

WILLAMETTE RIVER



Water Trail

A Conceptual Plan:

Coordinated by



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Executive Summary

Project Area

The Willamette River is an ideal opportunity for novice to experienced paddlers looking for a natural experience filled with peace and tranquility mere miles from some of Oregon's more populated areas. This document is a conceptual plan for the development of a water trail that will link together the existing publicly owned sites along the River's bank through uniform signage, comprehensive maps, recommended trips and designation of camping sites. The plan covers the stretch of river from The Coast and Middle Forks to its confluence with the Columbia River, including the Multnomah Channel.

Coordinated Partnership

This plan was developed through a collaborative effort between the numerous public and not for profit entities who hope to develop this opportunity as a means of recreation and as a vehicle to raise public awareness about the river and the numerous restorations efforts aimed at making it an even more special place to enjoy.

Support For The Water Trail

In response to Governor Ted Kulongoski's Willamette River Legacy, this plan was developed to meet the demands of the public. In a series of open houses and responses to questionnaires, creating this water trail had overwhelming support. The Oregon Parks and Recreation Department has designated the Willamette River as a state water trail. In Oregon's latest Trails Plan, the Willamette River is listed as an important opportunity.

Development Of The Plan

Prior to coming up with recommendations, a comprehensive site inventory was conducted that recorded 200 pages of information on the publicly owned sites along the river. Three planning groups for the north, central and southern reaches of this stretch of river were formed consisting of non-profits, municipalities, paddlers and park managers. Each planning group analyzed the inventory and conducted their own site visits and then finally made recommendations for the creation of the water trail. The Partners synthesized the recommendations and collectively addressed issues such as signage, management and maintenance of the water trail and finally drafted this plan.

Management & Maintenance

Each land manager will be responsible for their respective sites along the Willamette River Water Trail. Islands and other public parcels incorporated into the water trail that are not currently receiving maintenance will be cared for by the volunteer oriented organizations. This plan envisions that the Willamette Riverkeeper, and the Oregon Parks and Recreation Department will take the lead on the overall coordination of the water trail.

Introduction

Project Scope

This plan analyzes and recommends actions for the creation of a water trail on the Willamette River from its mouth in Portland, OR upstream to the confluence of the Middle Fork Willamette and Coast Fork Willamette, and along these tributaries to their respective dams at Elijah Bristow and Cloverdale Access.

Defining A Water Trail

Water trails are stretches of river, shorelines, or lakes that have been mapped out with the intent to create an educational, scenic, and rewarding experience for recreational canoeists and kayakers. Oregon Parks and Recreation Department (OPRD) defines water trails as “corridors between specific locations on a lake, river or ocean. Water trails are primarily designed for small watercraft such as canoes, kayaks, rafts and drift boats. Necessary water trail facilities include a safe place for the public to put in, parking, restrooms, a safe place to take out, and in some cases day-use sites and overnight campsites. Water trails offer a variety of challenge levels on white water, moving water, flat water and tidewater and emphasize low-impact use and provide stewardship of the resource.” (OPRD, 2004)

A Prime Opportunity

The Willamette River is a ready-made opportunity for a water trail. Over 100 publicly owned properties are already well distributed along the river’s length—many with easy public access. About 70 percent of Oregonians live within 20 miles of the Willamette, so a large number of potential users are within a few minutes travel time. Governor Kulongoski recognized the importance of the Willamette River to those communities that developed along its shorelines. In his 2004 Willamette River Legacy he emphasized the need for communities to reconnect with the river. Specifically he identified the development of the Willamette River Water Trail for paddlers.

In its 1995 State Trails Plan, the OPRD identified the Willamette River as a prime water trail opportunity. During the most recent State Comprehensive Outdoor Recreation Plan process, recreation providers reported a need for the trails plan to address a growing interest in canoe, rafting, and kayak routes (water trails) throughout the state. The resulting 2005 State Trails Plan proposes a state-administered water trail program.

Although the state enjoys a variety of high-quality paddling opportunities, additional recreational infrastructure is needed to satisfy a growing demand for paddling sports. Additionally, whether people actually paddle the trail, other popular resource-based recreation opportunities abound in the river corridor. As an example, participation in nature viewing as an activity grew by over 250% in the Willamette Valley in the last 15 years, (OPRD 2003), and what better place to observe nature than along the River?

Benefits Of The Trail

There are many valuable benefits to be gained from the water trail, including health and wellness from exercise, social benefits from group activities and interaction, educational, recreational, and environmental benefits, and increased opportunities for cultural and historical preservation. Additionally, water trails can be significant to local and regional economies. For example, in eastern North Carolina, the coastal plains water trail system produces 2.4 percent (\$55.14 million) of tourism economic impact. When combining local and non-local expenditures, North Carolina's coastal paddling experiences produced \$103.9 million. Canoeists on the Kickapoo spend over \$1.2 million in rural southwest Wisconsin. (Lindsay Johnson, Case Studies of Water Trail Impacts on Rural Communities, University of Oregon, Eugene, OR, September 2002)

It is hoped that the Willamette Water Trail will become a stimulus benefiting local community's economies and the environment. It has been the intention of the Mid-Willamette River Connections partnership that water trail users will gain a greater appreciation for the river, the ecosystem and the on-going efforts to protect it. The trail can become a signature Oregon recreation experience, and offers promising opportunities for adventurous partnerships. The Willamette River Water Trail can create new opportunities for experiencing Oregon—for example, the chance for a paddler to travel from Lane County to the confluence with the Columbia and on to the Pacific Ocean via the Lower Columbia Water Trail.

Purpose of the Plan

The plan is intended to establish a process by which the Willamette River can serve as a major recreational resource, community connection and economic resource within the framework set by Oregon's State Trails Plan. It is hoped that the Willamette River Water Trail will serve as a template for the planning, design, and implementation of other segments of the state system. The authors of this plan have designed it to be a 'living, breathing' document that will continue to change and develop over time and as the water trail increases in use.

Project Background & Methodology

Planning Partnership

The 1st section, the mid-Willamette, was planned and developed by the Mid-Willamette River Connections (MWRC) workgroup, a grassroots effort of local non-profits, municipalities, and regional government entities. The second (upper) and third effort (lower) were planned through a partnership of entities led by OPRD with support from the National Park Service's Rivers, Trails and Conservation Assistance Program (RTCA), Willamette Riverkeeper, the Willamette River Navigator and the Bureau of Land Management.

Inventory Of The River

A detailed inventory of publicly owned sites along the Willamette was completed by the Willamette Riverkeeper, the RTCA OPRD and other riverside site public lands management agencies. The inventory resulted in a comprehensive look at public parcels.

Planning Team

The Willamette River Trail Plan was completed through a group stakeholder process including OPRD, The Willamette Riverkeeper, The Willamette River Navigator with BLM, and other state, federal, city and county agencies and park providers with jurisdiction along the Willamette River. RTCA provided technical planning assistance to this effort. The plan represents the shared vision of all the partners and mutual support toward implementation over time.

The team comprised the region's land managers as well as key stakeholders such as paddling representatives and non-profits. The team was charged with analyzing the Public Parcel Inventory for their particular reach and making recommendations for needed improvements.

Water Trail Related Tourism

The water trail will bring paddlers from within the state of Oregon and beyond. The potential exists for tourism related expenditures from these visitors. The challenge for communities along the Willamette River is in getting these paddlers off the river and into the communities where businesses can benefit from their visitation. Here are the recommendations that were developed out of numerous discussions during the planning process.

Support Existing & Start-up Water Trail Entrepreneurs

There currently is a lack of canoe and sea kayak businesses in the Willamette Valley. Boat rentals, guide/outfitters, and shuttle services are needed along the river to accommodate paddlers. Water trail managers should encourage and support these related businesses. Managers should consider partnering with outfitters to provide canoe and sea kayak rentals on their park site(s). Contact information for these businesses should be easy to find on the water trail's website.

Partner With Chambers of Commerce and Similar Economic Development Entities

The Chambers of Commerce and tourism entities around the Willamette Valley are key stakeholders in the water trail and should be brought into the fold of water trail management meetings and planning sessions. These entities have a far greater knowledge of the businesses near the river and have the relationships and skill sets to effectively work with the private sector. In addition, they can assist in helping develop tourism and marketing strategies and materials.

Create Overnight Parking Areas

Most of the access points do not currently allow for overnight parking. Multi-day paddlers will need to have the ability to park a vehicle at their take-out and/or put-in. Park site managers should consider providing an overnight parking area or have information about where they can safely park near the site. Shuttle services and relieve some of the pressure of having to provide overnight parking.

Develop Paddler Friendly Businesses Along The Willamette

Hotels, bed & breakfasts, restaurants and other businesses that are happy to accommodate paddlers by picking them up at an access point and/or storing their gear while they stay, eat or shop. A contact list of businesses happy to cater to river runners should be generated and housed on the website and with Chambers of Commerce.

Install Storage Lockers At Key Sites

Sites along the water trail that are in close proximity to downtown businesses should consider developing storage lockers where water trail users can safely stow their gear and boats while they eat some lunch or stay at a local hotel.

Private Property & The Water Trail

Designating The Water Trail To Reduce Private Property Conflicts

Currently the Willamette River is a navigable public river and people regularly float down the river today without any clear understanding of which property along the river is public and which lands are private. Paddlers often do not know where to properly dispose of garbage and human waste. One of the stated goals of the water trail proposal is to protect private property by providing clear delineations between public and private lands along the Willamette in literature, maps, signage, and boundary markers. The project will also provide directions to public garbage and restroom facilities en route, so that people will be directed to the public lands and facilities and away from private lands. These efforts are aimed at reducing trespass, litter, and improper use of private lands along the river corridor.

The Water Trail Will Reduce Crime & Other Unwanted Activities

While no public place is crime-free, first hand experiences and studies show that crime and vandalism along trails are minimal and occur at a lower rate than most other public places. For example, a study of the Burke-Gilman Trail in Seattle found incidents of vandalism and burglary did not increase due to the creation of the trail system. Rather, the rate of vandalism and break-ins to adjacent property was well below the neighborhood average. The idea of fighting crime by bringing in more recreational users to an area has been successful throughout the country. Many attribute the lowering crime rates to the many “eyes” that recreational users bring to a well used area which tends to discourage criminal activity. Such recreational users also tend to form care-taking groups and share in the stewardship of the trail system and neighboring properties by promptly reporting any inappropriate activities. For this reason it is rare to find homeless camps and other such activities directly adjacent to well used trail systems.

Locally we have seen this process of “chasing out crime” by creating a well used facility along the Salem riverfront. Creating a Salem Riverfront Park which attracted crowds of recreational users transformed their riverfront property from a high crime, high litter area, with heavy drug use and homeless encampments into the jewel of the City of Salem. Like the Salem Riverfront project and many trail systems throughout the country, one of the benefits of facilitating more recreational users on the Willamette through an established Water Trail is that it will tend to discourage homeless camps and other criminal activities from becoming established in the Willamette greenway.

Outreach & Education

The success of this water trail will be due in part to how effectively information is distributed to the public. Because many of the users of this water trail will be newer paddlers, the dissemination of information and educational materials will be necessary to lessen the impacts of the increased river use.

Leave No Trace Principles

Leave No Trace principles including low impact paddling and camping guidelines will be made available to the public through signage at put-ins, in the river guidebooks, at outdoor related shops, agency offices, and on the website. *See Appendix A for an example of the Leave No Trace guidelines.*

River Guidebooks

Guidebooks will be developed for the entire stretch of river. Due to the cost of production and length of this section of river, two to three separate guidebooks will be produced. Information contained in the guidebooks will include such information as paddler safety, maps with river access points and public parcels denoted, river etiquette and Leave No Trace principles, suggested day and overnight trips and agency contacts.

Website

A website is a cheap and easy way to distribute information for paddlers. The river trail website (www.willamettewatertrail.org) will be developed to include the latest information regarding current water levels and weather forecasts, site closures and/or changes, all of the information in the river guidebooks, and detailed information about each river access site.

Maintenance & Operations

Maintenance costs for water trail are anticipated to be relatively low. Since there is no trail or tread to maintain in a paddling route, the majority of the annual maintenance costs are projected to be upkeep of signs and clean-up and minimal maintenance of water trail related amenities such as paddle-in campsites and access points. In addition, most of the key sites along the water trail are already receiving active management and maintenance and the water trail will be one amenity added to the particular site. The sites that are not being actively managed such as undeveloped islands and boat-in only sites will require the majority of management and maintenance issues for the water trail.

Role of Public Land Managers

The individual sites along the trail route are managed by the agency that owns the site. Most sites outside urban areas are administered by Oregon State Parks and Recreation, though the Department of State Lands owns some islands. The cities of Eugene, Springfield and Harrisburg, Willamalane Park and Recreation District, and Lane, Linn and Benton counties manage the waterfront parks in their jurisdiction, as well as the Army Corps of Engineers. In addition to the managing agencies, the Oregon State Marine Board, Oregon Department of Fish and Wildlife, and Polk County Sheriff's Office Marine Patrol provide assistance.

It is assumed that whenever possible, the public land management agencies responsible for given sites will be the ones who will be ultimately responsible for the maintenance and upkeep of their particular parcels as they relate to the water trail. However, where gaps exist, volunteers and grant funds will be used to address those maintenance issues.

Coordination of the Water Trail

Coordination of the Water Trail is an important role that will need to be addressed. The coordinating entity should be someone whose jurisdiction would allow them to work over the entire water trail. This entity could be a public or non-profit agency. Entities that make the most sense include Oregon Parks and Recreation Department and the Willamette Riverkeeper. Regardless of which entity is the coordinating body, there should be one single person who is the contact for the water trail. This person would serve to organize and coordinate volunteer efforts, proactively work with and be available to private landowners along the water trail, and work with public landowners to ensure the proper management and maintenance of the water trail. The water trail coordinator could work with the various site managers to develop a list of annual maintenance needs (work plan) that could be distributed to the volunteers for completion. A cooperative agreement should be developed amongst the various land managers and the water trail coordinator.

Volunteer Labor

There exist a number of organizations that are already doing or have expressed a desire to do volunteer service projects on the Willamette River. Some of these include Boy Scouts of America, Willamette Riverkeeper, and Oregon Youth Conservation Corps. Volunteer efforts can support the water trail by either adopting a particular site along the route or providing labor hours for annual maintenance and/or special projects. Coordination of the various volunteer efforts along the trail will be essential to the long-term sustainability of route. Volunteer groups and/or

individuals will need to have one person whom they can contact if they have questions, need assistance, or want to report a maintenance and management issues.

Memorandums of Understanding (MOUs)

It is recommended that MOUs be developed and signed between cooperating land management agencies and other involved parties. MOUs are not legally binding but act as a sort of formal handshake amongst the parties. MOUs can clearly spell out the roles and responsibilities of all participants and should be drafted for adoptees of specific sites as well those wishing to provide general maintenance labor. *See Appendix B for an example of water trail maintenance.*

Monitoring

There will be a need to monitor use and impacts related to the use of the Willamette River Water Trail. Over time, it may be necessary to implement a solid waste policy or perform restoration to sites receiving heavy use. In order to have the most useful monitoring data, it is recommended that a baseline inventory be conducted in the near future. This will be the ‘standard’ that subsequent monitoring will be ‘measured’ against. Oregon State University or similar academic institutions are a good source for creating the monitoring methodology as well as implementing the monitoring program.

Continuing the Discussion

Annual or biennial meetings of the Partners will be necessary to discuss emerging needs, trends, opportunities, etc. This Water Trail Summit will keep the Partners connected so there is always a name attached to an entity.

Design Standards

A Seamless Trail

Though the management agencies are varied, the water trail is intended to be a seamless unit, rather than a collection of different parts. Common design guidelines will be developed to establish the Willamette River Water Trail as its own feature. Whether a paddler intends a week long experience on the main stem of the river or a quick excursion on a summer evening, a safe and trouble-free experience on the river is the primary concern of the trail providers.

Uniform Signage

The main amenity of the trail will be the establishment of common signage along the trail. Currently, there are design guidelines for signage along the parcels incorporated into the Willamette Greenway system. These signs provide good information about some of the amenities that can be found on those parcels. However, there is a need for additional signage to better serve the public as they paddle along the water trail. The following are signs that will be installed along the water trail:



- *Water Trail Logo* – the Willamette River Water Trail logo will be attached to the Willamette Greenway system of signage to denote which sites are included in the trail system.
- *Carsonite Posts* – Parcels which do not have existing sign posts to attach the water trail logo will have a Carsonite (or similar) post installed. These posts are between 4 feet and 6 feet tall and less than 6 inches wide and are easy to install, relatively cheap to replace after flooding, and resilient to damage. In addition to the water trail logo, the post will have the following stickers placed on it:
 - *Land manager/owner of the site.*
 - *River mile of site.*
 - *A camping symbol if appropriate.*
- *Boundary Markers* – Some property boundaries will need to be denoted so that accidental trespass is reduced. These should be standard *Carsonite* posts or similar.
- *Interpretive Information* – Certain sites with interesting natural or cultural stories are excellent places for interpretive signs or markers.
- *Put-In Bulletin Boards* - Just as land-based trails have a need for trailhead information, the water trail will benefit from having maps, river etiquette, safety guidelines and other important information posted near the put-ins.

Water Trail Maps

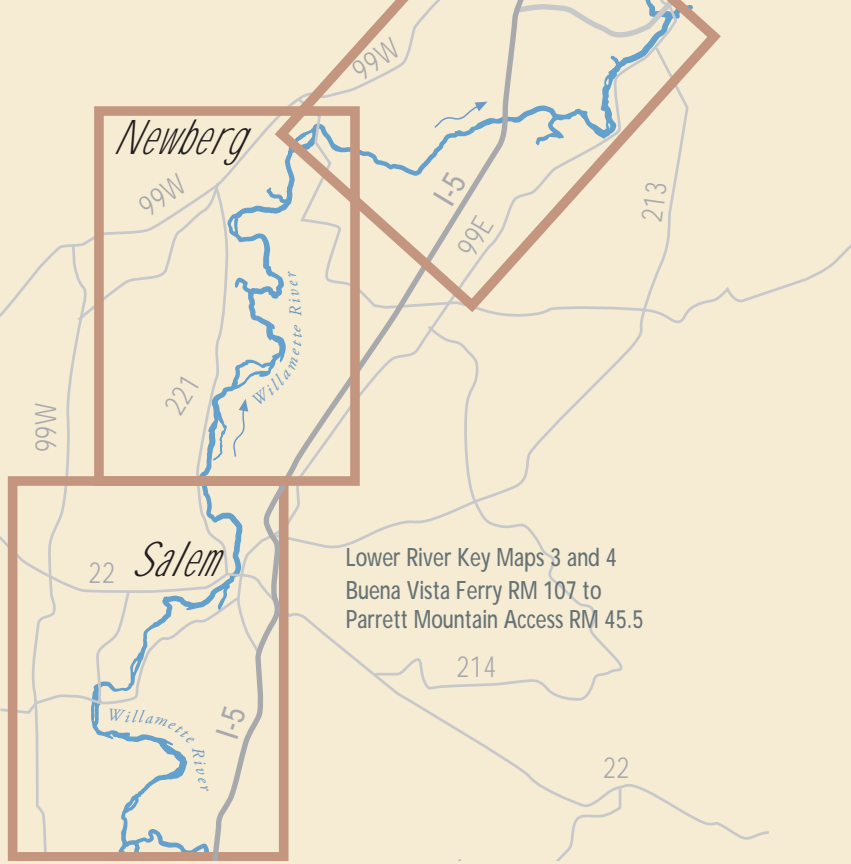


Multnomah Channel
Map - Channel Miles
22 to 0

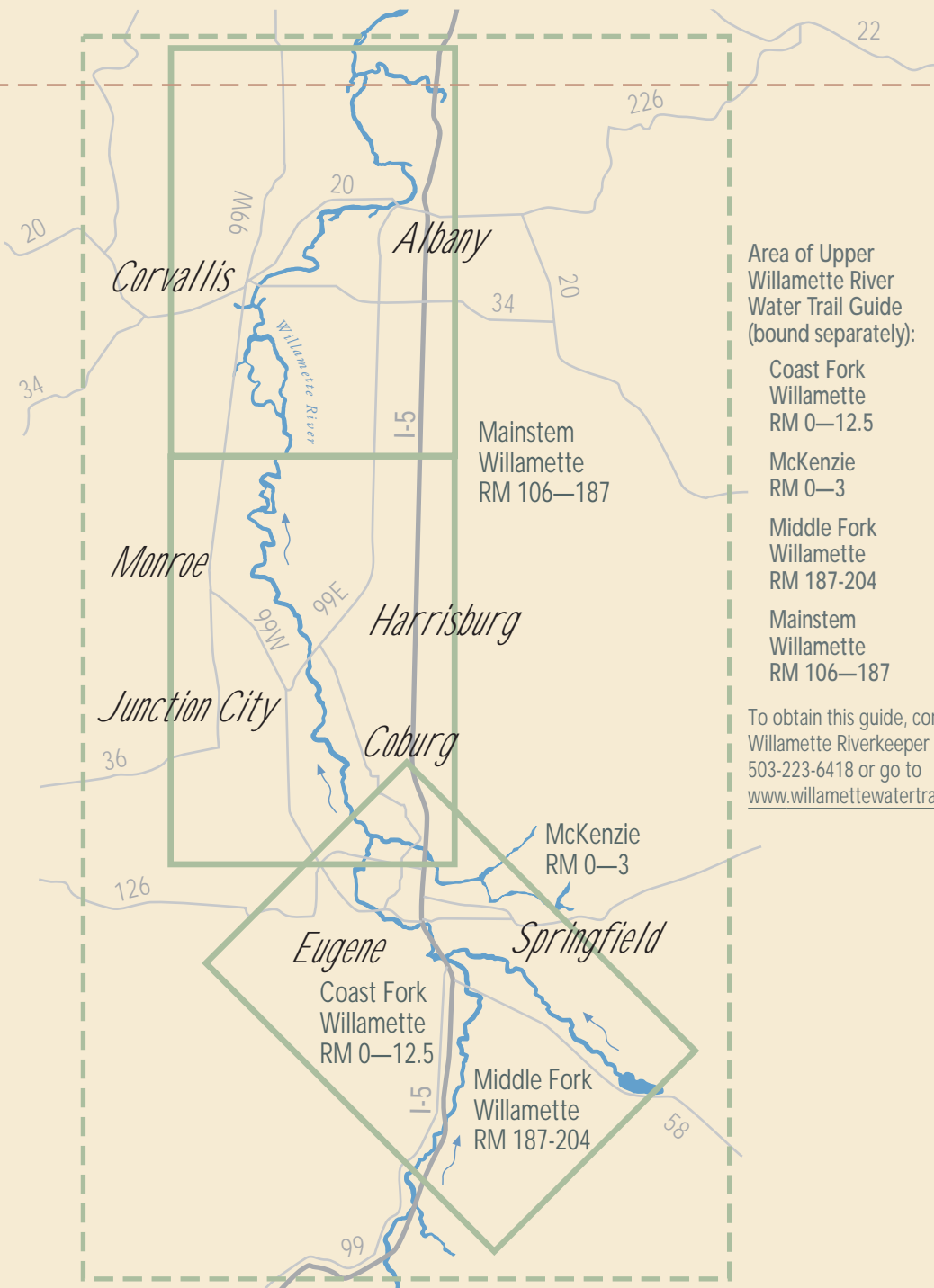
Legend used on following RM section maps:

-  Boat ramp
-  Boat ramp, rustic
-  Vehicle access/parking
-  Public dock/transient use
-  Restrooms
-  Restrooms—seasonal, rustic
-  Pit toilet
-  Water
-  Picnicking
-  Camping
-  Camping, rustic
-  Fire ring
-  Trash can
-  Hiking
-  Hunting
-  Wildlife
-  Flow Direction
-  Navigation hazard
-  Power line
-  Department of State Lands public lands
-  Public parks

Lower River Key Maps 1 and 2
Parrett Mountain Access RM 45.5 to
Columbia River RM 0



Lower River Key Maps 3 and 4
Buena Vista Ferry RM 107 to
Parrett Mountain Access RM 45.5



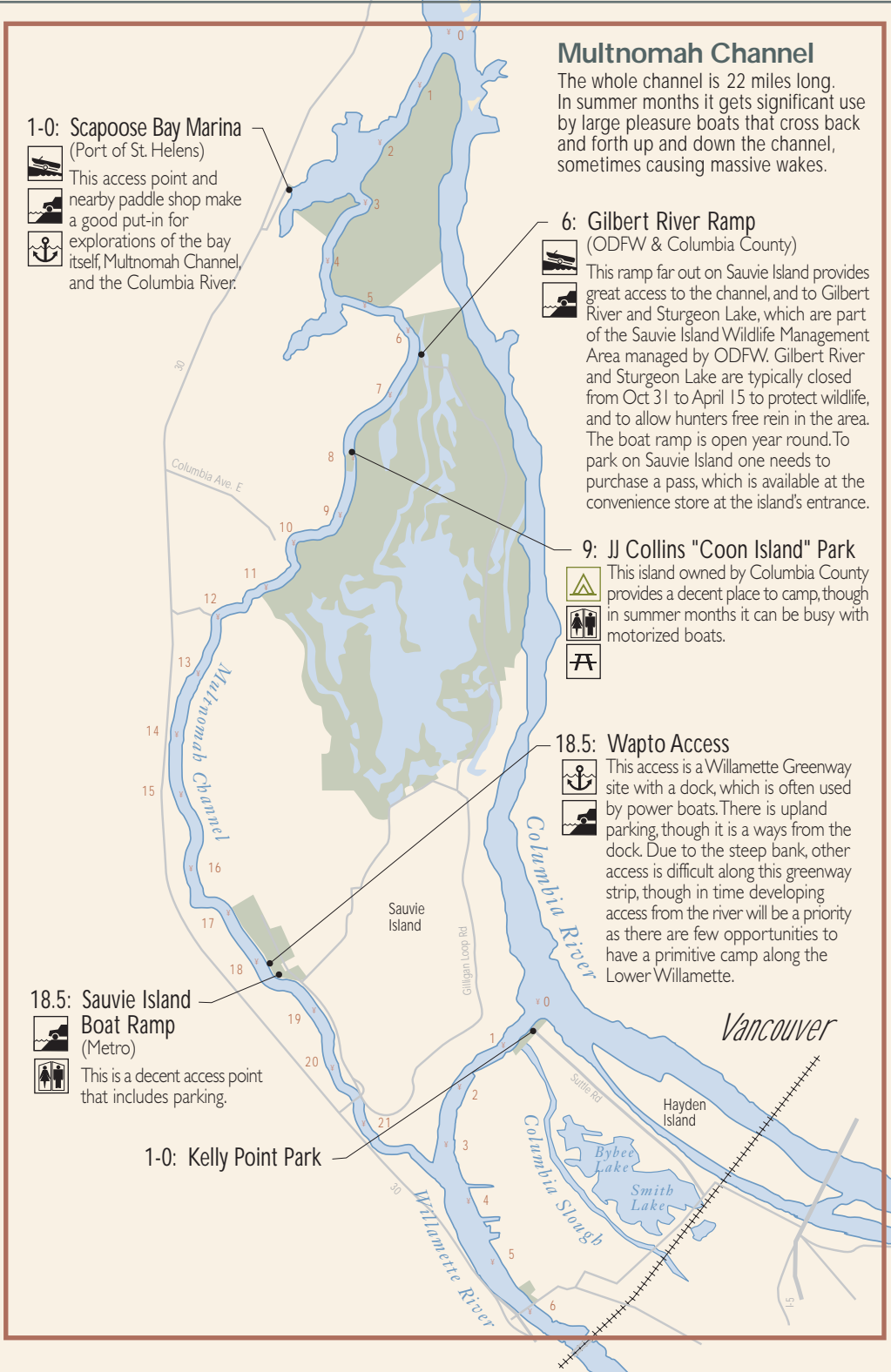
Area of Upper Willamette River Water Trail Guide (bound separately):

- Coast Fork Willamette RM 0—12.5
- McKenzie RM 0—3
- Middle Fork Willamette RM 187-204
- Mainstem Willamette RM 106—187

To obtain this guide, contact Willamette Riverkeeper at 503-223-6418 or go to www.willamettewatertrail.org.

HOW TO USE THESE WATER TRAIL MAPS ▲ North


Keep in mind that the Willamette River runs generally north, so if you are floating with the current, you will need to start the guide at the back of the book and paddle toward the front.





Multnomah Channel

The whole channel is 22 miles long. In summer months it gets significant use by large pleasure boats that cross back and forth up and down the channel, sometimes causing massive wakes.


1-0: Scapoose Bay Marina (Port of St. Helens)


 This access point and nearby paddle shop make a good put-in for explorations of the bay itself, Multnomah Channel, and the Columbia River.







6: Gilbert River Ramp (ODFW & Columbia County)


 This ramp far out on Sauvie Island provides great access to the channel, and to Gilbert River and Sturgeon Lake, which are part of the Sauvie Island Wildlife Management Area managed by ODFW. Gilbert River and Sturgeon Lake are typically closed from Oct 31 to April 15 to protect wildlife, and to allow hunters free rein in the area. The boat ramp is open year round. To park on Sauvie Island one needs to purchase a pass, which is available at the convenience store at the island's entrance.




9: JJ Collins "Coon Island" Park


 This island owned by Columbia County provides a decent place to camp, though in summer months it can be busy with motorized boats.







18.5: Wapto Access

 This access is a Willamette Greenway site with a dock, which is often used by power boats. There is upland parking, though it is a ways from the dock. Due to the steep bank, other access is difficult along this greenway strip, though in time developing access from the river will be a priority as there are few opportunities to have a primitive camp along the Lower Willamette.

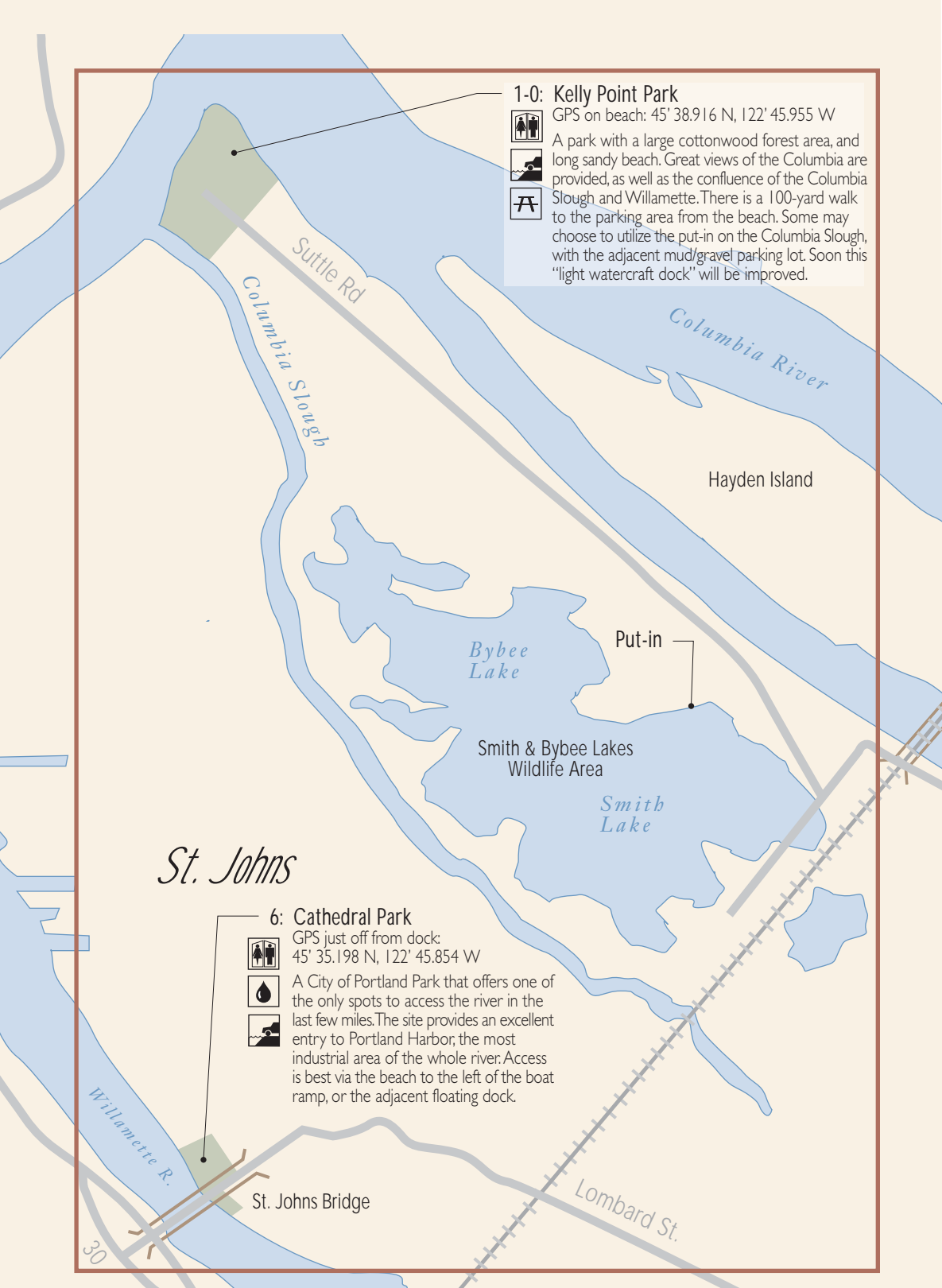


18.5: Sauvie Island Boat Ramp (Metro)

 This is a decent access point that includes parking.



1-0: Kelly Point Park



1-0: Kelly Point Park



GPS on beach: 45' 38.916 N, 122' 45.955 W



A park with a large cottonwood forest area, and long sandy beach. Great views of the Columbia are provided, as well as the confluence of the Columbia Slough and Willamette. There is a 100-yard walk to the parking area from the beach. Some may choose to utilize the put-in on the Columbia Slough, with the adjacent mud/gravel parking lot. Soon this "light watercraft dock" will be improved.

6: Cathedral Park



GPS just off from dock:
45' 35.198 N, 122' 45.854 W



A City of Portland Park that offers one of the only spots to access the river in the last few miles. The site provides an excellent entry to Portland Harbor, the most industrial area of the whole river. Access is best via the beach to the left of the boat ramp, or the adjacent floating dock.

Public Parcel Inventory & Recommendations

Conducting the Public Parcel Inventory

This plan was designed to be read in conjunction with the Willamette River Public Parcel Inventory: Middle Reach. If the site inventory is not contained in the appendix of this document, you can view and download it at www.willamettewatertrail.org

The site inventory was developed by the Mid-Willamette River Connections (MWRC) and funded by an Oregon State Lottery grant through the Mid-Willamette Valley Community Development Partnership for the purpose of promoting economic and community development. Willamette Riverkeeper conducted the research and site visit portion of the inventory. Oregon Parks and Recreation Department assisted MWRC by taking the raw inventory data and creating the individual site sheets. The Rivers, Trails and Conservation Assistance Program of the National Park Service designed and coordinated the creation of the inventory in conjunction with the Bureau of Land Management's American Heritage Rivers Initiative.

Recommendations

The recommendations in this section were made by the three river section planning groups. Recommendations have been made with the intent of meeting existing and anticipated future needs. The MWRC realizes that implementing a plan takes time, patience, and a flexible approach to meet the opportunities in volunteerism and funding. Recommendations in this plan were made with the intention that things often change and recommendations may need to added or tweaked to address the current situation.

Restroom & Camping – Tables 1&2

Because camping and restrooms are essential to a long distance water trail, each amenity has a table (1 & 2) that displays the sites that currently have that amenity as well as those sites that are recommended to receive restrooms or campsites.

Recommendations by Agency

Each agency has a compilation of the recommendations for their particular sites that they manage.

Willamette River Water Trail Concept Plan

Table 1 – Restrooms

Site - Coast Fork	River Mile	Type	Existing	Proposed
Cloverdale Access	13	Portable	✓	
Mr. Pisgah	10-Sep	Vault	✓	
Site - Willamette River	River Mile	Type	Existing	Proposed
Dexter Launch	205.5	Pit	✓	
Elijah Bristow	200	Flush	✓	
Pengra Access	201	Pit	✓	
Jasper Rec. Area	196	Seasonal	✓	
Clearwater Ramp	191	Pit	✓	
Island Park	184.5	Flush	✓	
Eastgate Woodlands	184	Vault	✓	
Alton Baker Park	182.5	Flush	✓	
Skinner Butte Park	181-182	Vault	✓	
Maurie Jacobs	181	Vault	✓	
Beltline West Ramp	178	Vault	✓	
Whitely Landing	175	Pit	✓	
Marshall Island Access	169	Vault	✓	
Harrisburg Park	160.5	Flush	✓	
McCartney Park	156.5	Pit	✓	
Irish Bend	151	Seasonal	✓	
River Jetty Landing	136	Portable		✓
Willamette Park – Crystal Lake	132.5	Portable (seasonal)		✓
Michael’s Landing	131	Portable	✓	
Half Moon Landing	126-127	Portable (seasonal) or Pit Vault		✓
Hyak	123	Flush		✓
Bowman Park	118.5	Pit Vault	✓	
Bryant Park	118	Pit Vault	✓	
Takena Landing	118	Pit Vault		✓
Lukiamute Landing	108-110	Portable (seasonal)		✓
Buena Vista	106.5	Pit Vault	✓	
Emil Mark/Loyd Strange	91.25	Pit Vault	✓	
Minto Brown	85-87	Portable	✓	
Salem Riverfront	85	Portable	✓	
Wallace Marine	83-84	Flush	✓	
Beardsley Bar/Keizer Rapids	79.5	Portable (seasonal)	✓	
Spong’s Landing	78	Flush (seasonal)	✓	
Wheatland Ferry	72	Portable (seasonal)	·	ü
Willamette Mission	72-74	Pit Vault & Flush	✓	

Willamette River Water Trail Concept Plan

Table 1 – Restrooms (cont.)

Site - Willamette River	River Mile	Type	Existing	Proposed
Ediger Landing	72			✓
Grand Island	71	Portable	✓	
Cehalem P&R Purchase	69	Flush		✓
San Salvador	57	Portable	✓	
San Salvador	57	Pit Vault		✓
Roger's Landing	50.5	Flush	✓	
Champoeg State Park	47	All types	✓	
Parrett Mountain	46	Pit Vault	✓	
Boones Ferry	39.5	Flush	✓	
Wilsonville Memorial Park	38	Flush	✓	
Molalla River State Park	34	Flush	✓	
Willamette Park (West Linn)	28.2	Flush	✓	
Bernert Landing - Boat Ramp	28.2	Flush	✓	
Maddax Woods	24.8	Pit/Portable		✓
George Rogers Park	21	Flush	✓	
Foothills Park	20.25	Flush		✓
Jefferson Street Boat Ramp	18.5	Flush	✓	
Powers Marine Park	17	Flush	✓	
Sellwood Riverfront Park	16.3	Flush	✓	
Willamette Park (Portland)	15.8	Flush	✓	
South Waterfront Park	13	Flush	✓	
Tom McCall Waterfront Park	12.5	Flush	✓	
Vera Katz Eastbank Esplanade	11.5	Flush	✓	
Cathedral Park	5.9	Flush	✓	
Kelley Point Park	0	Flush	✓	
Site - Multnomah Channel	River Mile	Type	Existing	Proposed
Wapato Access/Hadley's Landing	17-18	Portable (Seasonal)	✓	
Gilbert River Boat Ramp	Sauvie Island	Vault	✓	
Sauvie Island	Island	Portable along Reeder Road	✓	

Willamette River Water Trail Concept Plan

Table 2 – Camping

Site - Coast Fork	River Mile	Type	# of Camp Sites	Existing	Proposed
Bristow Landing	11-Oct	Primitive	Single	✓	
Site - Willamette River	River Mile	Type	# of Camp Sites	Existing	Proposed
Log Jam Access	195	Primitive	Single	✓	
Beacon Landing	173.5	Primitive	Single	✓	
Marshall Island	168.5	Primitive	Single	✓	
Blue Ruin Island	165	Primitive	Single	✓	
DSL Island	160.5	Primitive	Single	✓	
DSL Island	153.5	Primitive	Single	✓	
Harken's Lake Land	153	Primitive	Single	✓	
Irish Bend	151.25	Primitive	Multi	✓	
Irish Bend	151	Primitive	Multi	✓	
Buckskin Mary	145-146	Primitive	Multi	✓	
Kiger Island Landing	137	Primitive	Multi		✓
River Jetty Landing	136	Primitive	Single/Multi		✓
Berg Park	132	Primitive	Multi		✓
Half Moon Landing	126-127	Primitive	Multi	✓	
Riverside Landing	125	Primitive	Single/Multi	✓	
State Park Island RM124.75	124.75	Primitive	Single	✓	
Bowers Rock State Park	122-123	Primitive	Single		✓
DSL Island RM113.5	113.5	Primitive	Single	✓	
Black Dog Landing	111-112	Primitive	Single	✓	
Luckiamute Landing	108-110	Primitive	Multi	✓	
Wells Island	106	Primitive	Multi	✓	
American Bottom	104	Primitive	Single	✓	
Sidney Landing	101-102	Primitive	Multi	✓	
Independence Park*	97	Primitive	Single/Multi		✓
DSL Island RM91.25*	91.25	Primitive	Single/Multi	✓	
McLane Island	83	Primitive	Single/Multi	✓	
Beardsley Bar/Keizer Rapids	79.5	Primitive	Single/Multi	✓ (single/multi)	
Spong's Landing	78	Developed	Multi		✓
Spring Valley	74	Developed	Multi	✓	
Willamette Mission	72-74	Primitive	Single		✓
Grand Island Access	71	Primitive	Single		✓
Wheatland Bar (island)	70-72	Primitive	Single	✓	
Eldrige Bar Landing	70-69	Primitive	Multi		✓
Lambert Bar	65	Primitive	Single/Multi	✓	

Table 2 – Camping (cont.)

Site - Willamette River	River Mile	Type	# of Camp Sites	Existing	Proposed
DSL Island	64	Primitive	Multi	✓	
Five Island	62	Primitive	Single	✓	
Coffee Island*	61	Primitive	Single	✓	
DSL Island	60	Primitive	Multi		✓
Candiani Bar*	58-59	Primitive	Single/Multi	✓	
Yamhill Landing**	58	Primitive	Single/Multi		✓
Champoeg State Park	47	Both	Single/Multi	✓	✓
				(Developed)	(Primitive)
Mollala River State Park	34	Primitive	Single/Multi		✓
Rock Island Landing	30.8	Boat-in Primitive	Single/Multi		✓
Coalca Landing	30.7	Primitive	Multi		✓
Old Sewer Plant	19.8	Primitive	Single		✓
Toe Island	15	Primitive	Multi		✓
Catherdral Park	6	Primitive	P		✓
Site - Multnomah Channel	River Mile	Type	# of Camp Sites	Existing	Proposed
Wapato Access/Hadley's Landing	17-18	Primitive	Boat In		✓

* These sites could be developed if water trail use necessitates.

** Yamhill Landing has been closed due to poor access, trash, vandalism and trespass. If these issues can be resolved, boat-in camping could be developed.

Recommendations by Agency

Site improvement recommendations have been organized by the agency having management responsibilities for the particular site. It does not necessarily mean that the particular agency should be the entity to undertake the recommended action.

Albany Parks Department

Takena Landing – RM 118

- *Improvements to river access*
 - 1 pit vault toilet

Benton County Parks Department

Irish Bend – RM 151

- *Provide upland parking*
- *Separate walk-in boat access*

Hyak – RM 123

- *Improvements to river access*
 - 1 flush toilet

Chehalem Parks and Recreation District

RM 59.25 River Right

- *Purchase Property*
- *Park development*
 - Restrooms
 - Parking
 - Potable Water
 - Picnic Tables

RM 54 River Right

- *Purchase Property*

City of Canby

Fish Eddy Landing – RM 33

- *Revitalize the development plan created by OPRD*

City of Corvallis

Willamette Park – RM 134.6

- *Provide overnight parking*
- *Enhance access between here and Crystal Lake Boat Ramp*

Crystal Lake Boat Ramp – RM 134

- *Provide overnight parking*
- *Enhance access between here and Willamette Park*

Corvallis Waterfront

- *Provide better walkup access from boat docks*

City of Harrisburg

Harrisburg Park – RM 160.5

- *Provide overnight parking*

City of Independence

Independence Park – RM 95.5

- *Install Interpretive Displays*
 - develop and install interpretive signage
- *Improvements to river access*
 - 1 secure boat storage/lock-up device
- *Develop Primitive Camping Site*
 - 1 group or single camping site

City of Keizer

River's Edge Park – RM 82

- *Install Interpretive Information*
 - develop & install interpretive signage for Wallace House
- *Improvements to river access*
 - trail to/from river
 - install larger greenway sign
- *Creation of a picnic area*
 - 2 picnic tables
 - 1 fire ring/bbq grill
 - 2 garbage cans

Palma Ciega Park – RM 80.5

- *Improvements to river access*
 - stairs to river
- *Creation of a picnic area*
 - 2 picnic tables

Beardsley Bar (Keizer Rapids) – RM 79.5

⊛ Note: Master park planning process currently underway.

- *Develop Camping Area*
 - 1 group or multiple single camping sites
 - picnic tables
 - fire rings
 - tent platforms
- *Improvements to river access*
 - formalize trail system on parcel
 - install larger greenway sign

City of Lake Oswego

George Rogers Park – RM 20.9

- *Interpretive potential for the Historic Iron Smelter*

Tryon Cove Park – RM 20.25

- *Boat launch*
- *Parking*

City of Oregon City

Clackamette Park – RM 25

- *Create a canoe camp*

City of West Linn

Maddax Woods

- *Develop Restroom facilities*

City of Wilsonville

Wilsonville Memorial Park – RM 38

- *Improve water access*

Clackamas County

Boones Ferry – RM 38.5

- *Improve access/boat storage*
- *Create a bike/pedestrian river crossing*

Hogg Island – RM 22

- *Coordinate management with Willamette Riverkeeper*

Corvallis Parks Department

Willamette Park (Crystal Lake Boat Ramp) – RM 136

- *Improvements to river access*
 - 1 seasonal portable toilet

Berg Park – RM 132

- *Creation of a primitive camping site(s)*
 - 1 small group or a couple of individual tent sites
- *Improvement to river access*
 - 1 hiking trail
 - 1 beach access only area

Michael's Landing – RM 131

- *Improvement to river access*
 - parking improvements
 - launch improvements

Linn County

McCartney Park – RM 156.5

- *Provide potable water*
- *Provide camping*

Anderson Park – RM 153.5

- *Turn over to OPRD*
- *Upgrade with water, restrooms, parking and camping*

Peoria Park – RM 141.5

- *Interpretative display*
 - Develop & install interpretive informational signs for Peoria history
- *Improvement to river access*
 - 1 garbage can
 - 1 seasonal portable toilet
 - Potable water
 - Overnight Parking

Marion County Parks

Spongs Landing – RM 78

- *Develop Primitive Camping Site*
 - 1 primitive camping site
- *Improvements to river access*
 - develop trail to Willamette Mission
 - install boat lock-up/storage
- *Install Interpretive Information*
 - develop install interpretive signage

Salem Parks Department

Minto-Brown – RM 85-87

- *Improvements to river access*
 - directional signage to slough
 - create canoe access

Salem Riverfront Park – RM 85

- *Improvements to river access*
 - add lock-up/canoe storage
 - create overnight parking

Wallace Marine Park – RM 83-84

- *Improvements to river access*
 - install portable or pit vault toilet
 - create overnight parking
 - add lock-up/canoe storage

Yamhill County

Ediger Landing – RM 72

- *Improvement to river access*
 - 1 garbage can
 - 1 seasonal portable toilet

Rogers Landing – RM 50.5

- *Improvement to river access*
 - 1 hand launch
- *Creation of a picnic area*
 - 10 picnic tables
 - 4 fire rings/bbq grills

Department of State Lands (DSL)

DSL Island – RM 160.5

- *Verify ownership*

DSL Island – RM 113.5

- *Creation of a primitive boat-in only camping site*
 - 1 primitive tent site

DSL Island – RM 91.25

- *Creation of a primitive boat-in only camping site*
 - 1 primitive tent site

Wheatland Ferry – RM 72 (River Left)

- *Seasonal Restrooms*
- *Overnight Parking*

Lambert Bar – RM 65

- *Creation of a picnic area*
 - 2 picnic tables
 - 1 fire ring/bbq grill
 - 2 garbage cans
- *Overnight camp*

DSL Island – RM 64

- *Overnight camp*

Five Island – RM 62

- *Overnight Camp*

Coffee Island – RM 61

- *Overnight Camp*

DSL Island – RM 60

- *Overnight Camp*

Candiani Bar – RM 58-59

- *Creation of a primitive boat-in only camping area*
 - 2 hardened tent sites

Rock Island Landing

- *Create a boat-in camp*

Private Properties

Norwood Island – RM 18.5

- *OPRD acquisition*
- *Provide water, restrooms and parking*

Oregon Department of Fish and Wildlife

San Salvador – RM 57

- *Deed ownership to OPRD*
- *Close to vehicle access*
- *Overnight Camp*
- *Seasonal Restroom*

Oregon Parks & Recreation Department

Buckskin Mary Landing – RM 145-146

- *Add restrooms to camping area*
- *Provide trash receptacles, potable water and picnic tables.*

Kiger Island Landing – RM 137

- *Creation of a primitive camping area*
 - 1 delineated small group or single campsite

River Jetty Landing – RM 136

- *Creation of a primitive camping area*
 - 1 portable toilet
 - 1 delineated large group or single campsite

Truax Island – RM 128

- *Improvement to river access*
 - Brush and sign southern end of parcel to create more inviting access point

Half Moon Landing – RM 126-127

- *Creation of a primitive camping area*
 - 1 single-stall ADA pit vault toilet or portable toilet
 - 1 large group site or multiple single tent sites

Riverside Landing – RM 125-126

- *Creation of a primitive camping area*
 - 1 group site or single tent site

State Park Island – RM 124.75

- *Creation of a primitive boat-in only camping site*
 - 1 single tent site

Bowers Rock – RM 122-123

- *Creation of a primitive camping site*
 - 1 individual tent site

- *Improvement to river access*
 - 1-2 hiking trails (rookeries, wildlife viewing)

Black Dog Landing – RM 111-112

- *Creation of a primitive camping site*
 - 1 delineated single campsite

Luckiamute Landing – RM 108-110

- *Creation of a primitive camping area*
 - 1 seasonal portable toilet
 - 1 group site or multiple single tent sites

Wells Island Park – RM 106

- *Creation of a primitive camping area*
 - 1 delineated group or single campsite

Sidney Landing – RM 101-102

- *Reconstruction of a primitive camping site*
 - 1 group site or multiple single sites
 - Install 1 pit vault toilet
- *Creation of a picnic area*
 - 2 picnic tables
 - 2 fire rings/bbq grills
- *Creation of river access*
 - Install stairs
 - Install small floating boat dock

McLane Island – RM 83

- *Creation of a primitive boat-in only camping site*
 - 1 primitive group or single tent site

Hall's Ferry – RM 91

- *Improvement to river access*
 - improve automobile access and parking
 - add a canoe drag or similar

Darrow Rocks Landing – RM 79

- *Creation of a picnic area*
 - 1 picnic table

Darrow Bar Access – RM 78.5

- *Creation of a picnic area*
 - 1 picnic table

Lincoln Access – RM 77

- *Improvement to river access*
 - improve automobile access and parking
 - improve bank access
- *Install Interpretive Information*
 - develop install interpretive signage

Spring Valley Access – RM 74

- *Close to vehicles*

Willamette Mission (Boat Ramp) – RM 72-74

- *Creation of a primitive boat-in only camping area*
 - Boat-in only primitive campsite near south end
- *Develop potable water source*
 - 1 spigot and potable water line

Eldrige Bar – RM 70-69

- *Boat- in Camping*

Wheatland Bar – RM 70-72

- *Creation of a primitive boat-in only camping area*
 - 2 hardened tent sites

Yamhill Landing – RM 58

- *Overnight Camp*

French Prairie Access

- *Sell/swap for Champoeg acquisition*

Champoeg (Boat Dock) – RM 47

- *Creation of a primitive boat-in only camping area*
 - 4 hardened tent sites
 - 4 fire rings/bbq grills
 - 4 picnic tables
 - 2 garbage cans
 - 1 spigot and potable water line
- *Improve boat dock for paddle craft*
- *Create a non-motorized boat launch*
- *Acquire additional land for camping*

RM 43

- *Dock*
- *Vehicle Parking*
- *Shade*

Molalla River State Park – RM 35-36

- *Create safe, overnight vehicle parking*
- *Create a boat-in camp*
- *Primitive camping*

Coalca Landing – RM 30.7

- *Primitive canoe camp*

Yamhill County

Rogers Landing – RM 50

- *Safe, overnight parking*

US Army Corps of Engineers

Willamette Falls Locks – RM 26.6

- *Interpretive Plan for the Sullivan Hydro Electric Plant*

US Fish and Wildlife Service

Snag Boat – RM 143

- *Provide restrooms and picnic tables*

General Recommendations

Throughout length of trail

- *Safe, overnight vehicle parking*
- *Add Metro owned properties*
- *Within Metro area, look for public transportation that can provide shuttle services*
- *Look at proposed boat locking/storage facilities.*
- *OMSI – interested in being involved*
- *Headwaters of Multnomah Channel – potential acquisition*

RM 50.5, River Left

- *Acquisition*

RM 49, River Left

- *Acquisition*

RM 48 – River Left

- *Acquisition*

RM 19.8, River Right (Old sewer Plant)

- *Purchase for public use*
- *Develop boat-in camping*

Acknowledgements

American Heritage Rivers Initiative	Metro Parks and Greenspaces
Benton County Parks	Mid Willamette Council of Governments
Bureau of Land Management	Middle Fork Willamette Watershed Council
Chehalem Parks District	National Park Service – Rivers & Trails Program (through a grant of technical assistance)
City of Albany	
City of Canby	Oregon Department of Fish and Wildlife
City of Eugene	Oregon Parks & Recreation Department
City of Harrisburg	Oregon State Marine Board
City of Independence	Oregon State Police
City of Keizer	Oregon Tourism Commission
City of Lake Oswego	Oregon Youth Conservation Corps
City of Milwaukie	Port of Portland
City of Salem	Portland Oregon Visitors Association
City of West Linn	Portland Parks & Recreation
City of Wilsonville	Pudding River Watershed Council
Clackamas County Tourism Development Council	Salem Convention & Visitors Bureau
Corvallis Parks & Recreation Department	Salem Parks Department
Department of State Lands	US Army Corps of Engineers
Friends of Champoeg State Park	US Fish and Wildlife Service
Lane Council of Governments	Willamalane Parks
Lane County	Willamette Conservation Network (former known as Willamette Restoration Initiative)
Linn County Parks	Willamette Riverkeeper
Marion County Parks	Wilsonville Chamber of Commerce
	Yamhill County Parks

Appendix A – LEAVE NO TRACE GUIDELINES

PADDLING SAFETY

Basic Safe Paddling Practice

- Always wear a properly fitted PFD (lifejacket) while on the water.
- Never go boating while under the influence of alcohol.
- Do not stand up in a canoe or kayak, and avoid weight shifts that may cause capsizing.
- Avoid weather or water conditions beyond your skill level.
- Be able to effectively steer and propel your boat.
- Never float or paddle over a low-head (submerged) dam, fallen tree or other in-stream obstruction.
- Dress appropriate to weather conditions (including air and water temperature).
- Do not paddle alone.
- Inform others (friends, family, resource manager) of your trip plan.
- Carry a supply of food and water adequate for your trip length.
- Learn about your route in advance, especially potential hazards.
- Never overload the boat with more weight or persons than it is designed to safely accommodate.
- Plan for emergencies.

Additional Safety Skills

1. Learn how to self-rescue in the event of capsizing.
2. Be proficient in proper paddling technique and learn to read the water.
3. Only take on challenges for which you are physically and mentally prepared.
4. Learn rescue skills necessary to assist others in your group. Responsibility

RESPONSIBILITY

Environmental Ethics

1. Never litter. Always pack out trash.
2. Conduct all toilet activity at least 200 feet from any water body. *
3. Pack out human waste in sensitive or heavily used environments.
4. Do not disturb wildlife.
5. Minimize impacts to shore when launching, portaging, scouting or taking out.
6. Avoid building campfires, except in established fire rings, or in emergencies.
7. Consult the Leave No Trace website (www.lnt.org) and local resource managers for additional guidance.

General Outdoor Principles

The Leave No Trace Principles of outdoor ethics form the framework of Leave No Trace's message:

1. Plan Ahead and Prepare
2. Travel and Camp on Durable Surfaces
3. Dispose of Waste Properly
4. Leave What You Find
5. Minimize Campfire Impacts
6. Respect Wildlife
7. Be Considerate of Other Visitors

Plan Ahead and Prepare (more details and information)

- Know the regulations and special concerns for the area you'll visit.
- Prepare for extreme weather, hazards, and emergencies.
- Schedule your trip to avoid times of high use.
- Visit in small groups. Split larger parties into groups of 4-6.
- Repackage food to minimize waste.
- Use a map and compass to eliminate the use of marking paint, rock cairns or flagging.

Travel and Camp on Durable Surfaces (more details and information)

- Durable surfaces include established trails and campsites, rock, gravel, dry grasses or snow.
- Protect riparian areas by camping at least 200 feet from lakes and streams.
- Good campsites are found, not made. Altering a site is not necessary.
- In popular areas:
 - Concentrate use on existing trails and campsites.
 - Walk single file in the middle of the trail, even when wet or muddy.
 - Keep campsites small. Focus activity in areas where vegetation is absent.
- In pristine areas:
 - Disperse use to prevent the creation of campsites and trails.
 - Avoid places where impacts are just beginning.

Dispose of Waste Properly (more details and information)

- Pack it in, pack it out. Inspect your campsite and rest areas for trash or spilled foods. Pack out all trash, leftover food, and litter.
- Deposit solid human waste in catholes dug 6 to 8 inches deep at least 200 feet from water, camp, and trails. Cover and disguise the cathole when finished.
- Pack out toilet paper and hygiene products.
- To wash yourself or your dishes, carry water 200 feet away from streams or lakes and use small amounts of biodegradable soap. Scatter strained dishwater.

Leave What You Find (more details and information)

- Preserve the past: examine, but do not touch, cultural or historic structures and artifacts.
- Leave rocks, plants and other natural objects as you find them.
- Avoid introducing or transporting non-native species.

- Do not build structures, furniture, or dig trenches.

Minimize Campfire Impacts

- Campfires can cause lasting impacts to the backcountry. Use a lightweight stove for cooking and enjoy a candle lantern for light.
- Where fires are permitted, use established fire rings, fire pans, or mound fires.
- Keep fires small. Only use sticks from the ground that can be broken by hand.
- Burn all wood and coals to ash, put out campfires completely, then scatter cool ashes.

Respect Wildlife (more details and information)

- Observe wildlife from a distance. Do not follow or approach them.
- Never feed animals. Feeding wildlife damages their health, alters natural behaviors, and exposes them to predators and other dangers.
- Protect wildlife and your food by storing rations and trash securely.
- Control pets at all times, or leave them at home.
- Avoid wildlife during sensitive times: mating, nesting, raising young, or winter.

Be Considerate of Other Visitors (more details and information)

- Respect other visitors and protect the quality of their experience.
- Be courteous. Yield to other users on the trail.
- Step to the downhill side of the trail when encountering pack stock.
- Take breaks and camp away from trails and other visitors.
- Let nature's sounds prevail. Avoid loud voices and noises

Appendix B – SAMPLE MOU

Introduction

This Memorandum of Understanding (MOU) is executed to coordinate the maintenance activities of the Willamette River Water Trail, a paddling route along the Willamette River in Oregon. This MOU defines the working relationship needed to ensure the upkeep of the trail and its related infrastructure.

An MOU member of record is defined as an individual signer of this MOU, or the official representative, or delegate, of an agency or organization that is a signatory to this MOU. For each member or member organization: This MOU will become effective upon the signing of this document. This agreement will remain valid until such time as the member or member organization provides written notification to the Mid-Willamette River Connections partnership (MWRC) that it wishes to no longer be a participating member of this MOU.

Objectives of Willamette River Water Trail Maintenance MOU

The objectives of the Willamette River Water Trail MOU are to:

- Coordinate the most effective use of volunteer labor;
- Provide for a well maintained and functioning trail opportunity;
- Demonstrate the collective desire of local and regional clubs and organizations to provide significant volunteer resources to the upkeep of the Willamette River Water Trail.

Organizations signing on to this MOU and their individual members acknowledge they have both a personal and organizational interest in, and responsibility for, maintaining the proposed Willamette River Water Trail.

Role of the Corvallis to the Sea Partnership

The MWRC will serve as the primary lead for coordinating all maintenance activities along the Willamette River Water Trail. It will be the responsibility of the MWRC to act as a liaison between the agencies whose lands comprise the sites of the water trail and the organizations and clubs which sign on to this MOU. The MWRC will determine annual maintenance needs by inventorying the trail and consulting with the landowners. The MWRC will provide a primary contact to those clubs and organizations for assignments, questions, and reporting. The MWRC will provide tools and expertise to assist volunteers whenever and wherever feasible.

Role of Clubs and Organizations Signed on to the MOU

The clubs and organizations signed on to this MOU will be responsible for coordinating the work of their own individual members. In addition, each organization will provide a primary contact with whom MWRC will coordinate. All volunteer work will be cleared with the MWRC prior to the start of the work. Each club or organization signed on to this MOU will perform, at a minimum, the number of volunteer Willamette River Water Trail work hours agreed upon in the signatory section of the MOU. Clubs and organizations will report hours worked to MWRC, who will record and track work performed.

