Survey of Oregon Non-motorized Boating Facility Providers

Final Report

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EXECUTIVE SUMMARY

Objectives

This survey is part of the 2015 Oregon Statewide Trails Planning effort. Project objectives were to describe water trail funding priorities for the OPRD-administered Recreational Trails Grant Program (RTP), identify top non-motorized boating management issues, and evaluate additions to the State Scenic Waterway program as part of the Statewide Trails Planning effort.

Methods

Data were obtained from an internet survey of 330 Oregon non-motorized boating facility managers between July 8 and August 8, 2014. The total number of completed questionnaires was n=215 with an estimated total response rate of 65%.

Results

Non-motorized Boating Management

- Most of the non-motorized boating manager respondents were from state agencies (24%), local park and recreation departments (15%), county parks departments (12%), and port districts (10%).
- Most survey respondents provide non-motorized boating opportunities in Region 2 (19%), Region 1 (17%), Region 5 (15%), and Region 3 (12%). Fewest respondents provide boating opportunities in Region 11 (3%).
- The most serious non-motorized boating management issues were lack of funding for non-motorized boater facilities (40% rated the problem “slight” to “serious”), lack of water accessible campsites (35%), availability of parking (31%), and lack of non-motorized boating maps/ information (29%). The least serious issues were boaters trespassing on waterfront property owners’ land (6%), overcrowding (7%), and conflict with non-boating recreationists (7%).
- Other important management issues included lack of funding for non-motorized boating facility maintenance and repair, need for more public access to waterways, and boater safety.
- The most important funding need was for non-motorized boat launch facilities (56% rated the importance “slight” to “very”), restrooms (52%), emergency response (50%), docks for water access (48%), signage (48%), parking for cars without trailers (47%), and safety education (46%).
- Other important funding need included funding for maintenance and rehabilitation of existing facilities, and technical assistance for local governments, NGOs, and others for non-motorized boating funding, facility development, and land acquisition.
- If a non-motorized boating grant program was developed in Oregon, survey respondents would like to see funding for access point development (55%) and launch facilities (49%). Lowest support was for funding dry stack storage (9%) and canoe racks (12%).
- The majority of respondents (90%) would support a non-motorized boater education course for the state.
- Of respondents supporting a non-motorized boater education course, most (69%) would prefer an optional course over a mandatory course.

Scenic Waterway Program

- The most important scenic waterway qualities were a healthy natural environment (81% rated the importance "slight" to "very"), beautiful scenery, as seen from the river (75%), outstanding habitat for fish and wildlife (74%), and lots of opportunities for recreation (65%). The least important scenic waterway qualities were fast moving white water (17%), access by trail only (23%), and slow moving flat water (23%).
- When asked to specify from the list of scenic waterway qualities which one they felt was most important, respondents reported that a healthy natural environment (31%) was the most important quality, followed by beautiful scenery, as seen by the river (26%), and lots of opportunities for recreation (25%).
- Top nominated Scenic Waterway additions included the Tualatin River (21 points), Nehalem River (20 points), North Santiam River (18 points), Umpqua River from the confluence of North and South Forks to the Pacific Ocean (17 points), Willamette River from Canby to Sam Daws Bend near Peoria (16 points), and the Williamson River (16 points).

Water Trails

- Top nominated water trail additions included the Tualatin River (16 points), North Santiam River (11 points), Nehalem River (11 points), and the South Santiam River (9 points).

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INTRODUCTION AND OBJECTIVES

The Oregon Parks and Recreation Department (OPRD) was given responsibility for recreation trails planning in 1971 under the "State Trails Act" (ORS 390.950 to 390.990). The last Statewide Trails Plan for Oregon was completed in 2005. This survey is a part of an effort to update that plan. Project objectives were to describe water trail funding priorities for the OPRD-administered Recreational Trails Grant Program (RTP), identify top non-motorized boating management issues, and evaluate additions to the State Scenic Waterway program as part of the Statewide Trails Planning effort.

METHODS

Data were obtained from an internet survey (see survey instrument in Appendix B) of 330 Oregon non-motorized boating facility managers between July 8 and August 8, 2014. A respondent was only allowed one opportunity to complete a questionnaire.

Sample Sizes and Response Rates

As shown in Table 1, the total number of completed questionnaires was n = 215 with an estimated total response rate of 65%.

Table 1. Sample sizes and response rates

	Initial contacts	Completed surveys (n)	Response rate (%)
Providers	330	215	65

RESULTS

Non-motorized Boating Management

Agency/Organization. The first question asked boating managers to identify their type of agency/organization. Table 2 shows that most of the non-motorized boating manager respondents were from state agencies (24%), local park and recreation departments (15%), county parks departments (12%), and port districts (10%).

Table 2. Respondent provider type

Provider Type	Participation (%) [a]
State agency	24
Local park and recreation department	15
Other	14
County Parks Departments	12
Port District	10
Federal agency	9
Private marina	8
Special District	7
Private utility	1

[a] Cell entries are percentages (%) of respondents from each organization type.

Planning Region. Boating managers were asked to report the primary trails planning region in which they provide non-motorized boating opportunities in Oregon. Figure 1 shows the boundaries for the 11 planning regions in the state.

Figure 1. Oregon trails planning regions

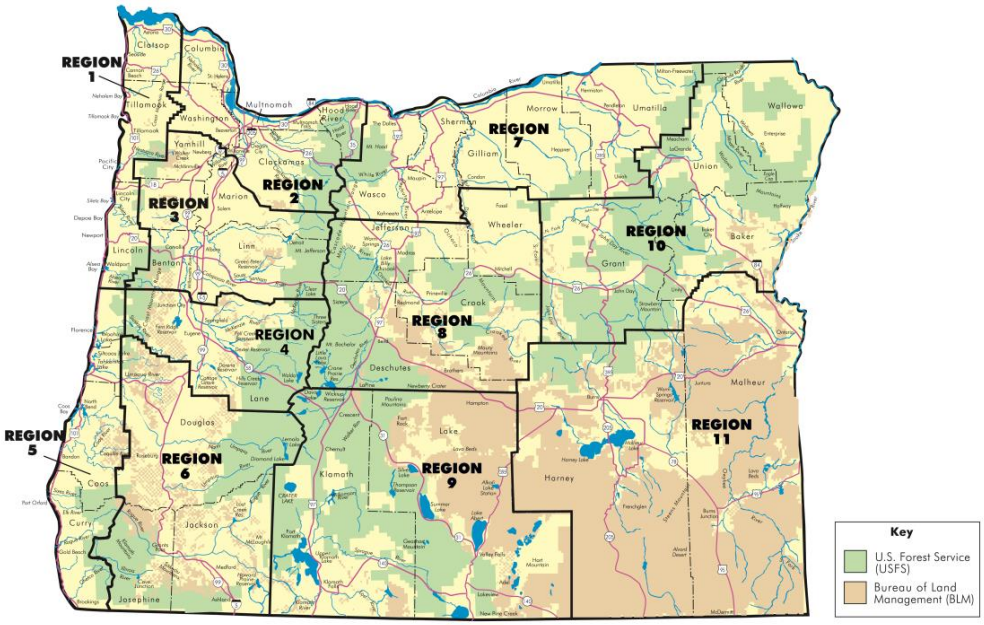


Table 3 shows that most survey respondents provide non-motorized boating opportunities in Region 2 (19%), Region 1 (17%), Region 5 (15%), and Region 3 (12%) Fewest respondents provide boating opportunities in Region 11 (3%).

Table 3. Respondent planning region [a]

Region 1	17
Region 2	19
Region 3	12
Region 4	3
Region 5	15
Region 6	7
Region 7	8
Region 8	5
Region 9	4
Region 10	4
Region 11	3
More than one region	3

[a] Cell entries are percentages (%) of where respondents provide non-motorized boating opportunities in Oregon.

Non-motorized Boating Issues. Several items in the questionnaire examined provider attitudes about non-motorized boating management issues in their trails planning region. Providers were asked, for example, the extent of a problem listed issues posed to managers. Table 4 shows that the most serious issues were lack of funding for non-motorized boater facilities (40% rated the problem "slight" to "serious"), lack of water accessible campsites (35%), availability of parking (31%), and lack of non-motorized boating maps/ information (29%). The least serious issues were boaters trespassing on waterfront property owners' land (6%), overcrowding (7%), and conflict with non-boating recreationists (7%).

Table 4. Ratings of non-motorized boating management issues [a]

	Boating Providers (%) [a]
Lack of funding for non-motorized boater facilities	40
Lack of water accessible campsites	35
Availability of parking for vehicles/trailers	31
Lack of non-motorized boating maps/ information	29
Lack of access for non-motorized boating	24
Availability of restrooms	24
Lack of law enforcement	24
Too few water trails	22
Lack of separation at existing sites between motorized uses	22
Safety concerns	17
Availability of trash receptacles	16
Improper human waste disposal by boaters	15
Vandalism or car clouting (break-ins)	14
Conflict with other boaters	13
Water conditions (quality, obstructions, rapids, currents, low levels, floating debris, etc.)	12
Alcohol or drug use	12
Inconsistent water flows and/or dam releases	11
Conflict with non-boating recreationists (swimmers, anglers, etc.)	7
Overcrowding	7
Boaters trespassing on waterfront property owners' land	6

[a] Cell entries are percentages (%) of respondents who rated the problem “slight” to “serious.”

Respondents were then asked to identify any other boater management issues that were important to them and their organization. Most frequently mentioned issues included lack of funding for non-motorized boating facility maintenance and repair, need for more public access to waterways, and boater safety.

Rankings of issues were also determined for each of the 11 trails planning regions based on percentages of respondents who rated the problem “slight” to “serious.” Table 5 shows the ranking of each of the 20 issues by planning region.

Table 5. Rankings of non-motorized boating management issues by trails planning region [a]

	Trails Planning Region										
Issues	1	2	3	4	5	6	7	8	9	10	11
Lack of access for non-motorized boating	10	5	3	9	3	16	9	3	5	13	7
Inconsistent water flows and/or dam releases	19	18	11	10	16	18	10	14	11	1	2
Safety concerns	13	6	12	5	12	11	4	8	6	14	8
Availability of restrooms	9	4	5	11	6	4	5	9	7	15	3
Availability of parking for vehicles/trailers	6	1	4	12	9	8	6	1	8	6	1
Water conditions (quality, obstructions, rapids, currents, low levels, floating debris, etc.)	14	16	14	13	10	19	11	15	9	7	20
Boaters trespassing on waterfront property owners' land	16	19	18	18	17	20	15	16	12	8	16
Conflict with non-boating recreationists (swimmers, anglers, etc.)	20	20	19	6	13	12	16	17	13	16	9
Availability of trash receptacles	15	10	13	19	7	5	12	10	10	9	10
Improper human waste disposal by boaters	11	7	10	14	18	9	7	11	14	17	17
Vandalism or car clouting (break-ins)	8	11	15	4	14	6	17	18	15	18	18
Alcohol or drug use	12	13	20	15	19	3	13	12	16	19	11
Overcrowding	18	17	17	16	20	17	18	6	17	20	19
Conflict with other boaters	17	8	16	7	15	13	19	19	18	10	15
Lack of law enforcement	7	12	8	2	8	1	20	20	19	2	12
Lack of funding for non-motorized boater facilities	1	2	1	1	4	2	2	4	2	3	4
Lack of water accessible campsites	4	9	2	3	1	10	1	2	1	4	5
Too few water trails	5	14	9	20	2	14	8	7	3	11	6
Lack of separation at existing sites between motorized uses	2	15	7	17	11	15	3	13	20	12	13
Lack of non-motorized boating maps/ information	3	3	6	8	5	7	14	5	4	5	14

[a] Cell entries are rankings of issues (#1-20) based on percentages (%) of respondents who rated the problem “slight” to “serious.”

Non-motorized Boating Funding Need. Boating managers were asked to rate the importance of funding need for a number of types of non-motorized boating facilities and services in their planning region. Table 6 shows that the most important funding needs were for non-motorized boat launch facilities (56% rated the importance "slight" to "very"), restrooms (52%), emergency response (50%), docks for water access (48%), signage (48%), parking for cars without trailers (47%), and safety education (46%).

Table 6. Ratings of non-motorized boating funding importance [a]

Facility/Service	Boating Providers (%) [a]
Non-motorized boat launch facilities	56
Restrooms	52
Emergency response	50
Docks for water access (near parking)	48
Signage	48
Parking for cars without trailers	47
Safety education	46
Acquiring/ adding public access sites to waterways	45
Parking for cars with trailers	45
Online non-motorized boater information	43
Waterway law enforcement	43
Drinking water	41
Route maps	38
Docks for boat tie-ups	37
Developing designated water trails	36
Water accessible campsites	33
Sewage dump stations	28
Picnic/ barbecue areas	26
Showers	21
Developing whitewater parks	12

[a] Cell entries are percentages (%) of respondents who rated the importance "slight" to "very."

Respondents were also asked to identify any other non-motorized boating resource needs that were important to their organization. Most frequently mentioned needs included funding for maintenance and rehabilitation of existing facilities and technical assistance for local governments, NGOs, and others for funding, facility development, and land acquisition.

Rankings of funding need was also determined for each of the 11 trails planning regions based on percentages of respondents who rated the importance "slight" to "very". Table 7 shows the ranking of each of the 20 facility/service funding need by planning region.

Table 7. Rankings of non-motorized boating funding importance by trails planning region [a]

	Trails Planning Region										
Facility/Service	1	2	3	4	5	6	7	8	9	10	11
Acquiring/ adding public access sites to waterways	12	5	10	3	1	10	3	15	4	14	4
Drinking water	7	13	15	2	11	7	7	10	13	3	2
Non-motorized boat launch facilities	6	2	2	1	2	9	8	1	1	4	5
Restrooms	4	3	4	4	3	3	5	11	14	10	3
Parking for cars with trailers	1	14	11	5	4	8	12	2	8	5	1
Parking for cars without trailers	3	6	1	6	15	4	11	5	9	15	6
Docks for water access (near parking)	8	4	3	12	12	15	6	4	5	2	7
Docks for boat tie-ups	18	7	14	17	8	16	9	3	10	6	8
Picnic/ barbecue areas	15	17	19	18	18	12	10	12	11	16	9
Water accessible campsites	19	16	16	13	16	13	1	13	2	17	15
Showers	13	18	20	14	19	17	17	19	15	18	16
Sewage dump stations	14	19	17	19	17	11	13	6	16	19	10
Online non-motorized boater information	10	15	8	7	5	14	14	7	3	11	17
Developing whitewater parks	20	20	18	20	20	19	20	20	17	20	20
Route maps	16	10	12	15	6	20	18	14	6	7	18
Signage	9	1	6	8	13	1	19	16	7	8	11
Developing designated water trails	17	11	9	9	10	18	15	17	12	12	12
Emergency response	2	12	7	10	7	5	2	8	18	9	13
Safety education	5	8	5	16	14	6	4	18	19	13	14
Waterway law enforcement	11	9	13	11	9	2	16	9	20	1	19

[a] Cell entries are rankings of funding importance (#1-20) based on percentages (%) of respondents who rated the importance “slight” to “very.”

Non-motorized Boating Grant Program. Next, non-motorized boating managers were asked if a non-motorized boating grant program was developed in Oregon, what types of projects their organization would like to see funding provided for. Table 8 shows highest support for funding access point development (55%) and launch facilities (49%) and lowest support for funding dry stack storage (9%) and canoe racks (12%).

Table 8. Non-motorized boating grant program project funding preferences

	Respondents (%)
Access point development (e.g., parking, restrooms, camping facilities)	55
Launch facilities	49
Water trail development	28
Route mapping	26
Land acquisition	24
Canoe racks	12
Dry stack storage	9

Non-motorized Boating Safety Education Course. Respondents were then asked if their agency/organization would support a non-motorized boater education course for the state and, if yes, the type of course they would prefer. Table 9 shows strong support among boating managers (90%) for a non-motorized boating safety education course. Of those supporting a safety education course, most (69%) prefer an optional course over a mandatory course (31%).

Table 9. Non-motorized boating safety education course

	Day Users (%) [a]
Support Safety Education Course	
No	10
Yes	90
If Yes, Course Type Preferred	
Optional	69
Mandatory	31

Section Summary. Taken together, survey results showed that:

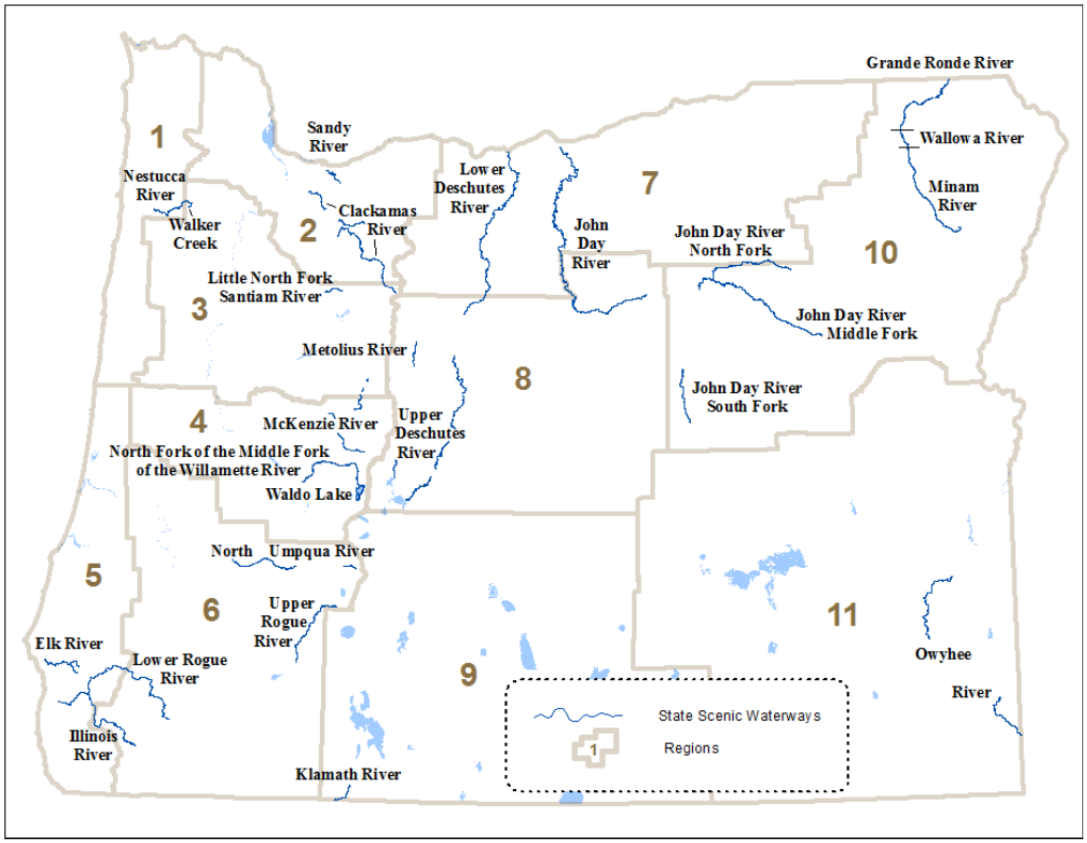
- Most of the non-motorized boating manager respondents were from state agencies (24%), local park and recreation departments (15%), county parks departments (12%), and port districts (10%).
- Most survey respondents provide non-motorized boating opportunities in Region 2 (19%), Region 1 (17%), Region 5 (15%), and Region 3 (12%). Fewest respondents provide boating opportunities in Region 11 (3%).
- The most serious non-motorized boating management issues were lack of funding for non-motorized boater facilities (40% rated the problem "slight" to "serious"), lack of water accessible campsites (35%), availability of parking (31%), and lack of non-motorized boating maps/ information (29%). The least serious issues were boaters trespassing on waterfront property owners' land (6%), overcrowding (7%), and conflict with non-boating recreationists (7%).
- Other important management issues included lack of funding for non-motorized boating facility maintenance and repair, need for more public access to waterways, and boater safety.
- The most important funding need was for non-motorized boat launch facilities (56% rated the importance "slight" to "very"), restrooms (52%), emergency response (50%), docks for water access (48%), signage (48%), parking for cars without trailers (47%), and safety education (46%).
- Other important funding need included funding for maintenance and rehabilitation of existing facilities, and technical assistance for local governments, NGOs, and others for non-motorized boating funding, facility development, and land acquisition.
- If a non-motorized boating grant program was developed in Oregon, survey respondents would like to see funding for access point development (55%) and launch facilities (49%). Lowest support was for funding dry stack storage (9%) and canoe racks (12%).
- The majority of respondents would support a non-motorized boater education course for the state (90%).
- If respondents supported a non-motorized boater education course, most (69%) would prefer an optional course over a mandatory course.

Scenic Waterway Program

A citizen's initiative created the Oregon Scenic Waterways System, which currently includes approximately 1,150 miles on 20 waterways (shown in Figure 2). The program protects designated waterbodies and adjacent lands that possess outstanding scenic, fish, wildlife, geological, botanical, historic, archaeological, and outdoor recreation values. It preserves the waterbodies in a natural free-flowing condition, preserves scenic and esthetic qualities, and protects water quality and quantity at a level necessary for recreation, fish, and wildlife.

The governor has directed Oregon State Parks to evaluate potential additions to the Oregon Scenic Waterways System. A series of survey questions addressed this issue.

Figure 2. Oregon scenic waterway system



Scenic Waterway Qualities. Boating managers were asked to rate the importance of a number of qualities for the state to consider when evaluating a waterbody for inclusion in the State Scenic Waterway program. Table 10 shows that the most important scenic waterway qualities were a healthy natural environment (81% rated the importance "slight" to "very"), beautiful scenery, as seen from the river (75%), outstanding habitat for fish and wildlife (74%), and lots of opportunities for recreation (65%). The least important scenic waterway qualities were fast moving white water (17%), access by trail only (23%), and slow moving flat water (23%).

Table 10. Ratings of scenic waterway quality importance [a]

Quality	Importance (%) [a]
Healthy natural environment	81
Beautiful scenery, as seen from the river	75
Outstanding habitat for fish and wildlife	74
Lots of opportunities for recreation	65
Easy to reach by vehicle	47
Good opportunities for solitude (few other people recreating)	39
Slow moving flat water	23
Access by trail only (e.g., walking, hiking, or horseback)	23
Fast moving white water	17

[a] Cell entries are percentages (%) of respondents who rated the importance "slight" to "very."

Respondents were then asked to specify from this list of scenic waterway qualities what one they felt was most important. Table 11 shows that a healthy natural environment was identified by the largest percentage of respondents (31%) as the most important quality, followed by beautiful scenery, as seen by the river (26%), and lots of opportunities for recreation (25%).

Table 11. Most important scenic waterway quality

Quality	Percent of respondents (%)
Healthy natural environment	31
Beautiful scenery, as seen from the river	26
Lots of opportunities for recreation	25
Outstanding habitat for fish and wildlife	14
Easy to reach by vehicle	2
Slow moving flat water	1
Good opportunities for solitude (few other people recreating)	1
Fast moving white water	0
Access by trail only (e.g., walking, hiking, or horseback)	0

Recommended Scenic Waterway Additions. Boating managers were given an opportunity to recommend additional river segments for inclusion in the State Scenic Waterway program. Maps including potential river reach additions were presented for each of the 11 trails planning regions. Respondents were able to recommend highest, second, and third highest priority additions for each trails planning region.

Table 12 includes a prioritized list of river segments recommended for inclusion in the State Scenic Waterway program. The table includes the total number of times a river segment was identified as either a first, second, or third priority addition. To determine a total score for a river segment, three points were awarded for each time the river segment was identified as a first priority addition, two points for a second priority, and one point for each third priority nomination. Some river segments crossed regional boundaries and were nominated in more than one region. In such cases, the highest region score was used for that river segment.

Top nominated additions included the Tualatin River (21 points), Nehalem River (20 points), North Santiam River (18 points), Umpqua River from the confluence of North and South Forks to the Pacific Ocean (17 points), Willamette River from Canby to Sam Daws Bend near Peoria (16 points), and the Williamson River (16 points).

Table 12. Recommended scenic waterway additions

River Reach	Region #	First Choice	Second Choice	Third Choice	Total Score [a]
R49 Tualatin River	2	5	3		21
R5 Nehalem River	1&2	5	2	1	20
R66 North Santiam River	3	5		3	18
R27 Umpqua River (From confluence of North and South Forks to the Pacific Ocean)	6	4	2	1	17
R125 Willamette River (Canby to Sam Daws Bend, near Peoria)	3&2	4	1	2	16
R94 Williamson River	9	4	2		16
R89 Rogue River (Lost Creek Lake to Grave Creek)	6	4	1	1	15
R17 Siletz River (Mainstem from confluence of North and South Forks to Siletz Bay)	1	2	4		14
R9 Wilson River	1	2	1	4	12
R98 Crooked River	8	4			12
R93 Klamath River (Klamath River Falls to Boyle Dam)	9	2	3		12
R63 Yamhill River	3	2	2	1	11
R68 South Santiam River	3	1	2	4	11
R69 Middle Santiam River	3	1	4		11
R6 North Fork Nehalem River	1	2	2		10
R10 Trask River	1	1	1	5	10
R100 John Day River (Source to Service Cr.)	10	2	1	2	10
R124 Willamette River (Columbia River to Canby)	2	3			9
R7 Salmonberry River	1	1	1	3	8
R18 Yaquina River	1&3	2		2	8
R58 Sandy River (Source to confluence with Bull Run River	2	1	2	1	8
R27 Umpqua River (mainstem from confluence of North and South Fork to mouth at Pacific Ocean)	5	2	1		8
R37 Sixes River	5	1	2	1	8
R102 Umatilla River	7	1	2	1	8
R55 Molalla River (Source to Glen Avon)	2	1	1	2	7
R28 Smith River	5&6	1	2		7
R44 Illinois River (Illinois River Forks State Park to Deer Creek)	6		3	1	7
R113 Wallowa River (Wallowa Lake to Minam)	10		3	1	7
R121 Owhyee River (Owyhee Dam to Snake River)	11	1	2		7
R8 Kilchis River	1	1	1	1	6
R62 North Yamhill River	3		3		6
R80 Middle Fork Willamette River	4	1	1	1	6
R32 Coquille River, mainstem	5	1	1	1	6
R133 Columbia River (Heppner Junction, near Hwy 74, to state line above Hat Rock State Park)	7	2			6
R115 Imnaha River	10	2			6
R54 Oak Grove Fork Clackamas River	2	1	1		5
R56 Molalla River (Glen Avon to Willamette River, near Canby)	2		2	1	5
R29 Coos River	5	1	1		5
R33 North Fork Coquille River	5	1	1		5
R87 South Umpqua River (Tiller to confluence with North Umpqua River, at Riverdale)	6	1	1		5
R86 South Umpqua River (Source to Tiller)	6		1	1	5
R60 White River	7	1	1		5
R130 Columbia River (Bonneville Dam to Deschutes River)	7&2	1	1		5
R109 Grande Ronde River (Hilgard Junction State Park to confluence with the Wallowa River)	10	1		2	5
R112 Lostine River	10		2	1	5

Table 12. Recommended scenic waterway additions (continued)

River Reach	Region #	First Choice	Second Choice	Third Choice	Total Score [a]
R118 Malheur River	11&10	1	1		5
R4 Necanicum River	1		2		4
R107 Grande Ronde River (Confluence with East Fork Grande Ronde to Red Bridge State Park)	10		2		4
R119 Snake River (Owyhee to Farewell Bend State Recreation Area)	11	1		1	4
R127 Columbia River (Mouth to Saint Helens)	1		1	1	3
R59 Salmon River	2	1			3
R64 Pudding River	2&3		1	1	3
R126 Willamette River (Sam Daws Bend, near Peoria, to Mid Fork Junction)	3&4		1	1	3
R25 Siuslaw River (mouth to confluence with Lake Creek, near Swisshome)	4&5	1			3
R70 McKenzie River	4	1			3
R24 Yachats River	5&1	1			3
R137 Chetco River (from headwaters to Boulder Creek)	5	1			3
R91 Applegate River	6		1	1	3
R131 Columbia River (Deschutes River to John Day Dam)	7		1	1	3
R108 Grande Ronde River (red Bridge State Park to Hillgard Junction State Park)	10	1			3
R2 Lewis and Clark River	1		1		2
R22 Alsea River (Mainstem from confluence of North and South Forks to USFS boundary)	1&3		1		2
R129 Columbia River (Troutdale to Bonneville)	2		1		2
R67 Little North Santiam River	3			2	2
R74 Lake Creek	4		1		2
R46 Chetco River (from Boulder Creek to Loeb State Park)	5		1		2
R26 North Fork Siuslaw River	5			2	2
R134 North Fork Owyhee River	11		1		2
R19 Elk Creek	1			1	1
R20 Alsea River (Pacific Ocean to head of tide, RM 12 near Tidewater)	1			1	1
R48 Claskanie River	2			1	1
R61 Middle Fork Hood River	2			1	1
R128 Columbia River (Saint Helens to Troutdale)	2			1	1
R16 Little Nestucca River	3			1	1
R65 Santiam River (Junction with N Santiam to Willamette River (Lower))	3			1	1
R73 South Fork Alsea River	4			1	1
R31 South Fork Coos River	5			1	1
R35 Middle Fork Coquille River	5			1	1
R36 South Fork Coquille River	5			1	1
R136 Pistol River	5			1	1
R83 Calapooya Creek	6			1	1
R101 Warm Springs River	7			1	1
R99 John Day River (Service Cr. To Columbia River)	7			1	1
R132 Columbia River (John Day Dam to Heppner Junction, near Hwy 74)	7			1	1
R116 Snake River (Baker Co Line, near Copper Cr, to WA state line)	10			1	1
R117 Snake River (Farewell Bend to Baker Co Line, near Cooper Cr)	10			1	1
R120 Snake River (Owyhee River to State Line)	11			1	1
R135 Middle Fork Owyhee River	11			1	1

[a] Total score = first choice x 3 + second choice x 2 + third choice x 1.

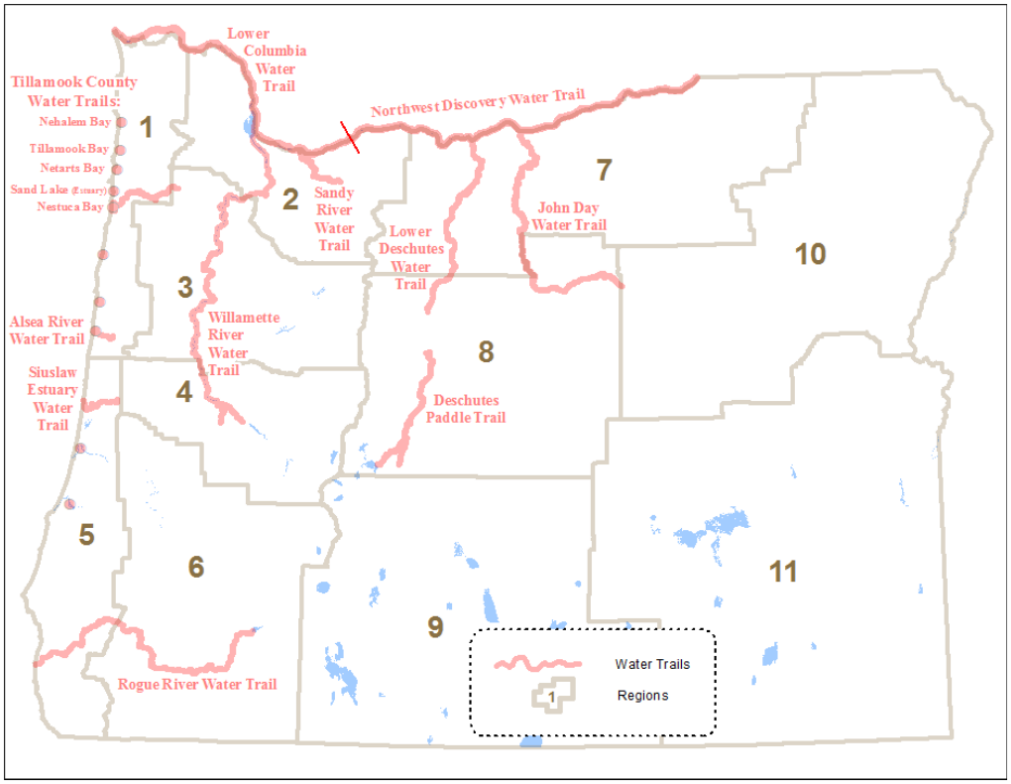
Section Summary. Taken together, survey results showed that:

- The most important scenic waterway qualities were a healthy natural environment (81% rated the importance "slight" to "very"), beautiful scenery, as seen from the river (75%), outstanding habitat for fish and wildlife (74%), and lots of opportunities for recreation (65%). The least important scenic waterway qualities were fast moving white water (17%), access by trail only (23%), and slow moving flat water (23%).
- When asked to specify from the list of scenic waterway qualities which one they felt was most important, respondents reported that a healthy natural environment (31%) was the most important quality, followed by beautiful scenery, as seen by the river (26%), and lots of opportunities for recreation (25%).
- Top nominated Scenic Waterway additions included the Tualatin River (21 points), Nehalem River (20 points), North Santiam River (18 points), Umpqua River from the confluence of North and South Forks to the Pacific Ocean (17 points), Willamette River from Canby to Sam Daws Bend near Peoria (16 points), and the Williamson River (16 points).

Water Trails

Oregon has a number of water trails – rivers, lakes, and bays that act as corridors or trails (shown in Figure 3). Water trail facilities include put-ins and take-outs, parking, maps, restrooms, and camping – all designed for kayaks, canoes, drift boats, and other small watercraft.

Figure 3. Oregon water trails



Recommended Water Trails. Boating managers were also given an opportunity to recommend additional waterbodies for water trail development. As with Scenic Waterways, respondents were able to recommend highest, second, and third highest priority additions for each trails planning region.

Table 13 includes a prioritized list of waterbodies recommended for water trail development. The scoring process was the same as used for Scenic Waterway scoring. Top nominated water trail additions included the Tualatin River (16 points), North Santiam River (11 points), Nehalem River (11 points), and the South Santiam River (9 points).

Table 13. Recommended water trails

Waterbody	Region #	First Choice	Second Choice	Third Choice	Total Score [a]
R49 Tualatin River	2	4	1	2	16
R66 North Santiam River	3	2	2	1	11
R5 Nehalem River	1&2	3	1		11
R68 South Santiam River	3	2	1	1	9
R17 Siletz River (Mainstem from confluence of North and South Forks to Siletz Bay)	1	2	1		8
R6 North Fork Nehalem River	1	2	1		8
R50 Clackamas River (River Mill Dam to Willamette River confluence)	2	2	1		8
R102 Umatilla River	7	2	1		8
L109 Upper Klamath Lake	9	2	1		8
R118 Malheur River	11	1	1		8
R63 Yamhill River	3	2	1		7
R32 Coquille River, mainstem	5	2		1	7
R121 Owhyee River (Owyhee Dam to Snake River)	11	1	1	2	7
L40 Detroit Lake	3	1		3	6
L16 Eel Lake	5		3		6
L83 Lake Billy Chinook	8	2			6
R92 Klamath River (Boyle Dam to CA state line)	9	2			6
R94 Williamson River	9	1	1	1	6
R119 Snake River (Owhyee to Farewell Bend State Recreation Area)	11	2			6
R27 Umpqua River (mainstem from confluence of North and South Fork to mouth at Pacific Ocean)	5&6	2			6
R62 North Yamhill River	3	1	1		5
R122 Owhyee River (Lake Owyhee to Rome, near Hwy 95)	11	1	1		5
R123 Owhyee River (Rome, near Hwy 95 to state line)	11		1	1	5
R18 Yaquina River	1	1		1	4
L14 Tahkenich Lake	5		1	2	4
L17 N. Tenmile Lake	5	1		1	4
R33 North Fork Coquille River	5		2		4
R38 Elk River	5	1		1	4
R116 Snake River (Baker Co Line, near Cooper Cr, to WA state line)	10		2		4
R8 Kilchis River	1		1	1	3
B10 Coos Bay	5	1			3
L24 Garrison Lake	5		1	1	3
R30 Millicoma River	5	1			3
R36 South Fork Coquille River	5	1			3
R43 Illinois River (Deer Cr to Agness near confluence w/Rogue River)	6	1			3
R87 South Umpqua River (Tiller to confluence with North Umpqua River, at Riversdale)	6	1			3
R131 Columbia River (Deschutes River to John Day Dam)	7	1			3
L96 Crane Prairie Reservoir	8	1			3
L108 Agency Lake	9		1	1	3
L111 Lake Ewauna	9	1			3
R109 Grande Ronde River (Hillgard Junction Stte Park to confluence with the Wallowa River)	10	1			3
R114 Wallowa River (Minam confluence with the Grande Ronde River)	10	1			3
R117 Snake River (Farewell Bend to Baker Co Line, near Copper Cr)	10	1			3
R70 McKenzie River	3&4	1			3
R35 Middle Fork Coquille River	6&5		1	1	3

Table 13. Recommended water trails (continued)

Waterbody	Region #	First Choice	Second Choice	Third Choice	Total Score [a]
B6 Siletz Bay	1		1		2
R22 Alsea River (Mainstem from confluence of North and South Forks to USFS boundary)	1		1		2
R23 Five Rivers	1		1		2
L34 Timothy Lake	2		1		2
R56 Molalla River (Glen Avon to Willamette River, near Canby)	2		1		2
L39 Elk Lake	3		1		2
R78 Siuslaw River (Siuslaw Falls to junction of North and South Fork)	4		1		2
L19 Tenmile Lake	5		1		2
R44 Illinois River (Illinois River Forks State Park to Deer Creek)	6		1		2
R84 North Umpqua River	6		1		2
L77 Lake Wallula	7			2	2
L79 McKay Reservoir	7		1		2
L82 Lake Simtustis	8		1		2
L97 North Twin Lake	8		1		2
L98 Wickiup Reservoir	8		1		2
L103 Crescent Lake	9		1		2
R113 Wallowa River (Wallowa Lake to Minam)	10		1		2
L157 Lake Owyhee	11		1		2
R120 Snake River (Owhyee Dam to state line)	11			2	2
B7 Yaquina Bay	1			1	1
R10 Trask River	1			1	1
R16 Little Nestucca River	1			1	1
R19 Elk Creek	1			1	1
R2 Lewis and Clark River	1			1	1
R7 Salmonberry River	1			1	1
R9 Wilson River	1			1	1
R128 Columbia River (Saint Helens to Troutdale)	2			1	1
R64 Pudding River	2			1	1
L54 Dorena Reservoir	4			1	1
L20 Loon Lake	5			1	1
R37 Sixes River	5			1	1
L69 Lake Selmac	6			1	1
L87 Prineville Reservoir	8			1	1
L99 Paulina Lake	8			1	1
R98 Crooked River	8			1	1
R93 Klamath River (Klamath River Falls to Boyle Dam)	9			1	1
L134 Wallowa Lake	10			1	1
R110 Grande Ronde River (Confluence with the Wallowa River to WA state line, near Troy)	10			1	1
Wood River	9			1	1
Calapooia River	3			1	1
Coos Bay South Slough	5			1	1
Scholfield River	5			1	1

[a] Total score = first choice x 3 + second choice x 2 + third choice x 1.

Section Summary. Taken together, survey results showed that:

- Top nominated water trail additions included the Tualatin River (16 points), North Santiam River (11 points), Nehalem River (11 points), and the South Santiam River (9 points).

APPENDIX A: OPEN-ENDED COMMENTS

What other non-motorized boating issues are important to you and your organization?

- Adjacent landowners, primarily agricultural landowners, perceptions regarding the consequences of siting boating facilities in proximity to agricultural lands.
- Aquatic invasive species prevention and blue green algae advisories.
- Boat wash down area
- Boater safety/ new user education. Would like to help be part of group events to promote park use.
- Dock space
- Educating the public on how to properly recreate for chosen activity.
- Federal Government closing parks on the lower 11 miles of the John Day River. Many boaters use that area.
- Funding and permitting for construction of non-motorized boating launch and access areas. Funding to maintain facilities.
- Funding for reasonably small capital improvements that would create boat launch areas (walk-in sites) for non-motorized boats.
- High winds can be a real challenge for inexperienced. Experience SUPs find surfing the big waves exhilarating.
- I am in the main channel of the Columbia River, approx. 3/4 mile wide, with season strong currents, wind (white caps), lots of commercial and pleasure boats. Really not the best place for non-motorized watercraft. Actually think for the most part it should be discouraged in this area.
- Impacts to restoration efforts such as in stream structures placed in the S Umpqua River.
- Interpretation of natural and cultural history, livery services, riverbank protection from wave/wakes. Recreational programming. Marketing personal benefits of using river and natural values to wildlife, fish, air quality from trees on riparian areas. Encroachment into adjoining, upland wooded areas. Connectivity to shared use paths for mix of recreational activities. Parks and greenways to compliment non-motorized river use.
- Invasive aquatics
- Lack of funding for facility maintenance and repairs.
- Lack of temporary storage or lock-up for crafts.
- Lack of updated water trail maps and information on changes in the river from winter flooding. Upland access with safe parking.
- Maintenance of existing facilities and new access in some locations.
- Multiple fee structures for county, Oregon State Parks, and federal sites. A confusing mish mash of fees depending on where you are boating. Trash, debris, and hazards on river adjacent to agricultural operations. Lack of accountability for private landowners.
- Need more facilities and amenities that promote non-motorized watercraft use.
- No regulation of hikers and bikers that use non-motorized boat-in campsites and restrooms.
- Non-motorized boaters need to be made aware of current changes due to tides.
- Non-motorized ramps are in need of serious deferred maintenance or replacement.
- Non-motorized users contributing to the maintenance of the facilities in which they are using.
- None. We have no boating issues as we pump water from the river to supply the ditches and canals only.

- Non-motorized boaters seem to think they don't have to pay to launch from ramp!
- ODFW site on Williamson River has river access needs.
- Opportunities for local governments to maintain and improve existing facilities.
- Our marina is all motorized boats and there is minimal non-motorized use of the launch ramp.
- Outreach to let boaters know about our facility.
- Publicity on how to apply for the invasive species permit / there are no cleaning stations but laws require clean boat.
- Pull off areas with no restrooms. Non-motorized users enjoy stopping for picnics or rest, not enough shoreline beach areas.
- Rehab/development of ramps.
- Relationship between boating and fishing/hunting; maintenance of existing facilities; loss of access across private land; posted or fee access to private launches.
- Safety issues between power watercraft (i.e., wake) and paddle/non-motorized watercraft.
- Safety..... Just like bikes on the hwy. The non-motorized boaters do not look out for larger boats. Charter boats and trollers can’t see kayaks and they act like, hey look out for me, it’s real simple to me if a 40 foot boat is coming at me and I am in a kayak I am getting out of the way!!!
- Sign indicating restrooms on the river, maybe I have just missed it.
- Sufficient developed access points.
- Suitable access points along the Willamette River.
- The City of Reedsport is located at the confluence of three rivers that contain some of the most scenic areas in the state, yet no one even knows that they exist. Also, the area is ideal for wind surfing yet very rarely do people engage in that activity here.
- The most important is extensive overuse during summer months creating problems for migrating salmon and steelhead in addition to anglers/recreationists trying to pursue those fish.
- The section of water (Holgate Channel) on which our moorage resides was, in the past few years, designated a non-wake zone and originally signs were posted at either end of Ross Island. Those signs are no longer in evidence be we feel they should be replaced to encourage all boaters to keep their speeds down. Most boaters are polite and it has been a joy to have a section of waterway devoted to non-motorized boats.
- There is not a lot of non-motorized boating that occurs on the lake area and we have the only public access area for launching.
- Trip planning - getting non-motorized boaters to stay longer and spend more in town.
- Water quality enforcement of adjacent homeowner’s septic system inspections and compliance with standards, not grandfathered.
- Water trails, river information (rapids, flow, etc.), and adequate access (loading ramps, ADA).
- We have large stretches of river that do not have public access. No way to get on or off the river. In some instances paddlers would have to go as much as 6 hours before getting to an area where they can legally take out.
- We need moorage
- Windsurfing and kiteboarding access to the Columbia River.
- Year-round access facilities.

What other non-motorized boating resource need are important to you and your organization?

- Access points for community
- ADA accessible launch
- Awareness for motorized boaters that non-motorized watercraft users have safety concerns.
- Boat ramp development at 3 C day-use area and gates to close sites during winter and prevent vandalism.
- Educational information.
- For wind surfers and kite boarders better access to the river is high priority. Currently access is gained over rip rap, not an easy feat hanging onto a sail.
- Funding for greenway program so that we can get out on the river during the busy season. Our focus has to be in high-volume visitor fee areas, which rarely means the river properties.
- Funding for launch sites and a well mapped trail network.
- Funding for maintenance of sites and facilities.
- Grant opportunities; facility development assistance; and land acquisition assistance.
- Group meeting area and training area.
- Help in getting started with a program.
- I believe the primitive nature of what is in Harney County is what makes it special.
- In an environment like a boat basin there needs to be separation between motorized and non-motorized or someone is going to get run over.
- Klamath County Parks are rural with few needs at this time.
- Licensing would help to contact owners of empty drifting boats.
- Lower spending, too many taxes and fees.
- Maintenance of existing facilities.
- Modification of existing docks to better accommodate non-motorized boat launching.
- Mostly parking, we do not have enough parking.
- No wake zone enforcement around boat launches, restriction of personal watercraft on bays and ocean/surfing sites. Most importantly is funding for maintenance and upgrade of existing facilities. I have 3 non-motorized boat ramps in my district plus multiple launch sites on Wilson, Kilchis, Trask and Nehalem rivers all of which require clean up, monitoring, and signage.
- Non-motorized commercial outfitters block boat ramps doing safety talks and/or just waiting for customers while others must wait. User conflict. I would like to see rustic boat-in campsites specifically for non-motorized users.
- Once again, this is not a good area for kayaks, paddleboards, etc.
- Our facility only accesses the Columbia River, but while answering the above questions, I was thinking of the game refuge west of Irrigon and I think that it would be nice to have docks/bbq/camping areas there. Our site is leased from the Corps and some of these facilities would be arduous to install!
- Our needs are met well - few problems.

- Providing financial and technical resources to local governments, NGO's and others to maintain and improve existing facilities.
- Public access to North Tenmile Lake - presently only by two private camp ground facilities.
- Rehabilitate existing facilities.
- Riparian area restoration and enhancement.
- Temporary storage
- Water trail on the Coquille River system.
- We value the Safe Kids program that provides life vests to borrow.

APPENDIX B: QUESTIONNAIRE

Dear Park & Recreation Provider,

The Oregon Parks and Recreation Department (OPRD) and Oregon State Marine Board (OSMB) request your assistance in completing the following survey for your agency/organization. Survey results will identify non-motorized boating facility and service need and management issues in Oregon as part of the Statewide Water Trails Planning effort. In addition, the governor has directed OPRD to evaluate additions to the Oregon Scenic Waterways System. As a result, some questions are related to the Scenic Waterway program.

This survey is intended for recreation agencies/organizations which provide non-motorized boating opportunities on public waterways in the state of Oregon. Survey results, along with information gathered in general non-motorized boater surveys and regional public meetings, will be used to develop evaluation criteria for distribution of Recreational Trails Program (RTP) funding.

The survey is very brief, and should take no more than 15 minutes of your time. If you have any questions about this survey, please contact Terry Bergerson, OPRD planner:

Email: terry.bergerson@oregon.gov
Phone: 503-986-0747

Thank you for participating in this important survey.

Oregon Parks and Recreation Department

Oregon State Marine Board

Q1. Name of your organization:

_____

Q2. Mailing address:

_____

Q3. Contact person (or person completing this survey):

_____

Q4. Contact phone number:

_____

Q5. Contact email address:

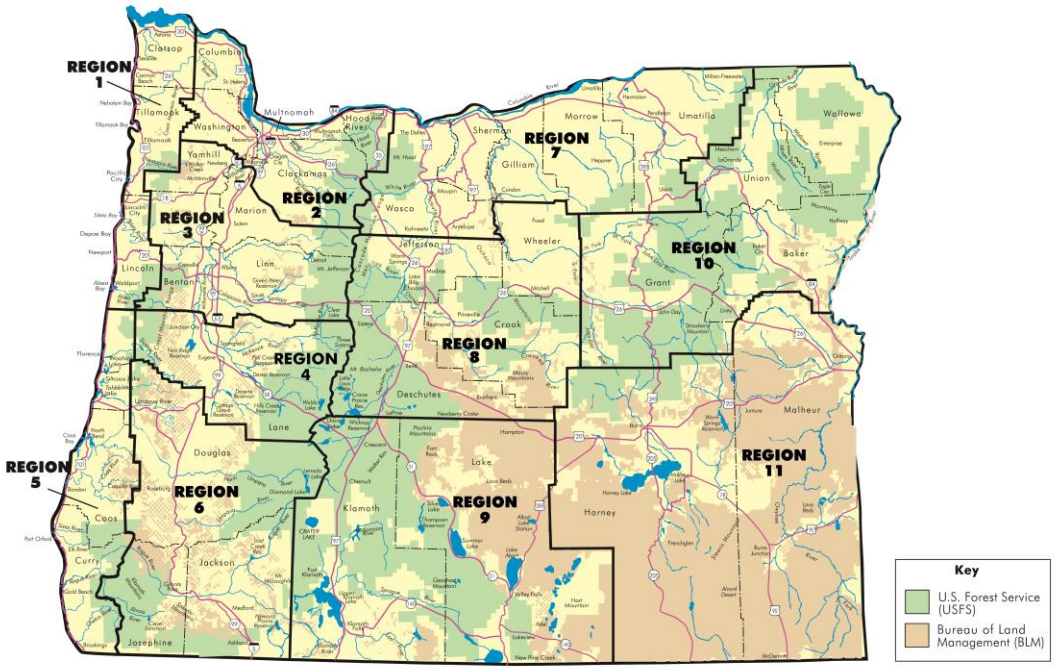
_____

Q6. Organization (Please check one only)

- ☐ **Federal Agency**
- ☐ **State Agency**
- ☐ **County**
- ☐ **Special District**
- ☐ **Local Park and Recreation Department**
- ☐ **Port District**
- ☐ **Private Marina**
- ☐ **Utility**

Q7. Using the map below, please identify the primary water trails planning region in the area that you service (write in).

Region # ____



Q8. Based on your experience with non-motorized boating management in Oregon in the past 12 months, how much of a problem do you think each of the following is on waterways in your water trails planning region?

Issue	Not a problem				A serious problem
Lack of water access for non-motorized boating	1	2	3	4	5
Inconsistent water flows and/or dam releases	1	2	3	4	5
Water conditions (quality, obstructions, rapids, currents, low levels, floating debris, etc.)	1	2	3	4	5
Overcrowding	1	2	3	4	5
Too little parking for vehicles/trailers	1	2	3	4	5
Inadequate restrooms	1	2	3	4	5
Safety concerns	1	2	3	4	5
Vandalism or car clouting (break ins)	1	2	3	4	5
Alcohol or drug use	1	2	3	4	5
Boaters trespassing on waterfront property owners land	1	2	3	4	5
Improper human waste disposal by boaters	1	2	3	4	5
Inadequate trash receptacles	1	2	3	4	5
Conflicts with other boaters	1	2	3	4	5
Conflicts with other non-boating recreationists (swimmers, anglers, etc.)	1	2	3	4	5
Too little law enforcement	1	2	3	4	5
To little funding for non-motorized boater facilities/ services	1	2	3	4	5
Too few water accessible campsites	1	2	3	4	5
Too few water trails	1	2	3	4	5
Lack of separation at existing sites between motorized and non-motorized uses	1	2	3	4	5
Lack of non-motorized boating maps/ information	1	2	3	4	5

Q9. What other non-motorized boating issues are important to you and your organization?

_____

_____

Q10. Recreation managers have limited resources to provide for all types of non-motorized boater experiences. How important is funding for each of the following in your water trails planning region?

Facility/Service	Not important				Very important
Acquiring/ adding public access sites to waterways	1	2	3	4	5
Parking for cars with trailers	1	2	3	4	5
Parking for cars without trailers	1	2	3	4	5
Restrooms	1	2	3	4	5
Non-motorized boat launch facilities	1	2	3	4	5
Docks for water access (near parking)	1	2	3	4	5
Docks for boat tie-ups	1	2	3	4	5
Picnic/ barbecue areas	1	2	3	4	5
Water accessible campsites	1	2	3	4	5
Developing designated water trails	1	2	3	4	5
Signage	1	2	3	4	5
Safety education	1	2	3	4	5
Waterway law enforcement	1	2	3	4	5
Emergency response	1	2	3	4	5
Route maps	1	2	3	4	5
Developing whitewater parks	1	2	3	4	5
Online non-motorized boater information	1	2	3	4	5
Sewage dump stations	1	2	3	4	5
Showers	1	2	3	4	5
Drinking water	1	2	3	4	5

Q11. What other non-motorized boater resource needs are important to you and your organization?

_____

_____

_____

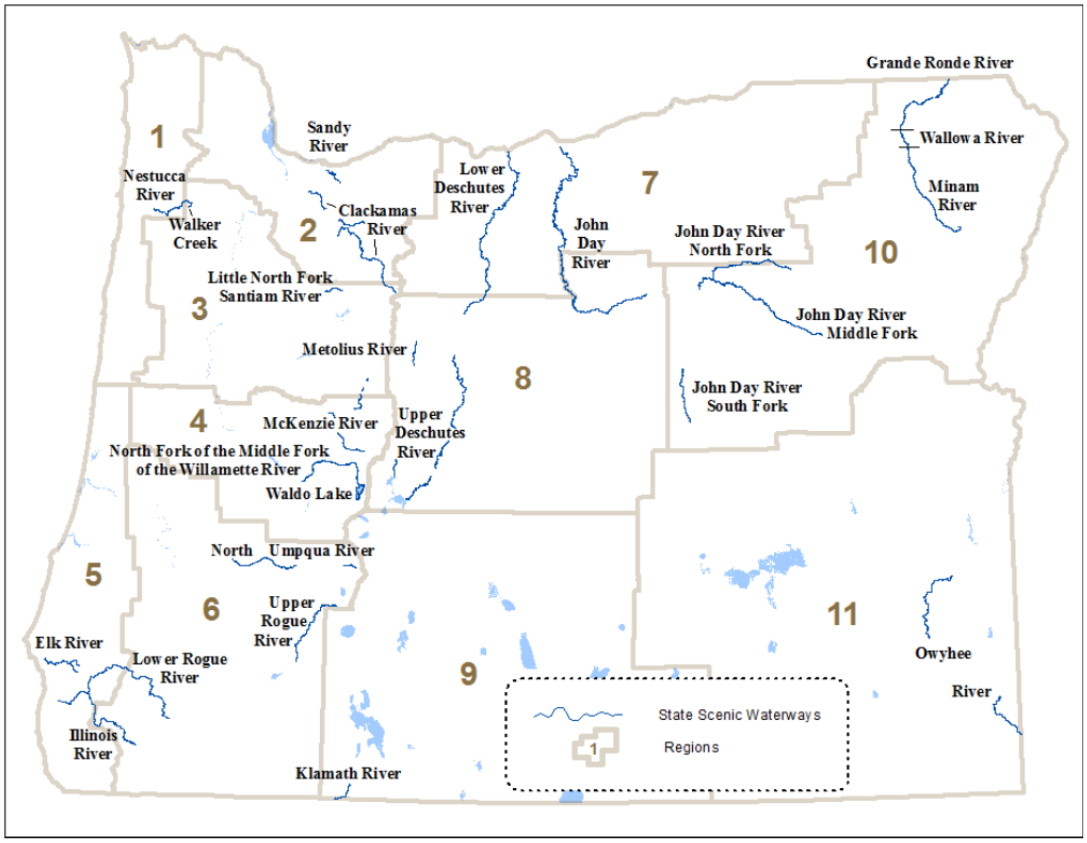
_____

Q12. If a non-motorized boating grant program was developed in Oregon, what types of projects would your organization like to see funding provided for? (Please check all that apply)

- ☐ **Land Acquisition**
- ☐ **Access Point Development (e.g., parking, restrooms, camping facilities)**
- ☐ **Launch Facilities**
- ☐ **Water Trail Development**
- ☐ **Route Mapping**
- ☐ **Canoe Racks**
- ☐ **Dry Stack Storage**

Q13. Would your agency/organization support a non-motorized boater safety education course for the state of Oregon?

- ☐ **No**
- ☐ **Yes → if yes, what type of program (check one)? ☐ Mandatory ☐ Optional**



A citizen's initiative created the Oregon Scenic Waterways System, which currently includes approximately 1,150 miles on 20 waterways (shown on the map above).

The program protects designated waterbodies and adjacent lands that possess outstanding scenic, fish, wildlife, geological, botanical, historic, archaeological, and outdoor recreation values. It preserves the waterbodies in a natural free-flowing condition, preserves scenic and esthetic qualities, and protects water quality and quantity at a level necessary for recreation, fish, and wildlife.

Q14. The governor has directed Oregon State Parks to evaluate potential additions to the program. In your opinion, how important are the following qualities for the state to consider when evaluating a waterbody for inclusion in the State Scenic Waterway program?

Scenic Waterway Qualities	Not important				Very important
1. Beautiful scenery, as seen from the river	1	2	3	4	5
2. Healthy natural environment	1	2	3	4	5
3. Fast moving white water	1	2	3	4	5
4. Slow moving flat water	1	2	3	4	5
5. Lots of opportunities for recreation	1	2	3	4	5
6. Easy to reach by vehicle	1	2	3	4	5
7. Access by trail only (e.g., walking, hiking, or horseback)	1	2	3	4	5
8. Outstanding habitat for fish and wildlife	1	2	3	4	5
9. Good opportunities for solitude (few other people recreating)	1	2	3	4	5

Q15. Of the qualities listed in the question above, which is the single most important to consider for inclusion in the State Scenic Waterway program? Please type in the number shown to the left of the quality you feel is most important.

Quality # ____

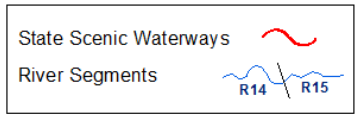
Q16. If you would like to recommend additional river segments for inclusion in the State Scenic Waterway program, please click the box for all regions where you would like to see river segments added.

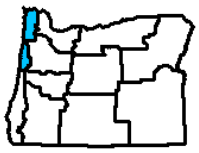
If you do not want to recommend additional river segments, skip this question and click on the right arrow at the bottom of this screen to proceed to the next question.

Region numbers and boundaries are shown on the map above.

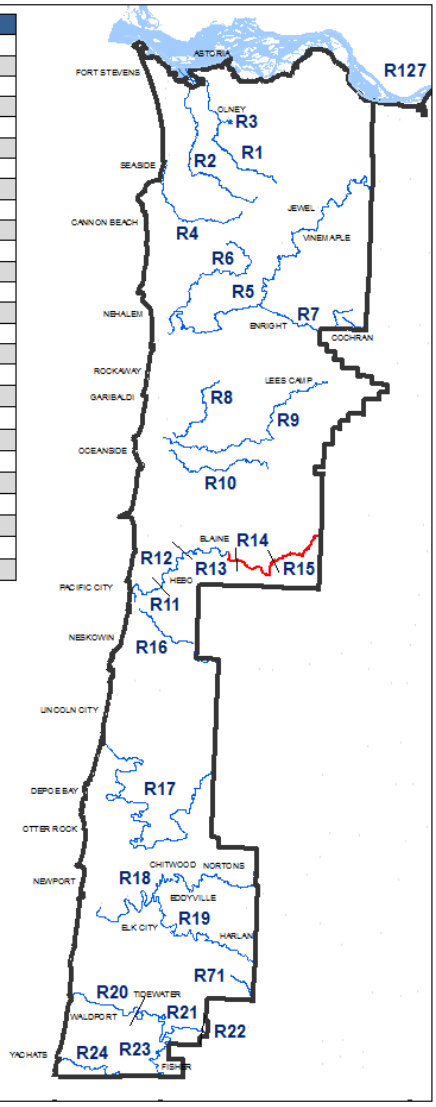
☐ **Region 1** ☐ **Region 4** ☐ **Region 7** ☐ **Region 10**
☐ **Region 2** ☐ **Region 5** ☐ **Region 8** ☐ **Region 11**
☐ **Region 3** ☐ **Region 6** ☐ **Region 9**

ID NUMBER	RIVER REACH
R1	Youngs River
R2	Lewis and Clark River
R3	Klaskanine River
R4	Necanicum River
R5	Nehalem River
R6	North Fork Nehalem River
R7	Salmonberry River
R8	Kilchis River
R9	Wilson River
R10	Trask River
R11	Nestucca River (mouth up to RM 7, near Cloverdale)
R12	Nestucca River (RM 7 to RM 15, near Beaver)
R13	Nestucca River (RM 15 to RM 26, above confluence of Limestone Creek and Blaine)
R14	Nestucca River (RM 26 to RM 35, near USFS boundary)
R15	Nestucca River (RM 35 to RM 47, near the lower end of Old Meadow Lake)
R16	Little Nestucca River
R17	Siletz River (Mainstem from confluence of North and South Forks to Siletz Bay)
R18	Yaquina River
R19	Elk Creek
R20	Alsea River (Pacific Ocean to head of tide, RM 12 near Tidewater)
R21	Alsea River (RM 12 near Tidewater to USFS boundary)
R22	Alsea River (Mainstem from onfluence of North and South Forks to USFS boundary)
R23	Five Rivers
R24	Yachats River
R71	North Fork Alsea River (Outlet of Klickitat Lake to confluence with Bailey Creek)
R127	Columbia River (Mouth to Saint Helens)





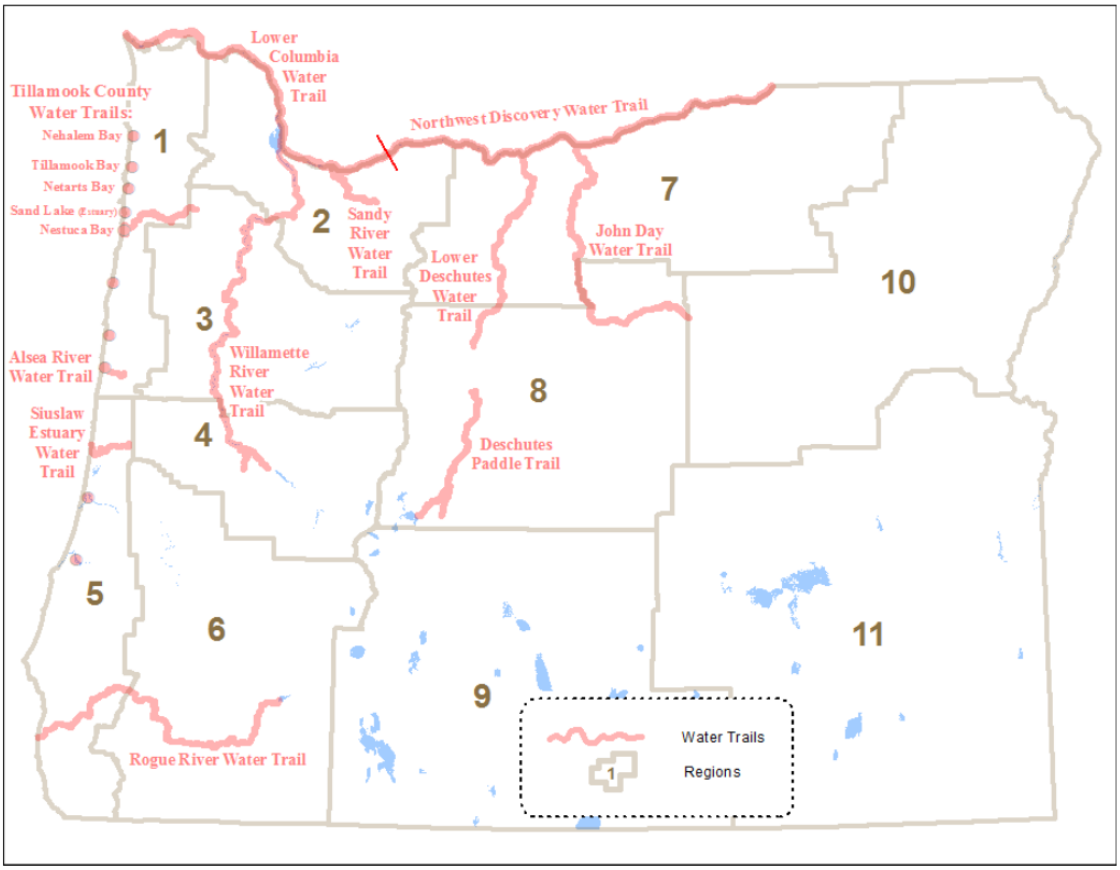
REGION 1



Q17. For each river segment in Region 1 that you would like to see added to the State Scenic Waterway Program, please identify the segment. If the river segment is shown on the above map, use the drop-down list in the first column to select it. If it is not on the map/list, type in the name in the second column.

	Select river from drop-down list	Type in river segment name if not in list
1st river segment nominated		
2nd river segment nominated		
3rd river segment nominated		

(Note: Repeat for all regions checked.)



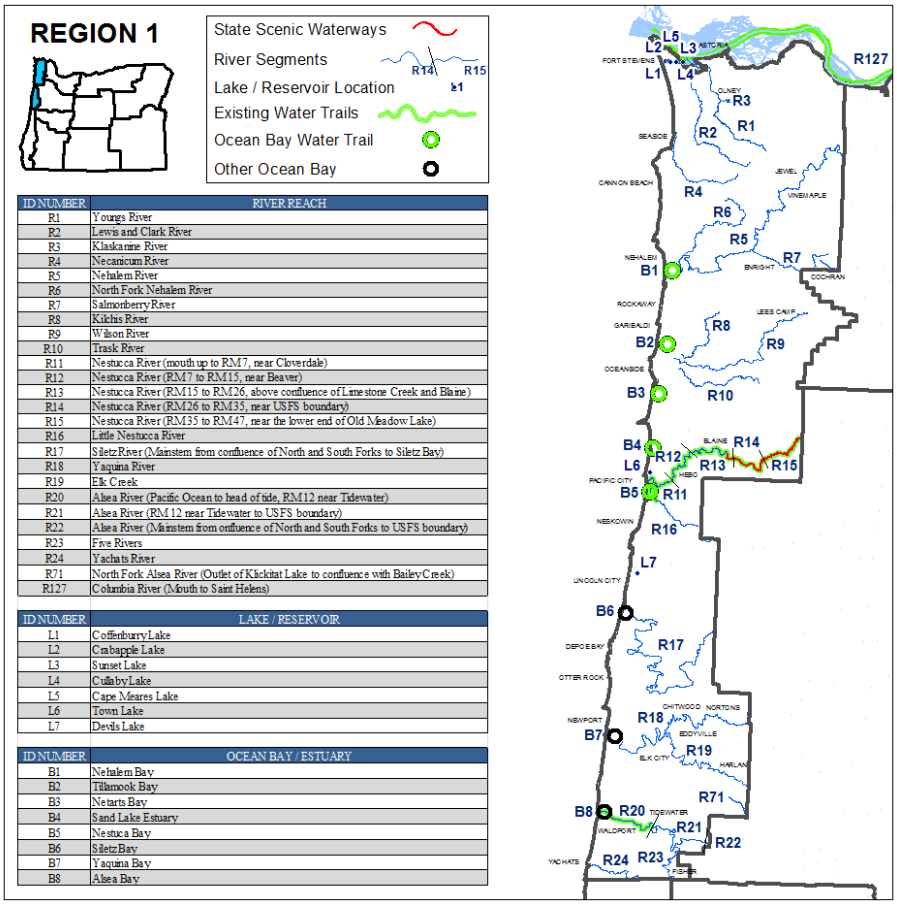
Oregon has a number of water trails (shown in pink on the map above) – rivers, lakes, and bays that act as corridors or "trails." Water trail facilities include put-ins and take-outs, parking, maps, restrooms, and camping – all designed for kayaks, canoes, drift boats, and other small watercraft.

Q18. If you would like to recommend additional waterbodies for water trail development, please click the box for all regions where you would like to see water trails developed.

If you do not want to recommend additional waterways for water trail development, skip this question and click on the right arrow at the bottom of this screen to proceed to the next question.

Region numbers and boundaries are shown on the map above.

☐ **Region 1**	☐ **Region 4**	☐ **Region 7**	☐ **Region 10**
☐ **Region 2**	☐ **Region 5**	☐ **Region 8**	☐ **Region 11**
☐ **Region 3**	☐ **Region 6**	☐ **Region 9**	



ID NUMBER	RIVER REACH
R1	Youngs River
R2	Lewis and Clark River
R3	Klaskanine River
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R5	Nehalem River
R6	North Fork Nehalem River
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R12	Nestucca River (RM7 to RM15, near Beaver)
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R24	Yachats River
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R127	Columbia River (Mouth to Saint Helens)

ID NUMBER	LAKE / RESERVOIR
L1	Coffenburry Lake
L2	Crabapple Lake
L3	Sunset Lake
L4	Cullaby Lake
L5	Cape Meares Lake
L6	Town Lake
L7	Devils Lake

ID NUMBER	OCEAN BAY / ESTUARY
B1	Nehalem Bay
B2	Tillamook Bay
B3	Netarts Bay
B4	Sand Lake Estuary
B5	Nestuca Bay
B6	Siletz Bay
B7	Yaquina Bay
B8	Alsea Bay

Q19. Let's start with rivers.

For each river segment (up to 3) in Region 1 that you would like water trail development, please identify the river segment. If the river segment is shown on the above map, use the drop-down list in the first column to select it. If it is not on the map/list, type in the name in the second column.

	Select river segment from drop-down list	Type in river segment name if not in list
1st river segment		
2nd river segment		
3rd river segment		

Now let's cover lakes.

For each lake (up to 3) in Region 1 that you would like water trail development, please identify the lake. If the lake is shown on the above map, use the drop-down list in the first column to select it. If it is not on the map/list, type in the name in the second column.

	Select lake from drop-down list	Type in lake segment name if not in list
1st lake		
2nd lake		
3rd lake		

Now let's cover ocean bays/estuaries.

For each ocean bay/estuary (up to 3) in Region 1 that you would like water trail development, please use the drop-down list in the first column to select it. If it is not on the map/list, type in the name in the second column.

	Select bay/estuary from drop-down list	Type in bay/estuary name if not in list
1st ocean bay/estuary		
2nd ocean bay/estuary		
3rd ocean bay/estuary		

(Note: Repeat for all regions checked. Ocean bays/estuaries will only be included for regions 1 and 5.)

Thank you for participating in this important survey.

APPENDIX C: UNCOLLAPSED PERCENTAGES

Q1. Name of your organization:
NA

Q2. Mailing address:
NA

Q3. Contact person (or person completing this survey):
NA

Q4. Contact phone number:
NA

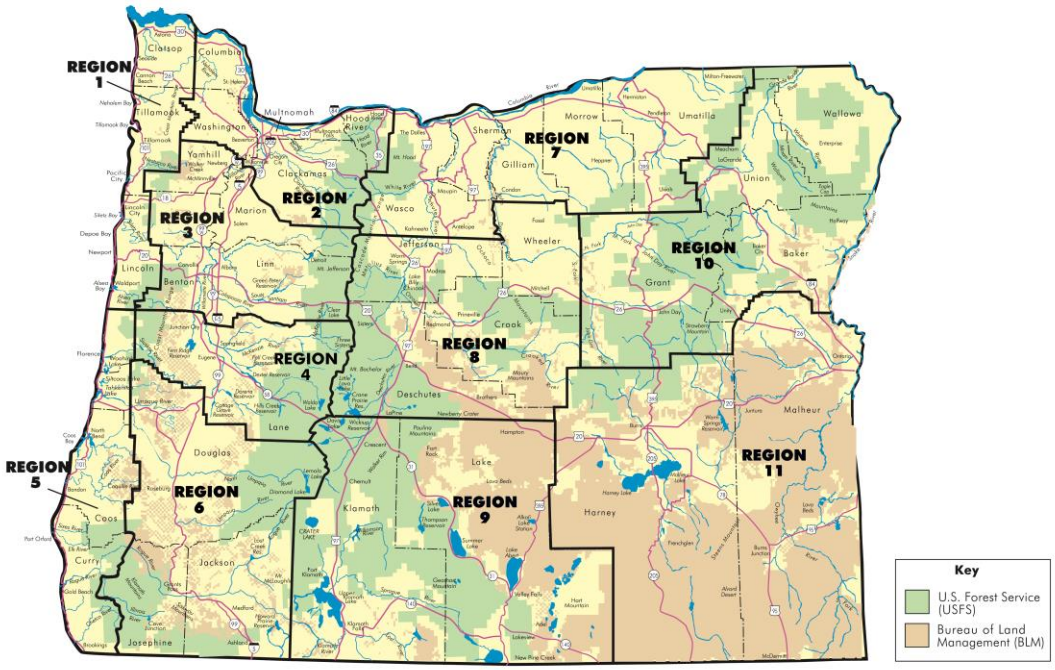
Q5. Contact email address:
NA

Q6. Organization (Please check one only)

9% Federal Agency
24% State Agency
12% County
7% Special District
15% Local Park and Recreation Department
10% Port District
8% Private Marina
1% Private Utility

Q7. Using the map below, please identify the primary water trails planning region in the area that you service (write in).

Region # See report



Q8. Based on your experience with non-motorized boating management in Oregon in the past 12 months, how much of a problem do you think each of the following is on waterways in your water trails planning region?

Issue	Not a problem				A serious problem
Lack of water access for non-motorized boating	33%	20%	23%	20%	4%
Inconsistent water flows and/or dam releases	47	25	17	6	5
Water conditions (quality, obstructions, rapids, currents, low levels, floating debris, etc.)	31	32	25	11	1
Overcrowding	43	31	20	4	4
Too little parking for vehicles/trailers	23	24	23	24	7
Inadequate restrooms	29	27	20	17	7
Safety concerns	26	31	27	11	5
Vandalism or car clouting (break ins)	32	33	21	10	5
Alcohol or drug use	28	36	24	9	3
Boaters trespassing on waterfront property owners land	37	39	18	6	0
Improper human waste disposal by boaters	30	27	29	12	2
Inadequate trash receptacles	28	24	31	11	5
Conflicts with other boaters	30	33	24	9	4
Conflicts with other non-boating recreationists (swimmers, anglers, etc.)	41	32	20	5	2
Too little law enforcement	26	26	24	18	6
To little funding for non-motorized boater facilities/ services	20	19	21	26	14
Too few water accessible campsites	25	20	19	24	11
Too few water trails	27	27	24	17	6
Lack of separation at existing sites between motorized and non-motorized uses	29	24	25	16	7
Lack of non-motorized boating maps/ information	20	24	28	24	5

Q9. What other non-motorized boating issues are important to you and your organization?
See report

Q10. Recreation managers have limited resources to provide for all types of non-motorized boater experiences. How important is funding for each of the following in your water trails planning region?

Facility/Service	Not important				Very important
Acquiring/ adding public access sites to waterways	15%	21%	19%	19%	25%
Parking for cars with trailers	12	15	28	27	19
Parking for cars without trailers	12	15	26	30	17
Restrooms	7	16	26	28	24
Non-motorized boat launch facilities	10	15	20	30	25
Docks for water access (near parking)	16	15	22	27	21
Docks for boat tie-ups	16	22	25	21	17
Picnic/ barbecue areas	19	25	31	16	10
Water accessible campsites	21	18	28	22	11
Developing designated water trails	20	17	27	24	12
Signage	12	11	29	26	23
Safety education	8	16	30	23	23
Waterway law enforcement	11	17	29	21	22
Emergency response	10	19	21	27	24
Route maps	13	15	34	25	14
Developing whitewater parks	57	19	13	6	6
Online non-motorized boater information	14	16	28	27	16
Sewage dump stations	31	19	21	16	13
Showers	35	21	22	10	12
Drinking water	15	16	28	20	21

Q11. What other non-motorized boater resource needs are important to you and your organization?

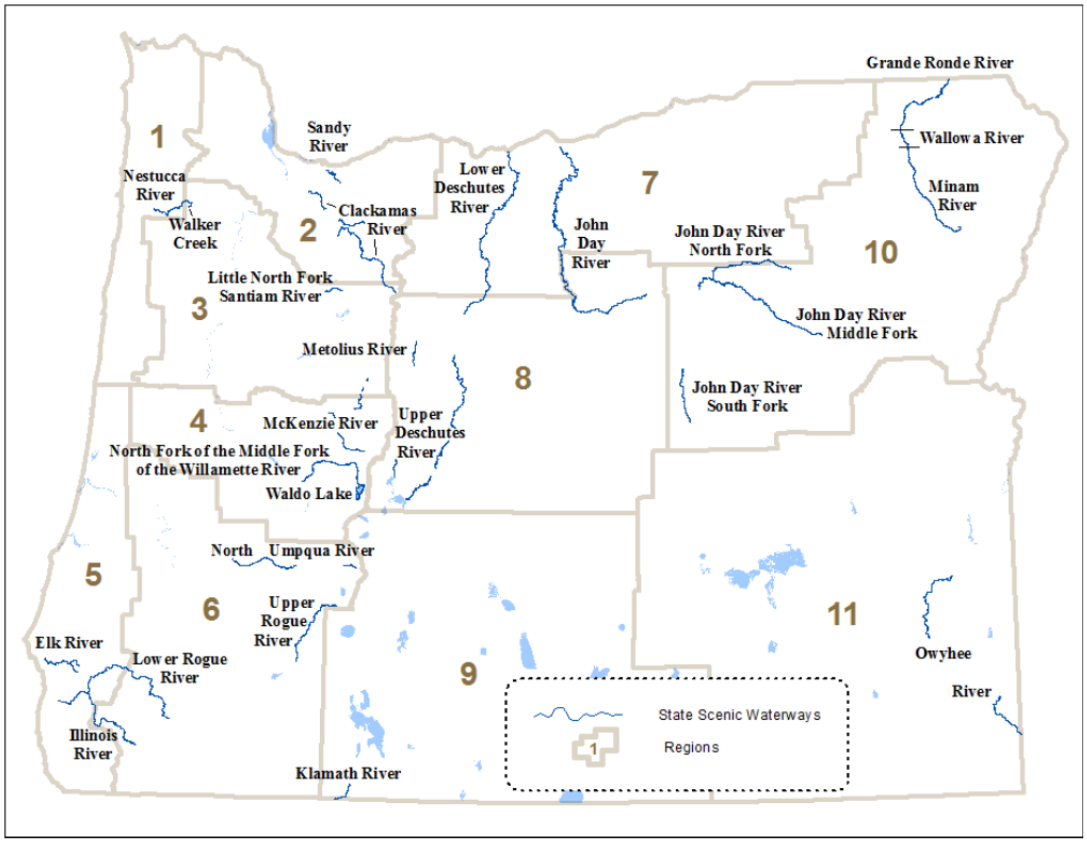
See report

Q12. If a non-motorized boating grant program was developed in Oregon, what types of projects would your organization like to see funding provided for? (Please check all that apply)

24% Land Acquisition
55% Access Point Development (e.g., parking, restrooms, camping facilities)
49% Launch Facilities
28% Water Trail Development
26% Route Mapping
12% Canoe Racks
9% Dry Stack Storage

Q13. Would your agency/organization support a non-motorized boater safety education course for the state of Oregon?

10% No
90% Yes → if yes, what type of program (check one)? 31% Mandatory 69% Optional



A citizen's initiative created the Oregon Scenic Waterways System, which currently includes approximately 1,150 miles on 20 waterways (shown on the map above).

The program protects designated waterbodies and adjacent lands that possess outstanding scenic, fish, wildlife, geological, botanical, historic, archaeological, and outdoor recreation values. It preserves the waterbodies in a natural free-flowing condition, preserves scenic and esthetic qualities, and protects water quality and quantity at a level necessary for recreation, fish, and wildlife.

Q14. The governor has directed Oregon State Parks to evaluate potential additions to the program. In your opinion, how important are the following qualities for the state to consider when evaluating a waterbody for inclusion in the State Scenic Waterway program?

Scenic Waterway Qualities	Not important				Very important
1. Beautiful scenery, as seen from the river	4%	3%	19%	26%	50%
2. Healthy natural environment	3	3	13	28	53
3. Fast moving white water	19	30	34	10	8
4. Slow moving flat water	16	24	37	15	8
5. Lots of opportunities for recreation	5	8	22	34	31
6. Easy to reach by vehicle	8	19	26	26	21
7. Access by trail only (e.g., walking, hiking, or horseback)	18	26	33	17	6
8. Outstanding habitat for fish and wildlife	5	5	16	29	45
9. Good opportunities for solitude (few other people recreating)	7	15	39	23	16

Q15. Of the qualities listed in the question above, which is the single most important to consider for inclusion in the State Scenic Waterway program? Please type in the number shown to the left of the quality you feel is most important.

Quality # See report

Q16. If you would like to recommend additional river segments for inclusion in the State Scenic Waterway program, please click the box for all regions where you would like to see river segments added.

If you do not want to recommend additional river segments, skip this question and click on the right arrow at the bottom of this screen to proceed to the next question.

Region numbers and boundaries are shown on the map above.

8% Region 1	**2% Region 4**	**3% Region 7**	**4% Region 10**
6% Region 2	**5% Region 5**	**2% Region 8**	**3% Region 11**
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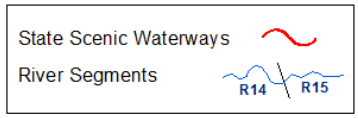
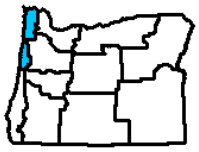
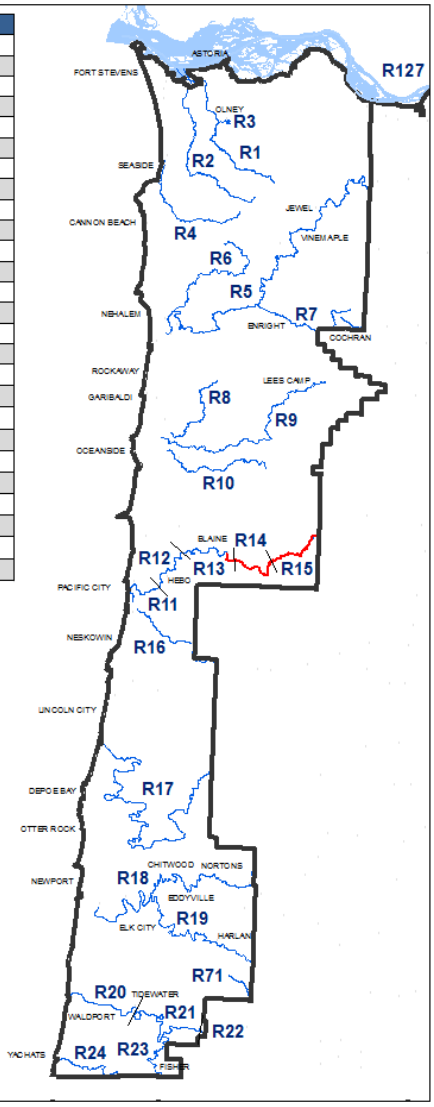




REGION 1



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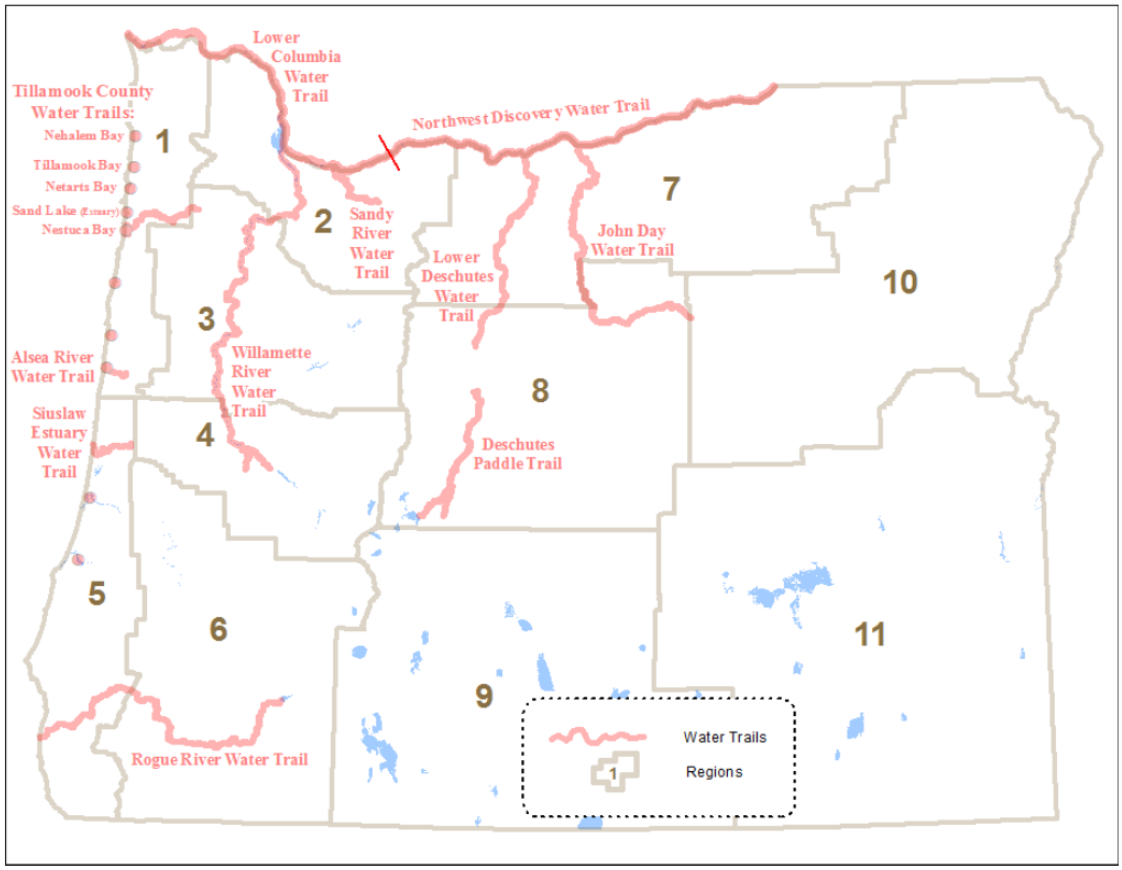
2nd river segment nominated		
3rd river segment nominated		

(Note: Repeat for all regions checked.)

See report



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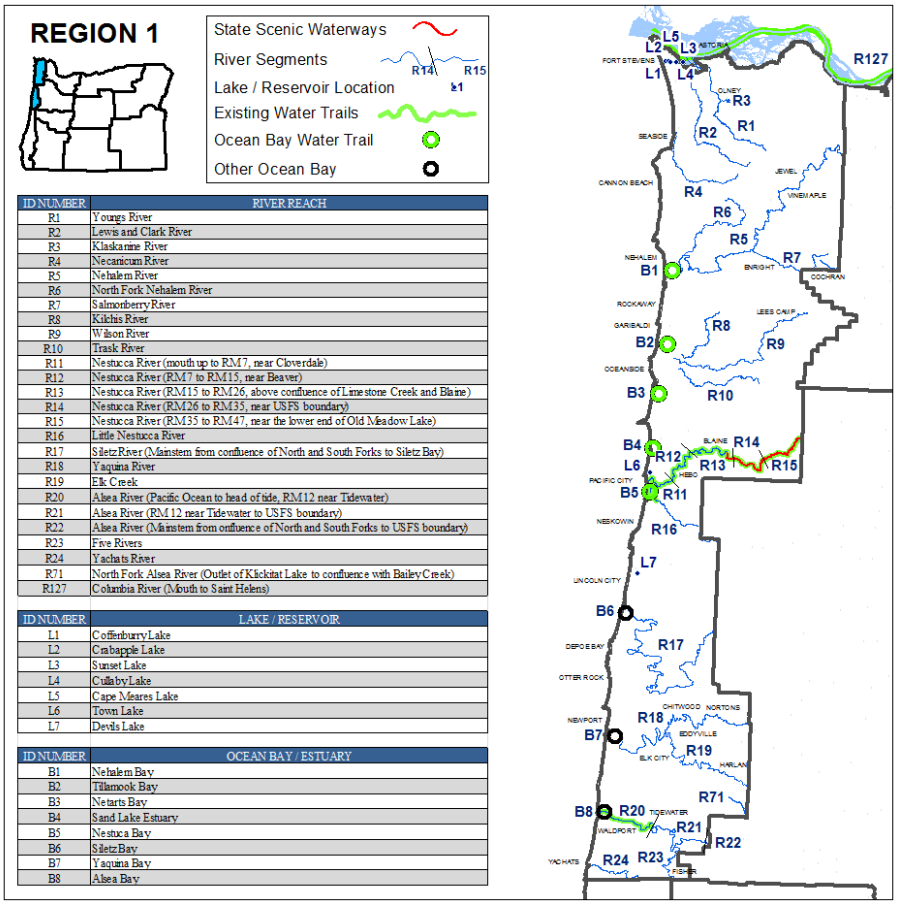
5% Region 2	**5% Region 5**	**2% Region 8**	**3% Region 11**
5% Region 3	**2% Region 6**	**4% Region 9**	



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L2	Crabapple Lake
L3	Sunset Lake
L4	Cullaby Lake
L5	Cape Meares Lake
L6	Town Lake
L7	Devils Lake

ID NUMBER	OCEAN BAY / ESTUARY
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B2	Tillamook Bay
B3	Netarts Bay
B4	Sand Lake Estuary
B5	Nestuca Bay
B6	Siletz Bay
B7	Yaquina Bay
B8	Alsea Bay

Q19. Let's start with rivers.

For each river segment (up to 3) in Region 1 that you would like water trail development, please identify the river segment. If the river segment is shown on the above map, use the drop-down list in the first column to select it. If it is not on the map/list, type in the name in the second column.

	Select river segment from drop-down list	Type in river segment name if not in list
1st river segment		
2nd river segment		
3rd river segment		

Now let's cover lakes.

For each lake (up to 3) in Region 1 that you would like water trail development, please identify the lake. If the lake is shown on the above map, use the drop-down list in the first column to select it. If it is not on the map/list, type in the name in the second column.

	Select lake from drop-down list	Type in lake segment name if not in list
1st lake		
2nd lake		
3rd lake		

Now let's cover ocean bays/estuaries.

For each ocean bay/estuary (up to 3) in Region 1 that you would like water trail development, please use the drop-down list in the first column to select it. If it is not on the map/list, type in the name in the second column.

	Select bay/estuary from drop-down list	Type in bay/estuary name if not in list
1st ocean bay/estuary		
2nd ocean bay/estuary		
3rd ocean bay/estuary		

(Note: Repeat for all regions checked. Ocean bays/estuaries will only be included for regions 1 and 5.)

See report

Thank you for participating in this important survey.