

The good, the bad, and the unusual: What makes a boating access work (or not)?

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Harpham Flat, Deschutes River, OR



Contents

This slide show is a companion to “The good, the bad, and the unusual” report and database. Most photos were submitted by the coders who completed the data for that site. Click the links below to skip to a particular section.

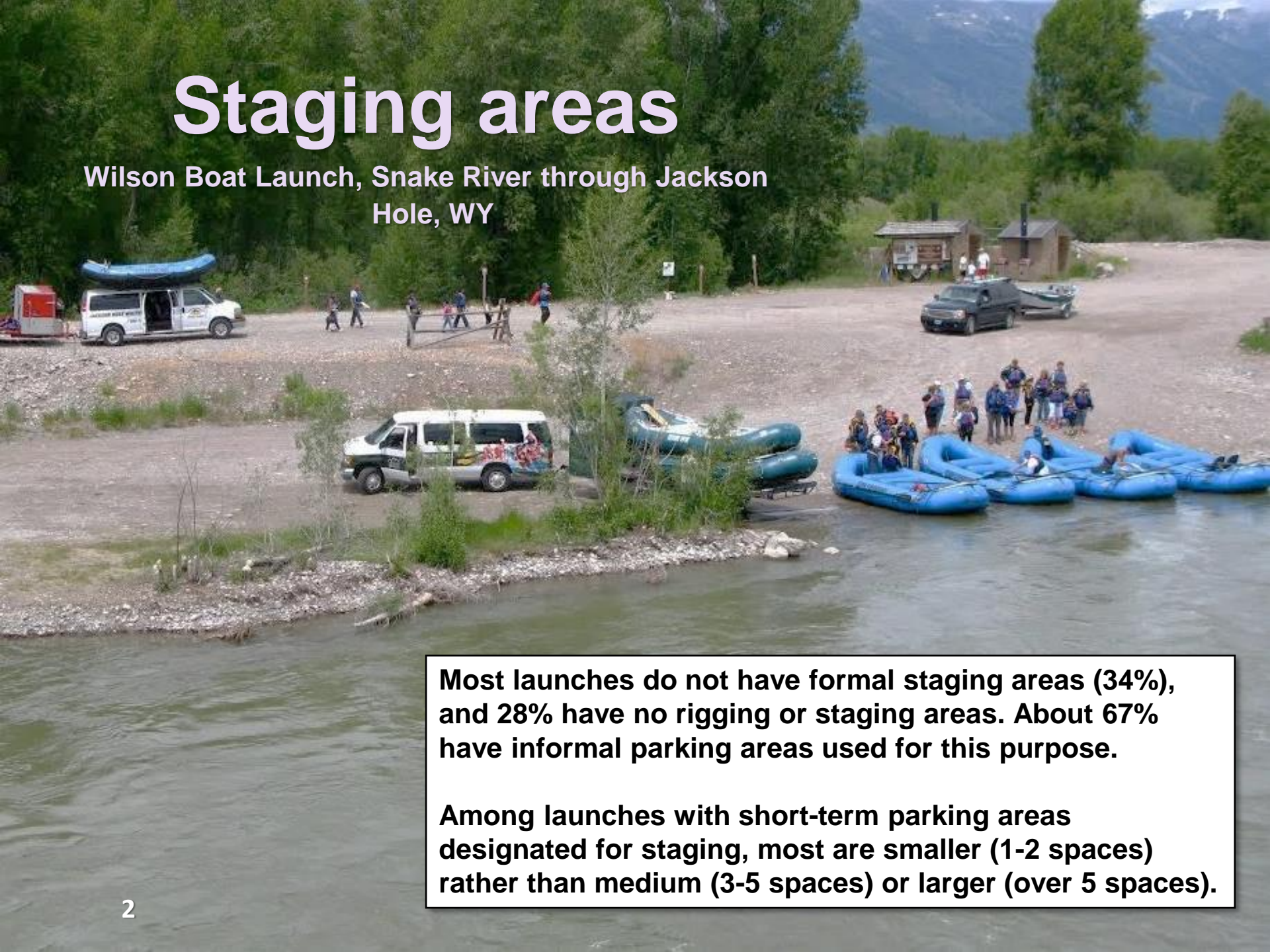
1. [Staging areas](#)
2. [Parking](#)
3. [Docks](#)
4. [Kayak launch](#)
5. [Ramps](#)
6. [Stairs](#)
7. [Trails](#)
8. [Boat slide](#)
9. [Bathrooms](#)
10. [Developed launch](#)
11. [Signs](#)
12. [Other](#)

**Alberton Gorge,
Clark Fork River, MT**



Staging areas

Wilson Boat Launch, Snake River through Jackson Hole, WY



Most launches do not have formal staging areas (34%), and 28% have no rigging or staging areas. About 67% have informal parking areas used for this purpose.

Among launches with short-term parking areas designated for staging, most are smaller (1-2 spaces) rather than medium (3-5 spaces) or larger (over 5 spaces).

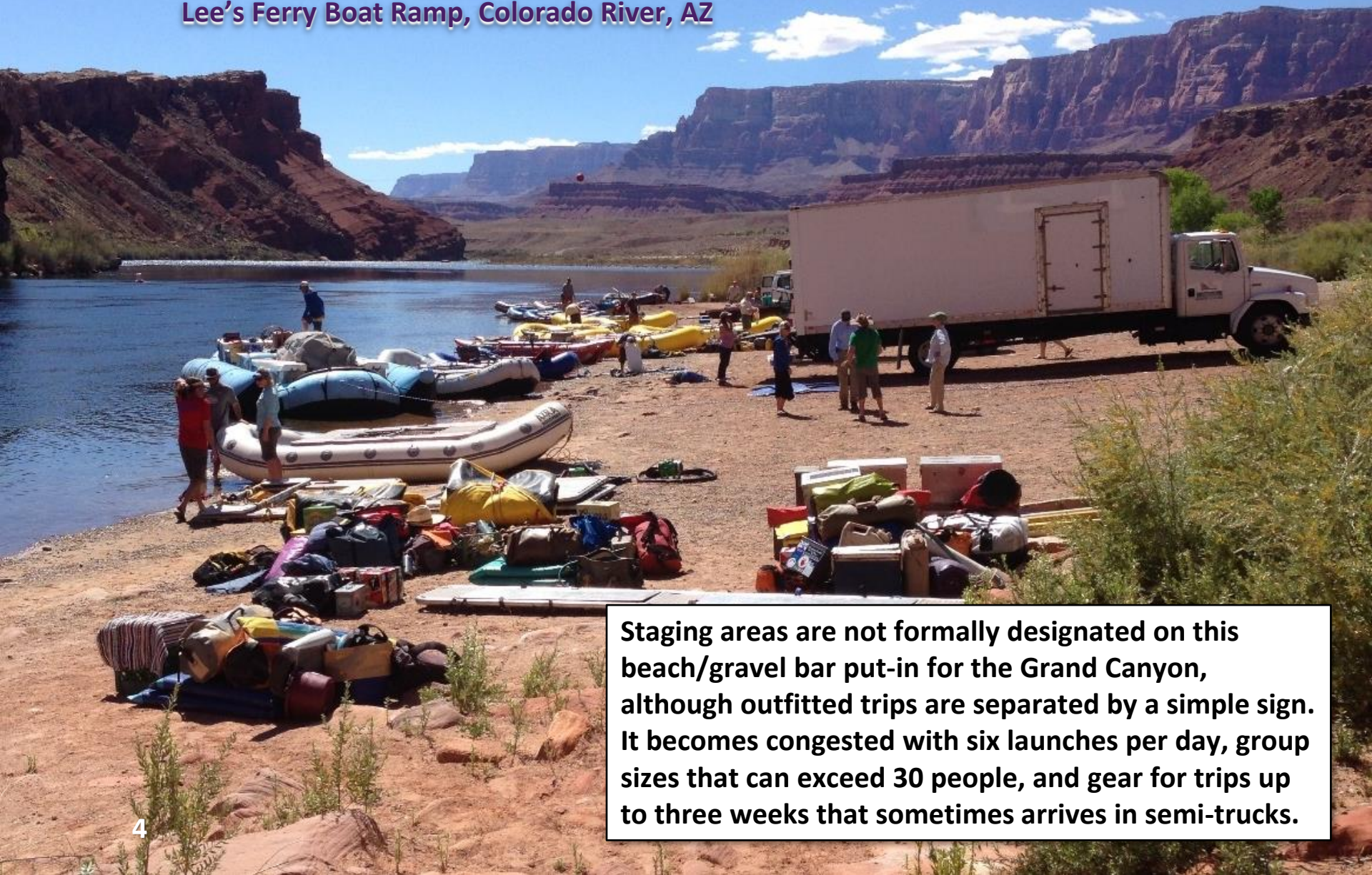
On-land staging

Sheep Gulch Boat Launch, Snake River through Jackson Hole, WY

These designated lanes provide large on-land staging areas and help separate outfitted trips.

On-land staging

Lee's Ferry Boat Ramp, Colorado River, AZ



Staging areas are not formally designated on this beach/gravel bar put-in for the Grand Canyon, although outfitted trips are separated by a simple sign. It becomes congested with six launches per day, group sizes that can exceed 30 people, and gear for trips up to three weeks that sometimes arrives in semi-trucks.

On-land staging

Awendaw Creek Canoe Launch, SC



This purpose-built kayak ramp provides staging room for several boats, leaving the small dock (with launch assist mechanism) free for active launches.



On-land staging

Ohiopyle Launch, Lower Youghiogheny, PA



This high-use launch includes a large On-land staging staging area for commercial outfitters to unload quickly, freeing the drop-off zone for other rigs.

On-land staging

Tanner Launch, Snoqualmie River, WA

This trail-based launch with no defined staging area is also used by the community access for non-boating access to the water. This may work if use is low or kayaking occurs at different times than community use, but otherwise might create user conflicts.

In-water staging

Boundary Creek, Middle Fork Salmon River, ID

This eddy below the slide put-in (shown in the background) provides a large in-water staging area that commonly holds 20-30 boats. The developed trail and adjacent beach keep the slide free for active launches and improve safety.

An aerial photograph of a river bend. The river is dark and calm. Along the left bank, which is covered in dense green trees and vegetation, a large number of colorful kayaks are staged. The kayakers are visible as small figures on the kayaks. The kayaks are arranged in a line, following the curve of the river. The colors of the kayaks include red, yellow, black, and white. The background is a dense forest of green trees.

In-water staging

Falls Trailhead, Wailua State Park, Kawaii, HI

The largest staging areas in the database are natural beaches; these can be effective and inexpensive staging areas if they are well-located and erosion is not a concern.

Natural beach staging area provides an excellent launch for hand-carried craft and minimizes development on a multi-use property that includes a school.



In-water staging

Raymond Elementary School/Carroll Beach, Lamprey River, NH

Boulders keep vehicles out of the staging area, reduce conflicts, and limit vehicle contributions to bank erosion.

In-water staging

Deerlodge Boat Ramp, Yampa River, CO



Parking

Green Creek Trailhead,
Upper Chattooga River, NC/SC/GA



This undeveloped parking serves hikers, anglers, and boaters at a trailhead in Nantahala National Forest. This works for the few kayakers boating this Class V segment, generally at higher flows when hikers and anglers are not present. Parking varies consistently across Access Opportunity Spectrum (AOS) categories; developed launches tend to have paved lots and/or designated spaces, while primitive launches generally have gravel lots or road side turnouts. Parking quantity is independent of AOS categories; the size of lots is related to average use levels and the length of time vehicles are parked.

Parking

Howard Miller Park, Skagit River, WA



Multi-use facilities can serve boaters when properly organized to avoid conflicts in space or time. Note snow on the ground, this is an example where boating season occurs during low use times for other park visitors.

Parking



Sang Run State Park, Youghigheny River, PA

The small gravel lot at Sang Run SP is supplemented by a large, multi-use field used for overflow staging on high use days. The large parking lots at Sheep Gulch near Jackson Hole, with designated areas for autos, trailers, and buses, were designed for consistently high commercial use during the summer.

Sheep Gulch, Snake River WY



Parking

Grave Creek Boat Ramp, Rogue River, OR

Put-in for the Wild section of the Rogue River. Parking is limited near the ramp (especially for vehicles with trailers), with no overnight parking allowed. Overflow parking is up a hill and on the other side of the bridge.

Overflow/long term parking



Parking

River Creek Park, Yampa River, Steamboat Springs, CO

Launch



This launch has good parking and a turnaround area to reduce congestion, but still requires boaters to carry their craft (mostly tubes and SUPS) from parking to the river.

Road-side gravel pullout

Meadow Camp takeout, Deschutes River, Bend, OR

This small parking area primarily serves a trail system, but is also the takeout for Meadow Camp, the most popular summer kayaking run in Bend. The lot commonly fills on busy days, sometimes with double-parking. Conflicts with neighborhood residents sometimes occur over noise, drinking, or overflow parking on the roadway. Access points with extensive parking are about a half-mile downstream (see Riverbend photo), but whitewater boaters use this take-out because it avoids some flatwater and reduces shuttle lengths.



Undeveloped parking

Dirty Devil, Colorado River, UT

Glencove

Hite - Lake Powell
Boater campground

This less-developed ramp surface contains reservoir sediments and is very steep and often muddy; even a 4x4 can be sketchy. This probably reduces use, although the location avoids miles of flat water across Lake Powell.

Fully developed parking

River Bend Park, Deschutes River, Bend, OR

Riverbend Park is a good example of a fully-developed access area: wide ramp, parking for hundreds of vehicles, a dog park with fenced shoreline, and several other facilities. It is Bend's most popular tubing put-in, but is rarely used by whitewater boaters (see Meadow Camp).

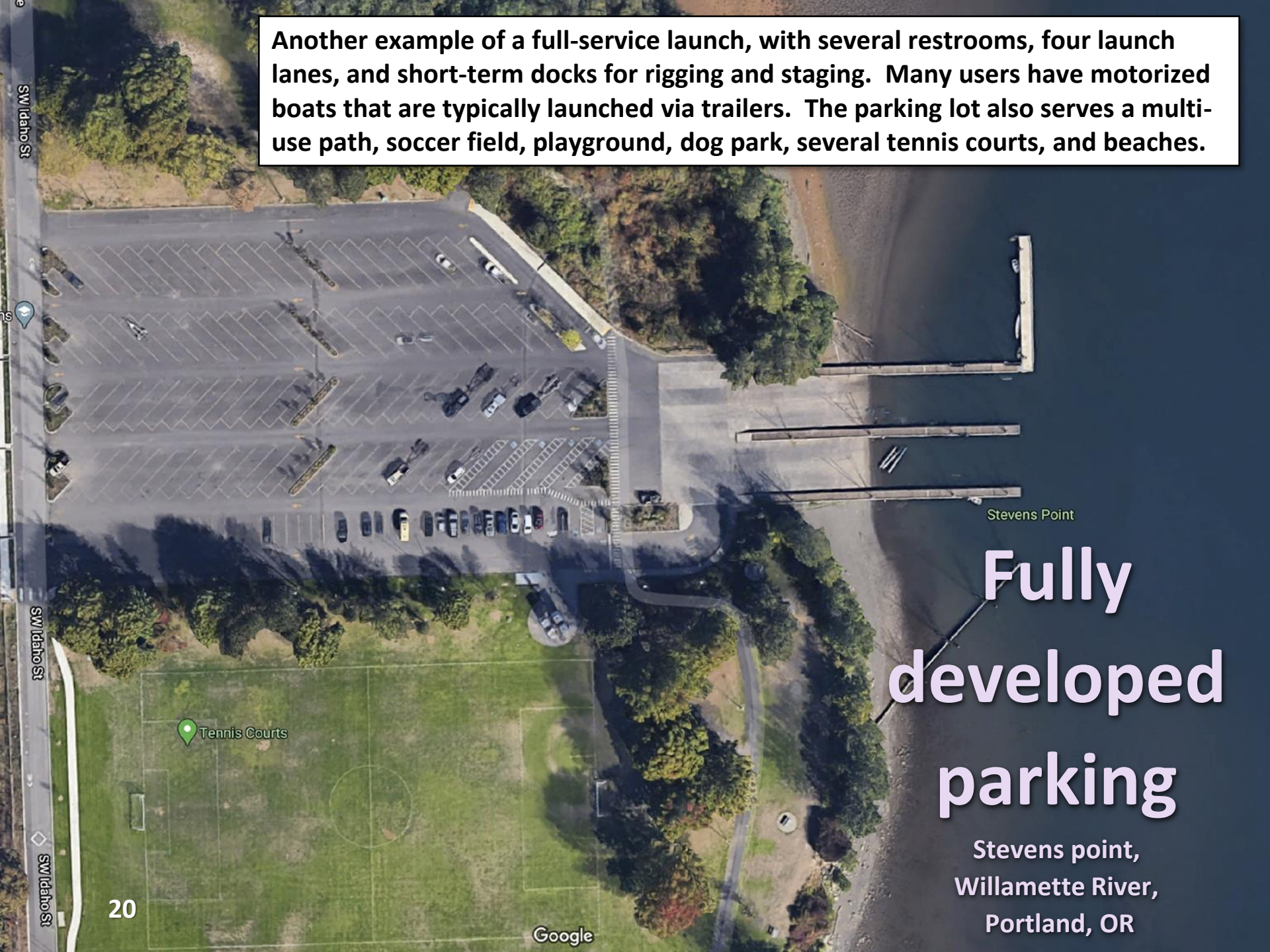
Launch area

Google

Another example of a full-service launch, with several restrooms, four launch lanes, and short-term docks for rigging and staging. Many users have motorized boats that are typically launched via trailers. The parking lot also serves a multi-use path, soccer field, playground, dog park, several tennis courts, and beaches.

Fully developed parking

Stevens point,
Willamette River,
Portland, OR



An aerial photograph showing a large, flat, green field in the foreground. To the right, a river flows. Along the riverbank, there are several parking areas with cars and some small buildings. A road runs along the top left of the field.

Distance from parking to launch

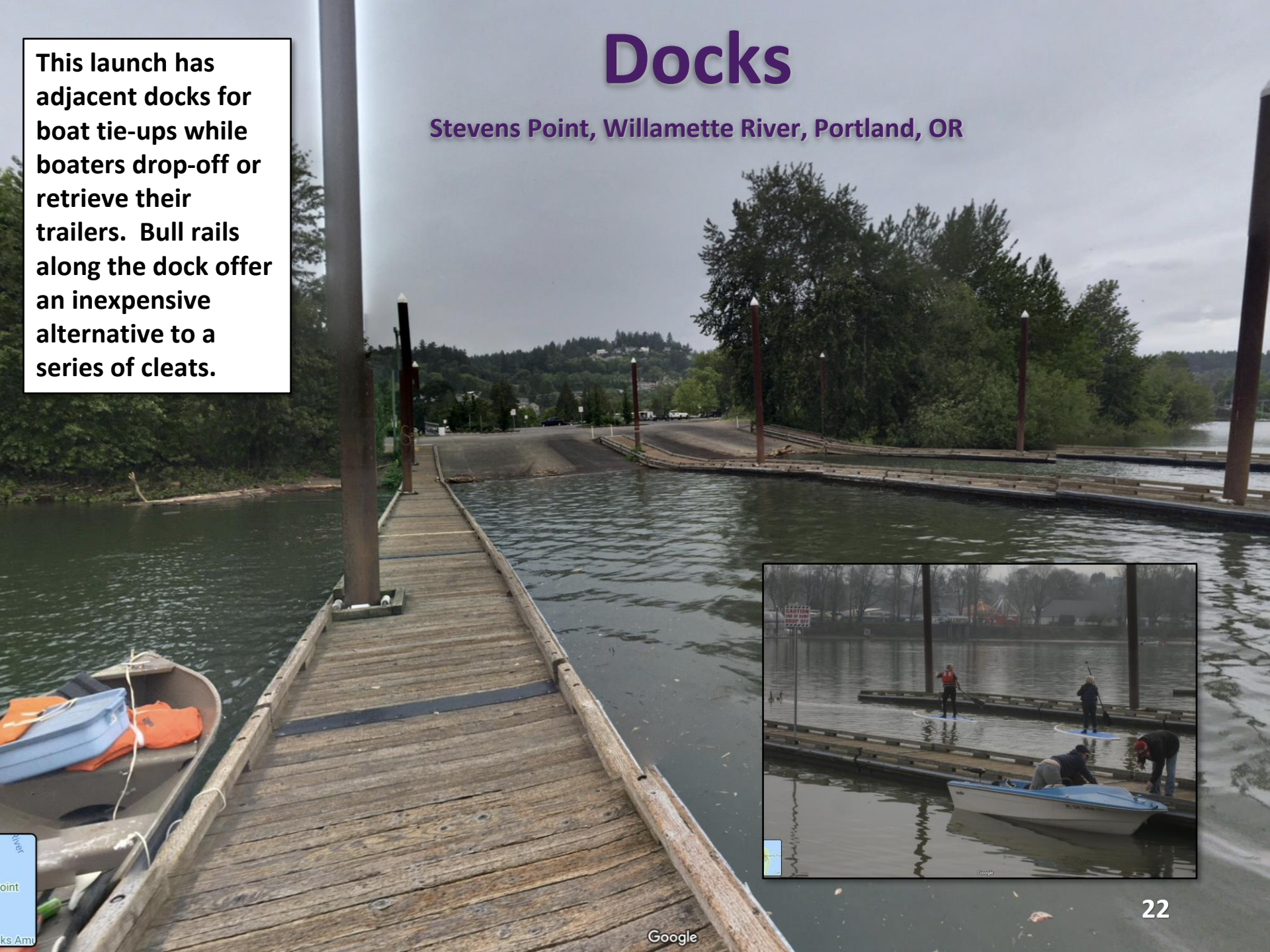
Westwater Put-in, Colorado River, CO

Users often tolerate a long distance between parking and water's edge, especially if they can reduce "schlepping distance" by dropping boats and gear at the ramp. The average distance between parking and ramp was 200-500 ft., although this distance is greater than 500 ft for 15% of launches.

This launch has adjacent docks for boat tie-ups while boaters drop-off or retrieve their trailers. Bull rails along the dock offer an inexpensive alternative to a series of cleats.

Docks

Stevens Point, Willamette River, Portland, OR



Floating docks on this high use salmon fishing river handle flow and tidal fluctuations, and include hand rails to help users with balance during frequent boat wakes.

Docks

Pillars Boat Launch, Kenai River, AK





Docks

Odell Venters Landing, Lynches River, Johnsonville, SC

Purpose-made for trailer launches: two separated lanes and a floating short-term dock. This would benefit from a small swale/culvert to divert oil and gas from cars in the parking lot away from the ramp.



Kayak launch

East Howell Landing, Namekagon River, WI




This carry-in access has both ramp and stair-step launches. Separations between different types of use prevent conflicts and are generally safer than mixed launches. Camping is also available at this site.

Kayak launch

Brew City Kayak Launch, Milwaukee River, WI

This launch has a custom near-water surface for kayaks.





Multiple dock heights and grab bar help get boats in the water and people into boats. The floating dock automatically adjusts to different water levels.

Kayak launch

Awendaw Creek Canoe Launch, SC

Ramps

Gates of Lodore, Green River, CO

**Poured concrete ramp for trailer launches.
Ramp ends several feet from water's edge,
possibly impairing use of float-on trailers.**



Ramps

Greer Crossing Recreation Area,
Elevenpoint River, MO

This dual-purpose ramp has a pre-fabricated concrete trailer launch with grooves for traction/drainage and a separated carry-in launch with smoother walking surface.

Ramps

Lookout Boat Launch
and Campground,
Blue River, OR

Two-lane poured concrete ramp with separated and raised carry-in dock. Both are designed to work at a variety of reservoir levels

Google

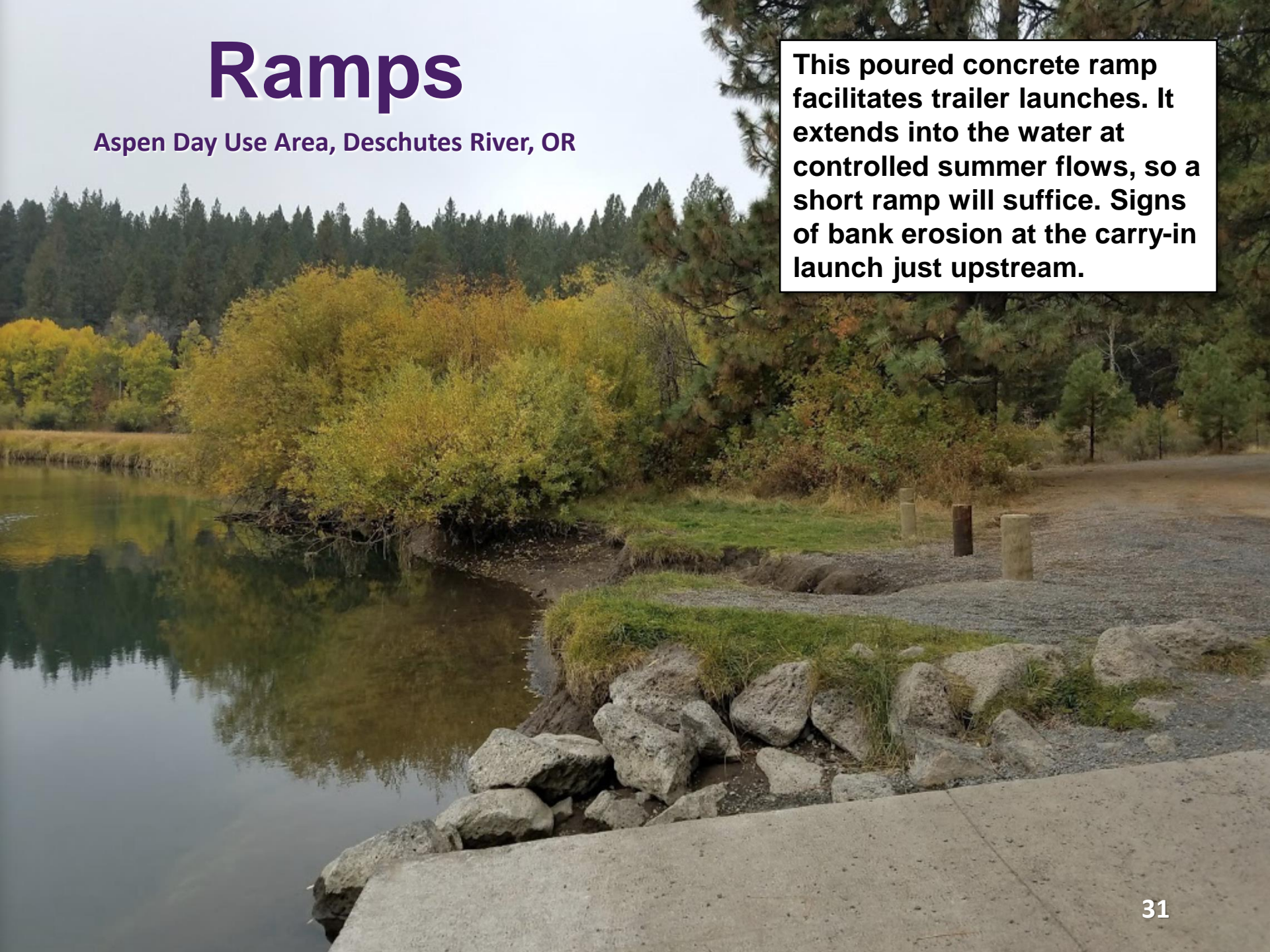


Google

Ramps

Aspen Day Use Area, Deschutes River, OR

This poured concrete ramp facilitates trailer launches. It extends into the water at controlled summer flows, so a short ramp will suffice. Signs of bank erosion at the carry-in launch just upstream.



Ramps

West Table, Snake River, WY



Not every access has the space or budget for a wide, poured concrete ramp like this one, which allows for several launches at a time and float-on trailers.

Ramps

Hwy 411 Access, Hiwassee River, TN

Poured concrete ramp with rocks to prevent erosion; bigger rocks are needed for swifter currents. Ramp extends into water to allow float-on trailers.

Ramps

Hartland Dam, Ottauquechee River, VT

**Controlled water levels
allow for this short
ramp and a turn-around
close to the water.**

Ramps

s that don't reach the
can be difficult to use
possibly unsafe.

Pre-fabricated concrete blocks are placed and then tethered with cables.

Ramps

Greeley Park Boat Ramp, Merrimack River, NH

Ramps

Boscawen River Road, Merrimack River, NH

Porous, pre-fabricated pavers allow trailer launches, prevent erosion, and allow vegetation to grow through and preserve a natural ambiance. No cables, pavers are held in place by soil and vegetation.



Ramps

Franklin High School, Winnepesaukee River, NH

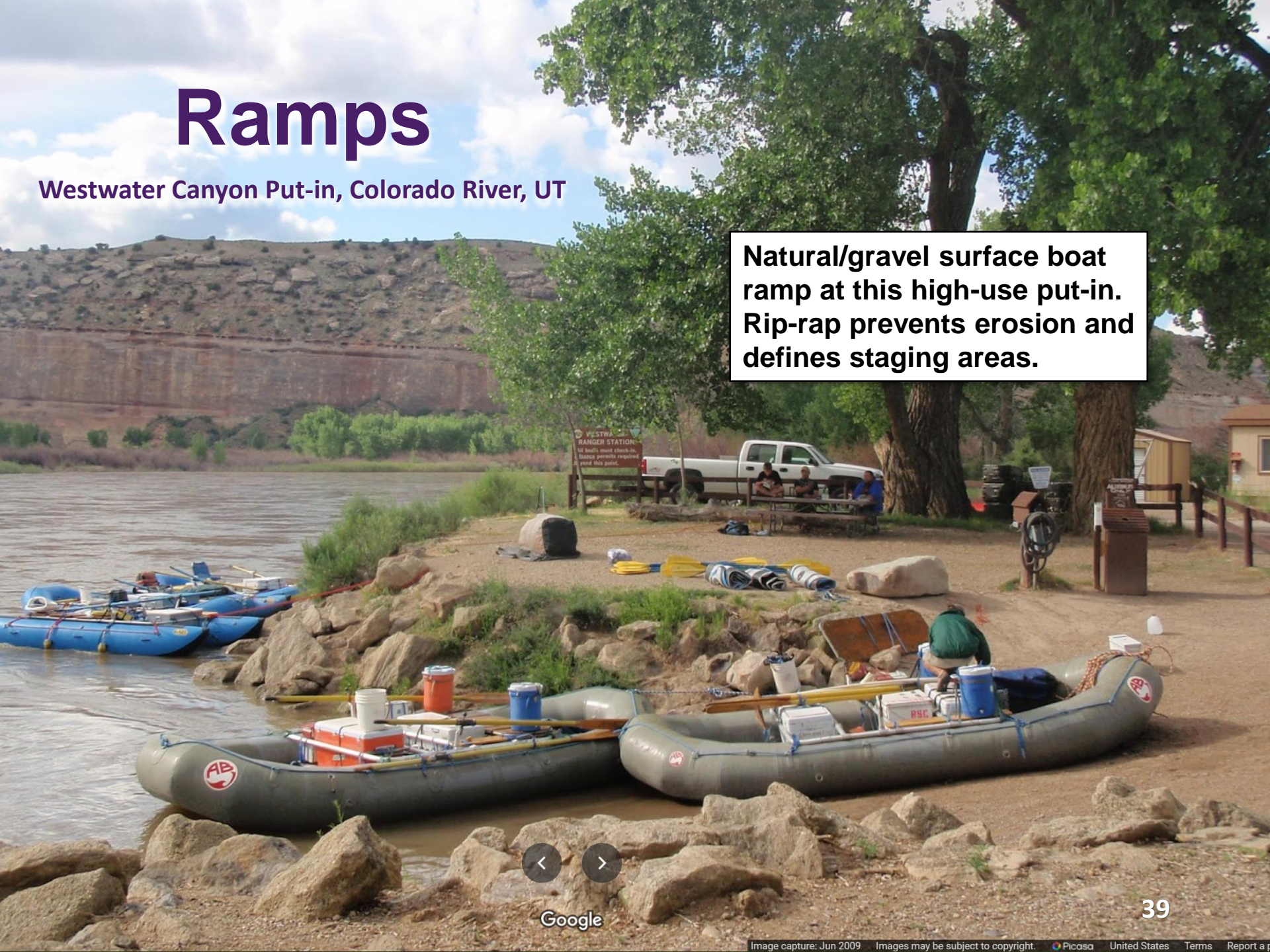


A simple asphalt road transitions to dirt near the water, an inexpensive solution if the parking lot is already going to be repaved.

Ramps

Westwater Canyon Put-in, Colorado River, UT

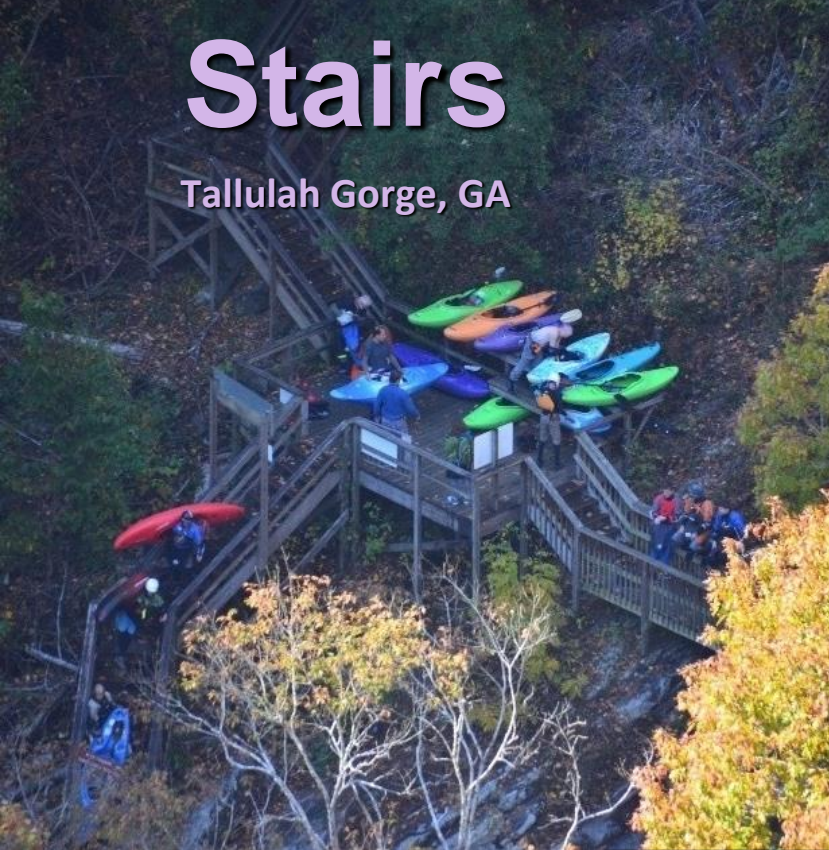
Natural/gravel surface boat ramp at this high-use put-in. Rip-rap prevents erosion and defines staging areas.



Google

Stairs

Tallulah Gorge, GA



The most extensive stair access in the database. Boaters carry kayaks/rafts down 600 stairs and hundreds of vertical feet. No swimming allowed at the put-in, and a gate controls entry to the launch deck. Despite difficult access, infrequent flow releases attract up to 250 boaters to this scenic gorge with spectacular whitewater.



Stairs

Horseshoe Bend, Nooksack river, WA



An informal access was significantly improved by this staircase, which is wide enough for raft launches.



Stairs

Bull Pen Access, Chattooga River, GA

Stone steps prevent erosion, make the trail safer, and preserve a natural ambiance.

This carry-in launch provides convenient access for multiple boats, with steps to prevent erosion and allow seating for boaters, and ample staging areas on the lawn.

Stairs

Lynches River County Park, SC



A photograph of a stone staircase leading down to a river. The staircase is constructed from large, flat, grey stones. In the background, a concrete culvert is visible, and a white car is parked on a road above it. Several orange and white striped traffic cones are placed along the road. The scene is framed by bright yellow-green leaves in the foreground.

Stairs

Redlock Launch, Cuyahoga River, OH

A natural-appearing staircase with launch platform provides convenient access and minimizes erosion.

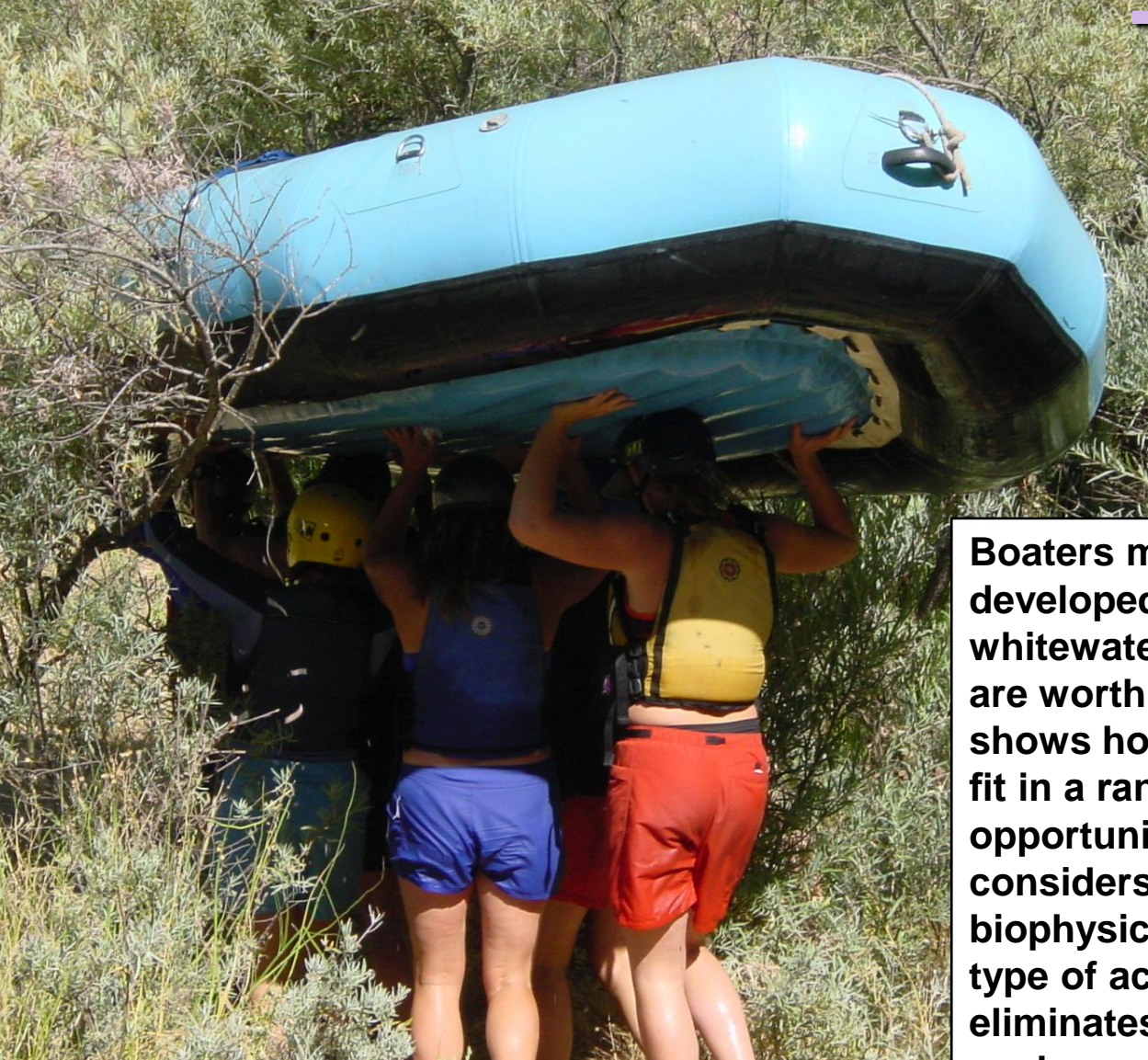
Trails

Stoneman Bridge, Merced River, CA

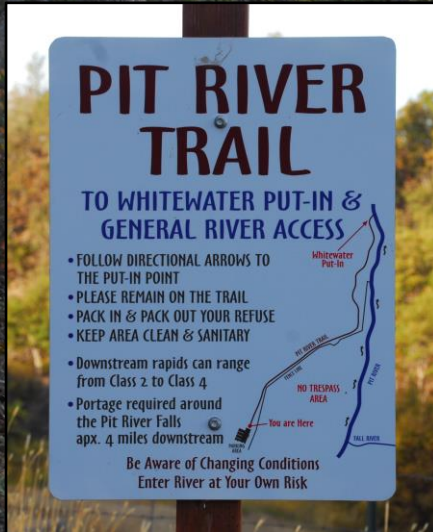


Hundreds of visitors per day use this popular launch in Yosemite Valley. The natural surface doesn't withstand concentrated foot traffic, which is eroding the deep gulley and retreating shoreline. Trampling impacts tree health and understory vegetation by exposing roots and compacting soils.

Trails

A blue inflatable raft is being carried by three people through a brushy trail. The raft is being held up by the people, and it is being moved through the vegetation. The people are wearing life jackets and shorts. The trail is narrow and overgrown with brush and small trees.

Boaters may tolerate a poorly developed trail if scenic, whitewater, or other values are worth the effort. The ROS shows how such experiences fit in a range or “portfolio” of opportunities, and explicitly considers the acceptability of biophysical impacts. This type of access essentially eliminates heavier equipment such as rafts with frames or trailer launches.



This put-in trail is well signed but is challenging to use by rafts because it is narrow. Signage orients boaters, provides safety information, and prevents trespassing on private property.

Trails

Pit 1 Put-in, Pit River, CA

Trails

Meadow Camp Put-in (River Rim Park), Deschutes River, OR

This park and developed trail serve Bend's most popular summer kayak run (class IV). It is also a trail network access and local hangout.



Trails

Alton Baker Park, Eugene, OR

Extensive multi-use trails at the McKenzie and Willamette River confluence, near downtown Eugene and University of Oregon Campus. Kayakers paddle their shuttle for the Willamette River play run using the canal on the left.





A stair launch with a slide/grab rail, designed for carry-in users.

Boat slides

Bragg's Bay, Androscoggin River, NH

Boat slides

Boundary Creek, Middle Fork Salmon River, ID

Boat slides can efficiently move large boats laden with gear down steep slopes. This sweep boat was launched directly from a trailer.



Boat slides

Hole in the Wall, Clackamas River, OR



The two sets of rails provide flexibility for inflatable launches.



Boat slides

Deer Creek Ramp, S. Fork Payette River, ID

Skilled kayakers “seal launch” on this synthetic wood ramp, but most boaters lower craft to the water with ropes.





Boat slides

Siltcoos River Canoe Trail, OR

This slide allows flatwater boaters to bypass the dam controlling the water level and tidal currents upstream in Siltcoos Lake. Downstream of the dam, tidal levels vary several feet and currents change direction.

This boat slide includes adjacent stairs and a friction device, primarily for launching drift boats during the fishing season. The rope was stolen several times, so now users bring their own.

Boat slides

Ojalla boat launch,
Siletz River, OR



A slide designed
for launching drift
boats from trailers.

Boat slides

Wilson River, Siskeyville, OR



Boat slides

Pere Marquette, Green Cottage Put-in, MI

Put-in for a fly-only fishing section. Wide stairs adjacent to slide also work for carry-in craft.

Boat slides

Numbers put-in, Arkansas River, CO



A boat slide doesn't need to be complicated or expensive; these simple stairs and wood rails improve access and prevent erosion.

Boat slides

Brown's Canyon Put-in, Arkansas River, CO



Kayaks, rafts, or skateboards? The rails at this put-in slide boats as boaters walk along side. The curve discourages the “hold my beer and watch this” approach. The more traditional commercial put-in (on private property just across the river) is shown in the inset.

Combinations of ramps and slides can improve difficult launches. Here a steep concrete ramp ends at this slide, which gets users down the bank to the water.



Old ramp



New ramp

Boat slides

Meral's Pool, Tuolumne River, CA

Bathrooms

Pit 1 Put-in, Pit River, CA



Most launches in the database have 2 bathrooms, although some on the more developed end of the spectrum have 4.

Bathrooms

Trout Creek Boat Ramp and Campground, Deschutes River, OR



In addition to vault toilets, this campground and boat ramp has a wastewater sump for grey water.

Full service launch

Silverwood Lake Marina, CA



This full-service launch has separated swimming and launching areas.



The Boathouse District in Oklahoma City is at the developed end of the spectrum; it includes a whitewater park and launches for a variety of craft (kayaks, SUPs, rowing sculls, trailer launched motorboats, etc.).



Boathouse District

Oklahoma River, Oklahoma City, OK



Amenities include restaurants, shopping, rentals, water park, high rope course, zip lines, and skateboard and BMX tracks.



Boathouse District

Oklahoma River, Oklahoma City, OK

Signs

Meadow day use area,
Deschutes River, Bend, OR





Signs

Ohiopyle safety kiosk, Lower Youghiogheny River, PA

Signs

At the Bend in the River...

Merrimack River – A Brief History

Boscawen River Road, Merrimack River, NH



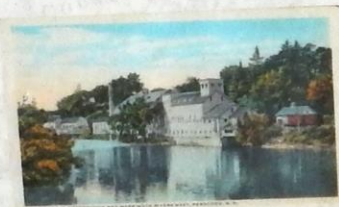
More than 10,000 years ago, a great ice sheet retreated from the stretch of land we call the Merrimack Valley, which extends from Franklin, NH to Lowell, MA. The glacial lake resulting from the ice melt filled with vast deposits of sand and gravel, and over time a long, narrow waterway was created.



Towering bluffs along the bends of the Upper Merrimack River testify to the massive sediment left behind, and observers can actually count the thin layers or "varves" of silt and clay that had their origin at the edge of the ice.



The Merrimack River played a significant role in the early settlement and development of the region. Archaeological surveys along the River have identified 8,000 year-old sites of Native American settlements. The River Valley was inhabited by peoples of the Penacook Confederacy, which consisted of 13 unified tribes connected to the Abenaki. They obtained fish and migratory birds from the river and its banks and used the Merrimack as a primary transportation route. Later, Europeans used the river as a source of irrigation for crops, food, and commerce.



The Industrial Revolution of the 19th century brought factories needing waterpower. The river became an irresistible source of hydropower and, increasingly, a dumping ground for pollution of all kinds from chemical wastes to raw sewage. The River was listed as one of the 10 most polluted rivers in the United States for over 150 years.



In 1804 Major Enoch Gerrish built the first bridge at this site. Floodwater washed it away in 1819. Three bridges met similar fates in 1824, 1839, and 1846. In 1857 Horace and Enoch Childs built a covered bridge at the site. That structure was replaced with an iron truss bridge in 1907. The iron truss was closed to traffic in 1965.



During 1846 and 1847, the Northern Railroad was built just west of this site carrying freight and passengers to Lebanon. The Boston & Maine Railroad acquired that line in 1887. Passenger service was discontinued in 1965 and freight service was discontinued in the early 1970's. The line was purchased by the State of New Hampshire in 1996 to be converted into a multi-use recreation trail.



Today, the Merrimack is a healthy Class B River, suitable for fishing, swimming, boating, and even drinking after proper treatment. It has evolved from a dumping ground to a scenic destination for paddlers, fishermen, swimmers, hikers, campers and wildlife enthusiasts.



The River's ecosystem provides habitat for a wide variety of species, invertebrates (muskrats, aquatic insects), waterfowl, mammals, amphibians, and reptiles. Other species (some threatened and endangered) use the river corridor as either seasonal or permanent habitat.



The principle cause of the River's transformation was the 1972 Clean Water Act. It required that all municipal and industrial discharges to surface waters be treated sufficiently before discharge, providing incentive for the state of New Hampshire to begin the vital clean up of the Merrimack.

Signs

Raymond Elementary/Carroll Beach, Lamprey River, NH



Signs

Raymond Elementary/Carroll Beach, Lamprey River, NH



Signs

Raymond Elementary/Carroll Beach, Lamprey River, NH



Carroll Lake Beach "Swim at your own Risk"

Beach is open from June through Labor Day
Beach is closed when school is in session.
There is NO lifeguard on duty
This is a carry in carry out park
No smoking, alcohol, drugs, glass bottles or firearms allowed
No animals are allowed on the beach or in the swimming area
There is no public phone or rescue equipment on site
Children under age 12 must always be supervised by an adult

The City of Raymond, NH

Signs

Millenium Park, Charles River, MA



Signs

Pack Saddle Park,

North Fork Santiam River, OR



MARION COUNTY PARKS RULES & REGULATIONS

PLEASE OBSERVE THE FOLLOWING RULES THAT HAVE BEEN ADOPTED (M.C. ORD. - 1245) TO HELP MAKE YOUR PARK VISIT SAFE AND ENJOYABLE.

- PARK OPENS TO THE PUBLIC AT 8:00AM AND CLOSSES AT SUNSET.
 - NO PERSON SHALL POSSESS OR CONSUME ANY INTOXICATING BEVERAGE OF ANY KIND.
 - FIRE RESTRICTIONS: OUTDOOR COOKING FIRES MUST BE IN A FIREPLACE, BARBECUE PIT OR CAMP STOVE. USED SAFELY IN DESIGNATED PICNIC OR COOKING AREAS. NO GATHERINGS OF WOOD ALLOWED.
 - GUNS OR SIMILAR DEVICES, FIREWORKS AND OTHER DANGEROUS MATERIALS ARE NOT ALLOWED IN THE PARK.
 - DAMAGING PARK PROPERTY: NO PERSON SHALL PICK, MUTILATE, DIG OR REMOVE FROM THE PARK ANY PLANT, LIVING OR DEAD, ANY SOIL, STONES, ROCKS OR OTHER SUBSTANCES OR IN ANY WAY DEFACE, MUTILATE OR DESTROY ANY PARK TRAIL, ROAD, PARKING LOT, BRIDGE, FENCE, BUILDING, SIGN, BARRIER OR OTHER FACILITY OR STRUCTURE.
 - ANIMALS: NO PERSON SHALL IN ANY MANNER PURSUE, HUNT, TRAP OR MOLEST ANY BIRD OR ANIMAL WITHIN THE PARK.
 - NO SOLICITING ALLOWED: NO PERSON SHALL SELL OR OFFER FOR SALE THEREIN ANY SERVICE OR MERCHANDISE FOR ANY OCCUPATION OR BUSINESS IN THE PARK.
 - NO AUTOMOBILES, TRUCKS, TRAILERS OR OTHER VEHICLES SHALL BE PARKED IN ANY AREAS OTHER THAN THOSE DESIGNATED FOR SUCH PURPOSES.
 - NO PERSON SHALL DRIVE A VEHICLE WITHIN A PARK AT A SPEED GREATER THAN 10-MILES PER HOUR.
 - NO UNAUTHORIZED VEHICLES ALLOWED ON PATHWAYS OR PICNIC AREAS.
 - DOGS MUST BE ON A LEASH AND UNDER CONTROL AT ALL TIMES AND OWNERS ARE RESPONSIBLE FOR PICKING UP AFTER THEIR DOGS.
 - NO UNAUTHORIZED DUMPING OR DUMPING OF RESIDENTIAL GARBAGE.
- ANY PERSON VIOLATING THESE ORDINANCES SHALL, UPON CONVICTION, BE SUBJECT TO FINE OR IMPRISONMENT, OR BOTH, AS PROVIDED BY LAW.



FOR MORE INFORMATION, CALL: 503-588-5036

PARQUES DEL CONDADO DE MARION REGLAS Y REGULACIONES

FAVOR DE SEGUIR LAS SIGUIENTES REGLAS APROBADAS POR EL CONDADO DE MARION (MC ORD. - 1245) PARA QUE SU VISITA ES SEGURA Y DIVERTIDA.

- EL PARQUE SE ABRE AL PÚBLICO A LAS 8:00 a.m. Y CIERRA A LA PUESTA DEL SOL
 - NINGUNA PERSONA PODRÁ POSEER NI CONSUMIR NINGUNA CLASE DE BEBIDA ALCOLICA
 - RESTRICCIONES DE INCENDIOS: LOS FUEGOS TIENEN QUE ESTAR EN UN PISO DE INCENDIOS O ESTERA DE CAMPAMENTO, UTILIZADOS CON CUIDADO EN ZONAS DE PICNIC O DE COCINA.
 - ARMAS DE FUEGO U OBJETIVOS SIMILARES, FUEGOS ARTIFICIALES Y OTROS MATERIALES PELIGROSOS NO ESTÁN PERMITIDOS EN EL PARQUE.
 - DAÑOS A LA PROPIEDAD DEL PARQUE: NINGUNA PERSONA PODRÁ RECOGER, MUTILAR, CAJAR O REMOVER CUALQUIER PLANTA (VIVO O MUERTO), TIERRA, PIEDRAS, ROCAS, U OTRAS SUSTANCIAS O EN OTRO MODO ALTERAR, MUTILAR O DESTRUIR CUALQUIER SENDERO, CAMPESITIO, APARCAMIENTO, PUENTE, CERCIA, EDIFICIO, LETRERO, NI OTRAS INSTALACIONES O ESTRUCTURAS.
 - ANIMALES: NADIE PODRÁ DE NINGUNA MANERA PERSEGUIR, CAZAR, ATERRAR, O MOLESTAR NINGUNA CLASE DE AVES O ANIMALES DENTRO DEL PARQUE.
 - LAS SOLICITACIONES ESTAN PROHIBIDAS: NINGUNA PERSONA PODRÁ VENDER U OFRECER PARA LA VENTA MERCANCIA O SERVICIOS PARA CUALQUIER PROPÓSITO O ACTIVIDAD EN EL PARQUE.
 - NO AUTOMÓVILES, CAMIONES, REMOLQUES NI OTROS VEHÍCULOS SERÁN ESTACIONADOS EN NINGUNA AREA QUE NO ESTE DESIGNADA PARA APARCAMIENTO.
 - NINGUNA PERSONA PODRÁ CONDUCIR UN VEHÍCULO DENTRO DE UN PARQUE EN UNA VELOCIDAD MAYOR DE 10 MILLAS POR HORA.
 - NO VEHÍCULOS QUE NO ESTAN AUTORIZADOS ESTAN PERMITIDO EN LOS CAMINOS NI EN LAS ÁREAS DE PICNIC.
 - LOS PERROS DEBEN TENER EN UNA CORREA Y ESTAR SIEMPRE BAJO CONTROL Y LOS DUEÑOS SON RESPONSABLES DE RECOGER DESPUÉS DE SUS PERROS.
 - NINGUNA PERSONA PODRÁ TIRAR BASURA NO AUTORIZADA EN EL PARQUE. Y TIRAR BASURA RESIDENCIAL EN LOS BOTES DE BASURA DEL PARQUE ESTA PROHIBIDO.
- QUALQUIER PERSONA DECLARADA CULPABLE DE VIOLACIÓN A ESTAS ORDENANZAS SERÁ OBJETO DE UNA MULTA O ENCARCELAMIENTO O LOS DOS, ASI COMO ESPECIFICA LA LEY.



PARA MÁS INFORMACIÓN, LLAME AL (503) 588-5036

BOATERS
NO PUBLIC LANDING
UNTIL MINTO PARK
1 MILE APPROXIMATELY
30 MINUTES





Signs

Still Landing, Wambaw River, SC



Signs

New River, VA

NORTH HARTLAND DAM

OTTAUQUECHEE RIVER

COMPLETED 1961 LENGTH 1620 FT.

COST \$7,120,000 HEIGHT 185 FT.

CAPACITY 23.3 BILLION GAL.

BROCHURE AVAILABLE

Signs

Hartland Dam, Ottaquechee River, VT



SOUHEGAN RIVER CANOEPORT
AMHERST CONSERVATION COMMISSION



Signs

Amherst Canoeport, Souhegan River, NH

Signs

Gates of Lodore, Green River, CO



Erosion

Jim's Landing, Kenai River, AK

This is an example of an organic-based bank rehabilitation project near a boat ramp. After a couple of years, the bank is fully vegetated and the thick willows discourage user-created trails down the steep bank.



White Salmon, WA



Challenge Level

Quinault River Gorge, WA

A minimally developed access may be suitable for a low use area. Skilled and determined users sometimes tolerate long and difficult carries. Some users value difficult access because it creates an environment of remoteness, solitude, and adventure. However, long carries are not suitable for casual users or multi-day launches.



Sultan River Trail, WA, before & after improvement



Challenge level

Dillon Falls Day Use, Deschutes River, OR

Kayakers and some rafters “park and huck” at Dillon falls (IV+) or combine with Lava Falls (V) downstream. Flatwater users from upstream can take out above the falls, although a fatality occurred when a canoe missed the ramp. This scenic area is also frequented by hikers, bikers, and sightseers.

DESCHUTES NATIONAL FOREST

Deschutes Paddle Trail

River Safety

- ### Hazards & Difficulty

- ## Respect the River

- 
- leave no trace[®]
 LEAVING OUR OUTDOOR SPACES
 www.LNT.org

- ✓ **CLEAN**
- ✓ **DRAIN**
- ✓ **DRY**

Before you transport your boat or equipment




The Deschutes Middle Trail includes 95 miles of the Deschutes River from Wickup Reservoir in the south to Lower Bridge in the north and 26 miles of the Little Deschutes River, along with ten of the largest Upper Cascade lakes. Because the Deschutes River is the source of water for agricultural irrigation in Central Oregon, its flow levels are seasonal. Generally, the sections south of the north end of Bend can be paddled between April and October, while the sections north of Bend can be paddled between October and April. Similarly the Little Deschutes River has minimal flows in the winter.

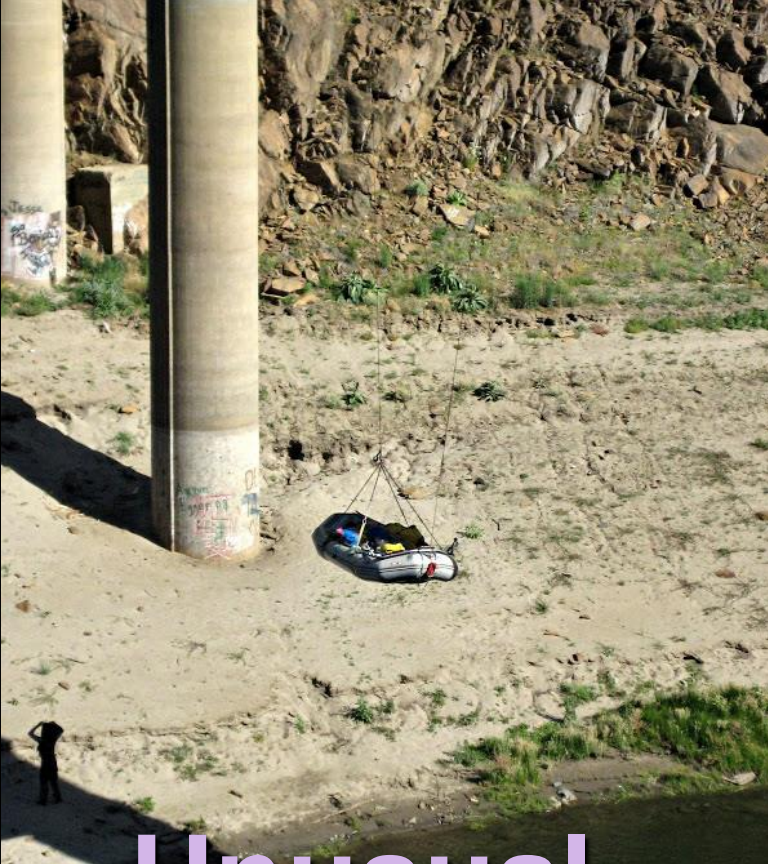


- HAZARD** mandatory portage, a highly dangerous route, or an obstacle to be avoided for paddlers of all skill levels.
- Water access**
- Water mile**
- Boat**
- Water speed**
- Flow direction**
- Landings**
- Stream**
- GPS trail**
- Dechlorane Water Trail**
- Boating Trail**
- US Forest Service**
- Private land**
- Boat**
- Phone table**
- Mooring**
- Streamers linking**
- Boat ramp**
- NOTES**
1. All map coordinates are in the NAD83.

NOTES:
• All ring combinations are set using 9000000.

 Bend Paddle Trail Alliance developed the Deschutes Paddle Trail with major funding from Oregon State Parks and in partnership with the following agencies:





Unusual

Ward's Ferry, Tuolumne River, CA

One of the most unique accesses in the database. Outfitters use a truck-mounted crane to lift rafts onto the bridge, while other boaters carry up a long, steep trail.



Trash

Sherwood Horine, Watauga River, NC

