

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?						
Needs or Desires...	Launch/Beach area/Parking/Docks	Bridge/Access/Private Land	Separate from Motorized	Whitewater Parks/Aquatic Centers	Impediments of Access	Don't Want Anything
	Need more parking and cleaning facilities for kays	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.	I feel the current locations I use are adequate. Have separate usage parts. Soft sand vs. concrete	Hoping for human power aquatic center at Emigrant Lake	Water access varies in development. Most access is from a developed boat launch. Access to water is constrained by the depth of boat launches into water in late summer when water levels recede. The boat launches on Lookout Point reservoir are most affected by migrating fish drawdowns, and secondarily on Hills Creek Reservoir. Lookout Pt drawdowns also affect river boaters floating down from Oakridge when the upper reservoir turns into a river. no takeout.	I kayak. It used to be free. Now we pay parking fees at put in and take out, plus yearly fees for our boats (invasive species permits), even if we never leave our community. The only impediment to my activity is governments constantly finding new ways to regulate and nickel and dime us, whereas the rivers should be free to float. The great fear is that your survey is prelude to new fees and restrictions.
	Ease with parking	I just need a parking lot near the river with public access to carry my kayak to it. The more access points the better.	The non motorized community would prefer an access point that would be separate. We would like to develop a differentiated access point and are limited by available resources.	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.	Water levels are the only thing keeping us off of the water at Hyatt Lake	Put kayak in at multiple locations, no special facilities needed.
	What we have heard is that, a) there is no staging or preparation area (grass preferred) b) the existing sites are heavily used and non-motorized craft are not looked on very well. c) some new or additional facility locations would be useful.	I am accessing the water at various unimproved locations and some fee based parking lots. Some improved access or egress to rivers where private property owners do not care for the kayak community using their property to access or leave the river.	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.	Emigrant Lake, using both the rowing dock and the motor boat launch docks. Additional access points would be a rowing & paddle sports center in the developed area with a ramped movable dock.	Access to good fishing areas. Have learned of a few but have to go to Washington to access them. Detroit Lake is a prime example of a situation that could be fixed real easy. Fishing is open all year round but launching anything bigger than a car top or inflatable is impossible. I called all around and was told my 20 Alumawald would not launch because there is no drop off to the main ramp there.	I don't feel like kayakers need additional access points to rivers. PLEASE do not require a boater pass. The 5 dollar boat ramp fees are already too much. Additional fees are the only impediments to me enjoying the rivers.
	Boat ramps for drift boats - not enough sites with adequate parking facilities. Need for maintenance of ramps - silting in or debris. Parking fees are not coordinated and should be coordinated through County parks or OSMB.	As a kayaker, I'd like to see more access, although facilities can be minimal. Private land often separates public roads from rivers.	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.	As part of the Ashland Rowing Club, we use a movable dock at Emigrant Lake, 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.	Only impediments are too many motorized boats in some locations	No infrastructure is needed for small boats. Pontoon boats, paddleboards, canoes, small rowing boats can be carried to the water anywhere. My use of these types of crafts are seldom used. Maybe only once or twice a summer, and often for grandkids. This would be an undue expense and rarely used not justifying an annual fee. We already have an invasive species permit for anything over 10 feet. I can't see what purpose this has served since I am unable to find washing stations operating whenever I go to waterways.
	Public and private boat ramps. It would be nice to have boat ramp / camp grounds at and along the Columbia River West and East of Portland.	Private land can be a hassle, but most rivers have access points located at bridges. occasionally, paddlers will need to walk around rapids on rivers via the left or right river bank. this is where privately owned land can make things more challenging.	Sandy bank away from motorized boat launching	Via the Ashland Rowing Club dock at Emigrant Lake, or shoreline at various places. A permanent dock that can roll up and down a ramp would be great, as would a lakeside facility for boat storage, rest rooms, etc. We have our facility on adjacent private property, but a public aquatic center would be well used by our club and I believe others in the Rogue Valley.	I am a whitewater kayaker. Inability to use logging roads on weekdays impedes my ability to kayak some rivers during the week. I do not require safety assistance.	I own a boat and use the boat ramps for which I pay my tax. If I use my float tube I use the shore and not the boat ramps or public parking. I think things are great the way they are. I realize there are too many people for the resources but I am also tired of being taxed to death. This is just one more tax that will lead us down the road to increase our hate for government bureaucracy.
	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 on the Siuslaw River 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.	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.	If non-power boaters and power boaters weren't using the same boat ramp there would be less congestion.	Whitewater Parks could bridge new users, experienced users in an urban setting - close to home - new users feel like an opportunity to try facility in a 'safer' environment - also educate on sport and stewardship for sport	I just need a parking lot near the river with public access to carry my kayak to it. The more access points the better. Impediments are parking fees at the put in and take out.	Whitewater kayaking. No facilities needed or desired.

	Not comfortable using the steep ramp.	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. West fork of the Hood needs a put in and take out above and below Punch Bowl falls. A better put in is required at Dee and a way to get by the fish wheel(?)	Shore Launch and Dock Launch Dedicated Shore Launch Areas needed at current facilities No additional access points wanted Motorized Boat Ramps are usually the only shore launch site close to parking, conflicts with motor boaters.	Opportunity – use canal to create park – needs dredged – Eugene area	Not many impediments for me not to be able to use the launches I would say maintaining and monitoring existing facilities.	I don't desire any additional facilities.
	Boat ramps It would be great to have more access along the North and South Santiam Rivers.	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.	Have separate usage points. Soft sand vs. concrete	Interest in whitewater park but depends on area – ex. On I-5 the low head dam	Impediments are the variability of irrigation lake water levels and lack of low non-motorized docks in the improved area.	I put my kayak in the water. I resent the creation of new fees to do so and interference in what used to be a rather free activity.
	Some of the boat ramps are in poor condition.	I am a whitewater kayaker. We don't need much other than legal access points with parking reasonably close (access along/under bridges is common). Some landowners next to bridges don't seem to know or want to honor public right of way, so they harass us (Sandy River at Revenue bridge, for example). In general, even kayakers like myself that respect private property are sometimes harassed by landowners that don't want us around. So, legal access to put-ins and take-outs; legal right to river corridor up to at least bankfull line is my highest priority wish. At high use places, such as along the commercially run sections of the Clackamas River, having developed trails/ramps would increase the safety and reduce environmental impact (e.g., erosion).	Separate sites concern – you can see boat trailer or kayaks racks on vehicles in parking area. Let's you know what is on the water		As part of the Ashland Rowing Club, we use a movable dock at Emigrant Lake, which is located very far from the boat house. 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.	I enter the water at naturally sloped embankments for an easy put in. I don't need anything additional. Nature has provided everything. It would be nice if you all would get rid of the \$7 per year fee.
	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.	Entering the water via whitewater kayak, so we need trails and public access points along private property.	Prefer sand or gravel next to launch areas		Impediment: low water.	Whitewater access – less is more
	Beaver Creek – need sandy slope beach access for NM without steep drop off (launch ramp doesn't work – too steep drop off)	My user is group is primary rafting and kayaking. The most needed infrastructure is somehow to easily move the boats from the vehicle to the waters edge Additional access points are desired as often times the access point is a small trail at a bridge crossing.	Understand the need for separation and challenges to accommodate		We use a floating dock (club-paid-for and -maintained). Moving the dock with changing water levels is a challenge!	OK with walking ¼ mile to ½ mile to get to access
	Improved launch area. Adequate parking for trucks/trailers. Clean restrooms.	We just need access to the water, not improved ramps per se. Access is really the key issue. A pit toilet is nice to manage human waste. A place to leave a shuttle vehicle. That's about it.	Sharing same ramp as motorized – feel out of place – no place to tie up – competing for same space		At Emigrant Lake, 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.	I feel the current location I use are adequate
	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.	Rafting and kayaking. Yes, additional access points on the Hood River specifically would be great.	Separate access – add staging area		Impediments can include lack of parking, difficult terrain, and interference by other recreationists, such as anglers or power boaters.	Leave access as un-feathered as possible
	Remote launch sites for non-motorized craft and parking for two or three vehicles.	I am a whitewater kayaker. In my opinion, the biggest infrastructure needed is reliable locations to park. Often times, put-ins or take-outs have minimal parking, and people are forced to park on busy roads. This is a safety hazard for drivers and pedestrians.	Would be helpful to have separate access from motorized boats		Biggest Impediments: Lack of access/entry points make it very hard to kayak lakes and rivers.	Do not need or want developed access sites

	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).	By kayak. Access right of ways. Access denied.	At more popular areas, separate access – not a new facility		Impediments right now include a badly angled dock during low water, limited parking during weekdays, swimmers covering the dock.	Your encouraging a massive use of the river that could ruin boating
	Beach Restrooms facilities	River side ramps at state and county parks; some access from gravel roads on forest trails; depends on the river popularity	Separate access for motorized & non-motorized – close to same area		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.....	Reason of being on the river is why you are there, new access shouldn't be added – keep it pristine/primitive – why create a designation of space (ex. Ramp every 3 miles) – use what's there
	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.	Additional access points for kayakers are always nice, maintaining them is always an issue.	Use boat ramps – have separation of motorized & non-motorized		Impediments... non boaters parking parking in boat trailer parking spots.	
	Restrooms/showers, additional boat ramps or larger area and canoe access.	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.	Separation of launching		Biggest impediment is the lack of protected parking and lack of a second car with a trailer for the shuttle involved in canoe travel.	
	Rock walkway. Paved access. Easier access. Traffic	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.	Beach area next to a launch ramp; separate motorized & non-motorized or slides of inexpensive		Impediments are parking fees at the put in and take out.	
	Most needed are more canoe lockers and racks like the ones at Keizer Rapids Park.	Easy access in and out of rivers.	Concern that existing facilities do not provide safe alternative access for non-motorized so non-motorized are forced to use motorized launch ramps.		Private property owners restricting access is the greatest impediment currently.	
	Kayak parking, restrooms Impediments: fish carcasses-lots @s. county boat ramps	Additional access is needed at many river way areas. Adequate and safe parking as well. My typical access is carrying a kayak to river level. Some spots this involves walking along roadways.	If needed, have separate launch areas in an existing facility, but make sure they are suitable for both motorized and non-motorized. Want equitable facilities such as; if one has paved parking or flush restroom both should		I am a whitewater kayaker. I only need parking and a trail at the put in and take out points. Want I don't need is private or public landowners or managers stopping me from boating. This is becoming a greater problem as more people are boating and more government restrictions are established. Oregon Parks and Recreation Department has established OAR 736-010-0040 (13) in order to arbitrarily deny access to boating within White River State Park. This action was done without public in put and violates federal law granting the public access to state owned waterways. The Kayaking community needs help in Salem to stand up to this discriminatory treatment.	
	Clear on-site rules and fees that are non-motorized boat specific. Too many boat ramps have confusing instructions - as to whether the fee is a launch fee, a parking fee, etc. Loading and unloading zones specifically for non-motorized boats and areas to compile gear are also necessary. It's a pain to have to carry your boat and your gear a long distance from your car.	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. However, access is important to us. Need to keep put-in/take-out sites clean and safe. Depending on popularity of a stretch of river, port-a-potty and garbage can may be helpful, but tend to explore stretches where rarely see another group of people or may occasionally see a fisherman or two.	Have separate launch ramps		High volume of motorized use is a deterrent at most developed locations. Boat move fast in the water and boater have little to no desire to make room for NM use. Road traffic at major access sites in another limitation a the ramps. In addition, traditional boat ramps are not design well for use with kayaks or SUPs which is my use of choice.	
	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.	Please add more access point to the water tails for paddling.	When available use old facilities for access separation		For my canoeing. The single most significant impediment is crime (car break-ins). In light of this, parking facilities should be designed with crime prevention in mind.	
	Parking access and ability to carry boat to bank most important. restroom and water is desirable.	The biggest needs are typically legal off-street parking and sanitation facilities. A few rivers have no public access at desired locations. In those situations, active support from OSMB to secure funds through LWCF or other federal sources to acquire public access would be desirable.	Separate launch points to reduce NM and motor launch congestion		I use the dock and ramp at Crystal Lake. The BIGGEST impediment to my access is loose dogs!	
	Shore access with no rocks. Parking or drop-off near shore is helpful, along with smooth trail to put in. Bathroom facilities helpful.	At point providing public right-of-way, such as parks, bridges, etc. Safe parking is the main concern.	Separate access points for motorized and non-motorized boats – build out existing area		I carry my whitewater kayaks along trails and find a convenient entry point to mainly wilderness areas. 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.	
	Low rise docks at more locations would be awesome - or at least better access/maintained beaches	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.	Separate launches – depends on river could be beneficial but depends on volume		I kayak. It used to be free. Now we pay parking fees at put in and take out, plus yearly fees for our boats (invasive species permits), even if we never leave our community. The only impediment to my activity is governments constantly finding new ways to regulate and nickel and dime us, whereas the rivers should be free to float. The great fear is that your survey is prelude to new fees and restrictions.	

	I enter the water at a dock that is maintained by our rowing club. That is the infrastructure most needed.	I am a whitewater kayaker. I only need parking and a trail at the put in and take out points. Want I don't need is private or public landowners or managers stopping me from boating. This is becoming a greater problem as more people are boating and more government restrictions are established. Oregon Parks and Recreation Department has established OAR 736-010-0040 (13) in order to arbitrarily deny access to boating within White River State Park. This action was done without public in put and violates federal law granting the public access to state owned waterways. The Kayaking community needs help in Salem to stand up to this discriminatory treatment.			Impediments - jet skis using beach for launching on the bays, too many motorized boats and launches.	
	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.	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.			Waterway conditions impact use and user types	
	Flat water boat needs a good flat area to launch with a soft surface. Beaches with grass or sand is good. Docks and banks work well if not too tall. Sharp lava rocks are bad.	Non motorized (NM) users need more access points away from heavy use motorized area, in more secluded locations. NM users are generally look for natural beauty of the environment for the recreation. Minimal infrastructure is need other than easy access to the water. High volume of motorized use is a deterrent at most developed locations. Boat move fast in the water and boater have little to no desire to make room for NM use. Road traffic at major access sites in another limitation a the ramps. In addition, traditional boat ramps are not design well for use with kayaks or SUPs which is my use of choice.			Loose dogs biggest challenge to boating at Crystal Lake – adjacent to Willamette Park – off leash area – other users inconsiderate	
	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. I do not require safety assistance.	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.			Problem with access over railroad tracks. Developing additional access would be expensive and likely not supported by railroads. Improvements are difficult since because of additional requirements imposed by the Columbia River Gorge Scenic Area.	
	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.	I'm a whitewater paddler and generally all we need is a path to the put-in and a path out of the takeout. No facilities necessary--just legal access and parking (such as a pullout in the road).			Restricted parking	
	Kayaker. We need (safe) places to park, bathrooms, and either docks or sandy/grassy beaches from which to launch. Concrete ramps can work, but are better suited to boats on trailers. I believe there are adequate access points (a few more wouldn't hurt!), but many of these are shared with motorized-boat owners, and I gather they do not appreciate non-motorized boaters using "their" facilities, though I have never experienced this personally. Facilities should be accessible to people with disabilities.	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).			Material coming down river clogging up access areas	
	For whitewater kayaking and rafting all around the state. Simple facility access and safe parking are desirable. Porta Potties and trash cans are good too. Fees on rivers like the Deschutes are prohibitive.	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.			Recent legislation not allowing dredging floats to stay in water overnight could cause major congestion issues	
	More access points along the Willamette river between Eugene and Salem would be really desirable. A simple small boat ramp would be adequate. Toilet nearby would also be desirable.	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.			Hostility by motorized on ramps and on-water	
	Carrying in (WW Kayaks) -None (Bathrooms/Changing Stations perhaps) -No -None We are generally fine with very little.	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.			Rocks placed impeding access	

	<p>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)</p>	<p>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 and one-way entrance on the west end and one-way exit on the east end. A barrier is needed between the entrance and exit.</p>			<p>Non-motorized is restricted from access because of parking and motorized boaters</p>	
	<p>Infrastructure needs for whitewater kayaking are very limited; the most important need is public access to waterways. For raft trips, the biggest need is an area large enough to park while unloading and rigging rafts (up to 2 hours).</p>	<p>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.</p>			<p>Motorized conflict - doesn't wait for turn on ramps</p>	
	<p>I just need a parking lot near the river with public access to carry my kayak to it. the more access points the better.</p>	<p>I generally access the river at bridge heads. For us, simple assured access is the most highly desired thing on our list. Our top impediments include landowner relations and parking at the bridges. I have seen several ownership claims on navigable rivers. We also need passage at dams around the state.</p>			<p>Corps has the responsibility of dams and made it difficult in some areas to launch from beds and banks</p>	
	<p>Minimal infrastructure is needed for non-motorized boaters: a few parking spots and a bathroom are sufficient. One some rivers (Glen Avon Bridge on the Molalla) sufficient parking and fast traffic can be an issue.</p>	<p>You might talk to Oregon Dept of Transportation about making sure there is access via a path at all bridges over rivers and major creeks.</p>			<p>Race/event should not impede public from using waterway</p>	
	<p>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.</p>	<p>There's another problem area for whitewater paddlers on rivers with private beachfront that maybe OSMB could try to address. Most paddlers believe that they are legally allowed to stop for a break or portage a dangerous rapid on private land adjacent to the river as long as they stay below a conservative estimation of high water mark of the river. A few landowners do not agree and this sometimes leads to unpleasant interactions, despite our efforts to maintain a low profile.</p>				
	<p>Parking and path access with restroom facilities. Some spots I currently access have improved access and others have nothing.</p>	<p>There are many streams in Oregon that could benefit from additional access sites, but access is generally good. current facilities present few impediments for me. navigable waters is a major issue; Oregon should put the floatage easement into statute similar to Montana. Adjudication of water on a stream by stream basis is ridiculous, expensive and contentious.</p>				
	<p>Parking areas with trail access to rivers. private land can be a hassle, but most rivers have access points located at bridges. occasionally, paddlers will need to walk around rapids on rivers via the left or right river bank. this is where privately owned land can make things more challenging.</p>	<p>I am often entering from shorelines next to boat docks, or from beaches in public parks. Many of these locations have poor or inadequate safe access for paddle sports users, be it the lack of designated space to help protect paddlers from having to negotiate motorized vessels during launching or landing, or suitable docks at an appropriate height for paddlers, or even stair wells that depending on the water level/conditions become difficult or unsafe to use. Have a designated spot for human powered water craft at major put in's would help increase access and safety for non-motorized boaters. As human power watercraft users generally require less space and create an overall smaller impact when launching and landing, additional points of access to the lakes and rivers in the region, in addition to more camping locations exclusive to non-motorized vessels would help promote the sport and the stewardship model of enjoyment of our waterways.</p>				
	<p>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.</p>	<p>Need better access points on the Upper Clackamas above 3 lynks. Current access point has logs to prevent vehicles from going down to the river. This is great. But it is also difficult to carry rafts over.</p>				
	<p>I am a Kayaker. I just like like a nice sandy beach most of the time. Don't need a boat launch and the rest.</p>	<p>Additional access would be good as the water level lowers (Emigrant Lake-Ashland).</p>				

	<p>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-a-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.</p>	<p>More off street parking would be great, especially around the Clackamas River. Also, additional put in public access options would be great too. The street is often not wide enough for a lot of cars, and it is very expensive to put in at places like Oxbow (or take out, for that matter).</p>				
	<p>Floating plastic dock used, an additional dock would be nice. Need space to launch 60' rowing shells. (Emigrant Lake-Ashland).</p>	<p>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).</p>				
	<p>Water Enterance: shallow water. Most Needed: Kayak/Canoe docks! Porta Johns at dispersed locations! With a map! Public docks, like Rest Areas on I-5, should be posted (ie. public dock 1000 ft. north)</p>	<p>I am a sea kayaker, windsurfer, kitesurfer and paddle boarder. I don't need anything fancy: just parking and access to the water without impediments like rip rap, retaining walls, etc. Gentle ramps or wide steps are ideal.</p>				
	<p>I would suggest all boat ramps be updated and repaired.</p>	<p>For whitewater kayaking and rafting all around the state. Simple facility access</p>				
	<p>For my canoeing, I access waterways by car and then by foot. I need safe parking and a minimally stabilized lakeshore or riverbank.</p>	<p>I enter from the shore as a kayaker, sand, gravel or concrete is fine. Yes additional access points are needed, lower Columbia, upper Columbia, middle Columbia, coastal launch points.</p>				
	<p>Via low dock. We need parking, boat storage and/or moorage and a low dock. Additional facilities would always be welcome.</p>	<p>Additional Access Points: we need kayak access points on the Willamette and Clackamas Rivers.</p>				
	<p>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.</p>	<p>Access to good fishing areas. Have learned of a few but have to go to Washington to access them. Detroit Lake is a prime example of a situation that could be fixed real easy. Fishing is open all year round but launching anything bigger then a car top or inflatable is impossible. I called all around and was told my 20 Alumaweld would not launch because there is no drop off to the main ramp there.</p>				
	<p>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 separate 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 aggressive 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 aggressive 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.</p>	<p>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.</p>				
	<p>Walking boat to river. Wide easy gradient paths to the rivers. Formal boat ramps are unneeded. Yes, there are many rivers that we don't run do to the lack of access points. Toilets, parking and garbage are the most needed facilities in that order.</p>	<p>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)</p>				
	<p>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</p>	<p>Clarity with public access to ordinary high water/bank access for waterways not declared navigable</p>				
	<p>New Zealand wash down stations for non-motorized - need more here</p>	<p>Access under/around bridges - parking</p>				
	<p>I am a sea kayaker, windsurfer, kitesurfer and paddle boarder. I don't need anything fancy: just parking and access to the water without impediments like rip rap, retaining walls, etc. Gentle ramps or wide steps are ideal.</p>	<p>Desire for OSMB to <u>strongly</u> advocate for paddler access</p>				
	<p>Trailer parking - more car parking for balance</p>	<p>Partner with USACE for whitewater access</p>				
	<p>Boat ramps, hand carry locations..... more hand launch sites....traffic, crowded ramps</p>	<p>Remote camping - boat-in access - no car access</p>				
	<p>Bathrooms</p>	<p>Less - have more remote access. Don't want to see lots of people</p>				

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.	Global warming is decreasing water level – climate change – may need new access				
On warm sunny days there is a lot of congestion on most boat ramps. As kayakers we really don't need a concrete boat ramp. All we really need is sandy or gravel spot to slide our boats into the water preferably with parking nearby so that we don't have to schlep the boats long distances. Access to a pit toilet would be nice too.	Landowners need to initiate the process for access				
Wood dock or beach that can be reached by wheeled dolly from parking structure to bring sea kayak to water's edge.	Landowner priority projects for access				
Beach entry, Outhouses. No current impediments.	Sometimes there is no access – where can we get access (i.e. Sandy beaches)				
More off street parking would be great, especially around the Clackamas River. Also, additional put in public access options would be great too. The street is often not wide enough for a lot of cars, and it is very expensive to put in at places like Oxbow (or take out, for that matter).	Possibly acquire land for public access				
At locations without suitable sandy beaches where using a boat ramp is necessary, I would like to see docks specifically for non-motorized boats.	White water possible 6 mile stretch for access				
Toilets and drinking water. We have a folbot and a low dock is nice	No parking at access points				
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.	Tualatin needs more access area				
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.	Access points 8-10 miles apart, downriver. Depends on area, possibly 3-5 miles at other locations				
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.	Access on Willamette to camp				
A rack or storage to lock canoe/kayak to while waiting for shuttle	Eastern OR access is limited				
Bike parking for shuttle	Need access – public or private				
Need improvements on current launch areas; areas are inundated. More areas are needed and better parking and traffic flows in areas.	When bridges are replaced, add an access point				
Rowing – low freeboard docks are a must – safety	Very little Urban access – need more				
Rowing – longest boat – 60ft. – hard to use motorized docks	On whitewater runs – more take-outs, primitive – 8-10 miles too long				
Stress at launch and take outs – too narrow – possibly widen area, not harden surface – takes time to gear up raft, no drop-off	Portage points – know when you can use private				
Tight area's to launch or take out – need to gear up – if widen could get more out on water quicker	Need carry-down trails				
Camp area's while kayaking for multiple day trips (Newport area 10 mile stretch)	5 mile distance between access point put-in and taking out; 10 miles is also a good length in other areas				
Shed/cover area (three walls) to be able to change – less concerns for restrooms	Carry distance is too far				
Boat rinse stations needed	Some locations need that access for boaters				
Need sandy beaches or grass, not rocky (no angled rocks or small rounded rocks)	More access points on Tualatin River				
Nice area for drop-offs are needed	Have disabled access for easier access for elderly and others that may have trouble				
Nothing fancy – simple, safe to park, dirt, rocks, need sanitation is luxury	In bigger water bodies have access further down river/area				
Park cars in safe area	Design access around opportunities (i.e. long trips vs. short trips) and skill levels				
Flexibility with trailer parking – need balance	Access huge problem... Safety issue				
Look at ramps not currently being used and improve	Upper Regions (Columbia River) – no parking - no access – but would like to know where to get in legally				
Provide sanitation	Talking about two different things: 1) Leave alone remote area – keep rustic; 2) Popular areas have access developed				
Sanitation facilities are needed in areas or replaced old ones; trash cans and emptied	Permits to cross private lands, either with timber cuts with Forest Service or Weyerhaeuser				
Dump stations for long trip areas	Right-of-Way – not a problem – identify property lines				
Port-a-potties along rivers	Work with partners to create public access through lands similar to ODFW – similar to hunting				
Overnight parking for overnight boating, safe area or any parking for overnight	Easier access for elderly – not such a drop-off /gradual incline and sandy beaches				
Parking	Consider ADA access for NM				
Prefer sandy beaches, not gravel bars	More NM-only access sites				
Shuttles for safety	Support from whitewater community for access				
Don't improve remote access, but have safe areas to park	Public boat launches both motorized and non-motorized. Restrooms and low gradient walking access to water - I do not need a paved ramp and carry my boat. Additional access points are needed on river and estuary locations so put-in & take out is possible for a variety of paddling distances.				

	Need parking – doesn't need to be developed – with easy access – no obstruction path	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.				
	Need low freeboard floats	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.				
	Restrooms needs in popular areas					
	However, there may be some areas to develop...Ports					
	Docks specifically for kayaks with a 3 foot gap to place kayak for easier getting in and out					
	NM ramps specifically					
	Staging areas for NM – commercial & group staging areas without taking up parking spaces-grassy area's					
	Hoses available for washing boats – cleaning stations expand					
	Japanese style docks/floats – gradual incline/tier down to water					
	Restrooms needs in different jurisdictions					
	Secure your boat locker system or racks in order to hike in area's					
	Develop and undeveloped sites					
	Launch (transient floats for entry work for some)					
	Low freeboard transient floats with slips for NM					
	Parking (single) located more closely to staging area for unloading/launching – grassy area					
	Port to incorporate integrated floats – open slips					
	Safe parking for non-motorized boaters – parking should reflect user					
	Loves wash down station @ Ten Mile Lake – would like more available					