toys are not considered boats
	Cultus Lake	Additional beach needed at Cultus Lake. Existing beach at Cultus Lake, adjacent to boat ramp, needs larger rocks removed. Plus limit powered boat parking in beach area to NO PARKING.
<b>Hood River County:</b>		
	West Fork - Hood River	Needs a put in and take out above and below Punch Bowl falls.
	Dee - put-in - Hood River	A better put in is required and a way to get by the fish wheel (couldn't figure out word)
		As whitewater kayaker most access points are just fine the way they are. One exception is the Dee put-in on Hood River. At this location the only safe put-in requires trespassing. There is an opportunity to improve access by putting some steps in under the bridge on the NE side.
		Carrying canoe or kayak from parking area to water. Need parking area with safe access/egress to main road, and a decent trail to safely carry boat to water. Many put-in and take-out locations lack this minimal infrastructure. Some river runs lack any public access for put-in or take-out (e.g., Dee to Tucker run on the Hood lacks a public access at Dee).
		Walking down the bank carrying a kayak. Legal access is needed at the Dee put-in on the East Fork of the Hood River. Parking at the popular access above Bob's Hole and just below Toilet Bowl on the Clackamas is very dangerous for vehicles to pull into and out of because it's on a curve. Signage is needed. Both private boaters and commercial rafting companies use this site. A porta-potty is also really needed there. The trail to the river on the upstream side of Revenue Bridge on the Sandy is steep and dangerous. Signage would be good here too because of boaters crossing Ten Eyck Road carrying boats from their cars parked just uphill on Kubitz Road.
		We get in/out at bridges, developed and undeveloped trails, roads, backyards, private and public property, anywhere we can ask permission. Would be nice to have short trails from car to river at riverside parks in reasonable intervals next to whitewater sections of river. We really need good access at or near Dee on the Hood River, and it would be terrific to have easier access than climbing cliffs at the Green Truss bridge on the White Salmon, Revenue bridge on the Sandy, and the takeout for Canyon Creek (in Washington). These areas are dangerous but we are using them anyway.

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<b>Klamath County:</b>		
	Williamson & Sprague	Barbed wire
	Keno	Keno area has bad access road – uncertain access
	Four Mile Lake	Four Mile Lake needs fixed
	Rocky Point	Small site – add sand and expand parking
	Crescent	Sandy beach for kayak/canoe off or adjacent to launch. Improve launch retrieval
	Williamson River	Remove derelict piling/structures
	Chiloquin	Access – very bad shape
	Petric	Shoaled in. Nature conservancy closed channel
	Veteran's Park	Very limited parking for motorized boats. Could it be a non-motorized site?
		o There has been past public comment against motorized races
		o Don't prohibit motorized boats
	Lake Ewauna	Grooved concrete ramp hard to use
	Wood River	Limited access – limits the length of trip and access to waterway features
<b>Jackson County:</b>		
	Gold Ray Dam	Some issues regarding newer runs – over use – need put-in and take out areas
	Emigrant Lake	As part of the Ashland Rowing Club, we use a movable dock , which is located very far from the boat house. There's been talk of an aquatic center closer to the water. The only other access points are needed in low water years such as this one when we have to move the dock. The current impediment is that the usual location for the dock near the smaller dam loses water and becomes muddy very quickly, presumably because of how shallow it becomes.
		Ashland Rowing Club provided a dock for public use, but we have to move it with great frequency due to lake levels rising/falling. This year, in particular, the dock had to be moved a considerable distance.
	Hyatt Lake	Water levels are the only thing keeping us off of the water
<b>Jefferson County:</b>		
	Deschutes River	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.
<b>Lane County:</b>		
	Crystal Lake	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 thier 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 becuae of loose dogs. <u>Where</u> can I access the river from my wheelchair or with my crutches without being harrassed by loose dogs and inconsiderate dog owners?
	Willamette River	Do more assists with non-motorized
		Expand width of ramp
	Siuslaw River	Facilities desired are ramps, preferably with access to vault toilets. Specifically, I would love to see a major improvement to the "ramp" next to the swinging bridge, downstream from the Linnslaw ramp! That ramp sees lots of use in the winter and it's dangerous and requires four wheel drive in it's current state. Of the last 5 years I've used that ramp, it received a load of gravel one time to combat the mud & ruts.

	McKenzie River	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. It would be nice to have pit toilets available after Labor Day--I noticed they've been removed along the McKenzie. A pit toilet on the N Santiam at Blowout Rd. also would be nice.
<b>Linn County:</b>		
	North and South Santiam Rivers	Boat ramps. It would be great to have more access.
		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 drift boat user, motorized or non-motorized, simply having more access points that are not behind a locked gate (Molalla) help. They don't need to be concrete ramps (although they're nice) if we can simply access the water without being hassled. I am familiar with ramps being closed due to the summer over use and trash. Wagon Wheel (Molalla), Feyrer Park (Molalla), Green's Bridge (North Santiam), etc... Due to the high use by rafters, these get locked and many times not reopened because its simply inconvenient.
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<b>Lincoln County:</b>		
	Devils Lake	Won't go there much due to high use areas
	Salmon River	Would be helpful to have different access above for non-motorized
	Sawyer's Landing	Ideal area for a water trail - South Beach area between NOAA and Marine Science
	Siletz	Limited access - timber property
	Newport Area	Camp area's while kayaking for multiple day trips (Newport area 10 mile stretch)
<b>Portland Area:</b>		
	Columbia River West and East of Portland.	It would be nice to have boat ramp / camp grounds at and along
	Willamette River - Newberg areas	A mess with powerboats
	Beaver Creek	Becoming popular, would love a dock
	Dexter Reservoir	Motorized boaters doing donuts - have access away from motorized boaters
	Nestucca River	1st Bridge and Three Rivers launches need improvement for flow of vehicles to river
	Sandy River	Sand bar on Dabney Park launch is dangerous some years. Need path cleared to river.
	Willamette River - West Linn area	Waiting to take out at big launches like Willamette Park that are used mostly by power boats. The person who stays with the drift boat sometimes finds it difficult to have room to row up to the trailer when power boats are parked along the sides of the dock so that a boat can't be walked along the dock. Not safety so much as worry about moving a 5' wide boat with 10' oars through a narrow space without touching any of the power boats tied up.

		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 Milwaukie 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.
<b>Marion County:</b>		
	N. Santiam Dam	Could float right into – portage is more difficult – don't know what Marine Board can do
	N. Santiam	It varies greatly on the river (white water kayak all over OR), but generally its a river bank, which is sufficient. Very popular and high river use put ins/take outs could use bathrooms (just to discourage over open defecation) - these includes Clackamas River (Bob's, even 1 port-au-potty would be nice), N. Santiam - there are existing latrines for Pack Saddle, Mill City and Mehema. The latrine at pack saddle - is the worst smelling pit latrine (it is not getting enough air circulation) and thus needs to be addressed. It also needs a lock. It smells so bad that people are not using it - so there is TP in the forest around the area. The mill City latrines - womens need a door replace on one stall and fixed on another. In general more infrastructure and facilities are not needed. Some areas however could use more policing or something due to car breakins - N. Sanitam put in for pack saddle run, Clackamas river.
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<b>Tillamook County:</b>		
	Kilchis River	101 takeout is not well marked, easy to miss. Difficulty rowing back upstream there.
	Lake Lytle	Would like to see improvements 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.
		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!!
	Tillamook Bay	Is a disaster! During September and October particularly, the waiting lines at "Memaloose" are atrocious as well as the available parking. Not only does Memaloose need to be dredged out but an additional launch site needs to be built to serve the upper bay. Because of the need for parking space I would suggest it be built directly across from Memaloose on the available public land there. Also, a boat launch should be improved at the Bay City dock site to serve the "middle" and "lower" asGaribaldi is overcrowded.
	Wilson River	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.
		Additional access points are needed to prevent a detrimental interaction between powered jet sleds and drift boats. Currently on the lower Wilson River, below Sollie Smith, boats travel through a shallows area that creates a situation where the driftboat is moving slowly and jet boats are on plane. There is limited visibility and limited area to maneuver. This has resulted in several near collisions this year alone. An access point on the lower Wilson River at some point below Sollie Smith would increase opportunity and decrease risk. Additionally the Sollie Smith Boat Ramp is too close to the bridge. I have witnessed several collisions with the bridge. It also impairs peoples ability to use the ramp as a pull out for drift boats as there is no room for staging the surplus of boats using the ramp. The new Coastal Multi Species Plan implemented by ODFW is going to significantly increase the traffic during winter steelhead season in these areas as it will be the only area with hatchery fish available.
	Nestucca - Three Rivers	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.

	Netarts Bay	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 Milwaukie 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.
<b>Wallowa County:</b>		
	Powder River (Wild & Scenic section - Baker Co.)/Joseph Creek/Imnaha River	I often find myself on rarely run rivers that have livestock fences across them. These present a real hazard to boaters, especially at high flows.
<b>Wasco County:</b>		
	Trout Creek to Maupin	Limited access; either tribal or private land
	Clarno/John Day River	o 75 miles with no access o 20-30 boats trying to get in and out – conflict occurring o Upper Clarno has private access – closed by private owner
	Trout Creek, Clarno, Twickenham	Over 30 years haven't seen improvements to actual launch areas o Restrooms have been added o Minor improvements needed, large area, bigger rocks
	Trout Creek	Same area for put-in and take-out Creates unique conflicts Road is in poor condition; needs fixed
	Warm Springs	Not level – two accesses only – need leveling
<b>Washington County:</b>		
	Hagg Lake	Waiting to take out at big launches like Hagg Lake that are used mostly by power boats. The person who stays with the drift boat sometimes finds it difficult to have room to row up to the trailer when power boats are parked along the sides of the dock so that a boat can't be walked along the dock. Not safety so much as worry about moving a 5' wide boat with 10' oars through a narrow space without touching any of the power boats tied up.
<b>Yamhill County:</b>		
	Yamhill River	Access to the Yamhill River is nearly impossible for paddlers due to the steep stream banks and heavy vegetation. The boatramp at the Kiwanis Marine Park in McMinnville has been closed to all use due to unsafe conditions caused by washout of the boatramp. The only currently viable access on the Yamhill River is at Dayton Landing, and upstream paddling is not possible past the lock structure at Lafayette (Yamhill) Locks County Park.
		My informal user group is called Mac Yaks, located in the McMinnville area. What we sorely lack is access to the Yamhill River. The Yamhill County Parks and Rec Board and McMinnville City Parks and Rec Dept. have many ideas on how to provide this access at exiting public parks, but lack the staff and funding to make it happen. We need simple ways to safely get boats and people to the water at varying river levels. The specific access issue is access when faced with steep, heavily vegetated stream banks. Road access in our parks is not an issue.
	Tualatin River	Needs more access area Lack of safe place to park while removing kayaks/canoes from roof racks. Lots of smaller and less-popular rivers have this issue. In particular, launching on the Tualatin River from Roy Rogers Road is extremely dangerous. Tualatin River access is desired at all river crossings, specifically Shaumburg (sp?) Bridge on Roy Rogers Road. Mostly have hand-carried kayaks and canoes and just need a place to park vehicles.
<b>Misc.:</b>		Upper Regions (Columbia River) – no parking - no access – but would like to know where to get in legally