Title: Sandy River Water Trail Concept Plan

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## Table of Contents

**SECTION 1 – INTRODUCTION**

- Frequently Asked Questions (FAQs) .......................................................... 1
- What is a Water Trail? ............................................................................. 1
- The Need for the Sandy River Water Trail ........................................... 1
- Is there Support for the Water Trail? .................................................. 1
- How was the Water Trail Plan Created? ............................................. 2
- Who Developed the Plan? ................................................................. 2
- Who will Implement, Manage & Maintain the Water Trail? .............. 2

**SECTION 2 – SCOPE AND PURPOSE**

- Project Scope ..................................................................................... 3
- Purpose of This Plan .......................................................................... 3
- Planning Process ............................................................................... 3
- Character of the Sandy River ............................................................ 3
- Inventory of River ............................................................................. 4
- A Prime Opportunity/Momentum ...................................................... 4
- River Navigability ............................................................................. 4
- Marmot Dam Removal & BLM Land Acquisition .............................. 5
- Sandy Wild & Scenic River and State Scenic Waterway .................... 5
- Benefits of the Trail .......................................................................... 5
- Designating the Water Trail to Reduce Private Property Conflicts .... 5
- The Water Trail Can Reduce Crime & Other Unwanted Activities ... 6

**SECTION 3 – RIVER ACCESS INVENTORY AND MAPS**

- Recommendations ........................................................................... 7
- Water Trail Maps – Reach 1: ............................................................... 9
- Water Trail Maps – Reach 2: ............................................................. 11
- Water Trail Maps – Reach 3: ............................................................. 13
- Water Trail Maps – Reach 4: ............................................................. 15
- General Recommendations and Considerations ................................ 17
- Camping ......................................................................................... 17
- Water Trail Related Tourism ............................................................ 17
- Support Existing & Start-up Water Trail Entrepreneurs .................... 17
Partner With Chamber of Commerce and Similar Economic Development Entities ................. 17
Water Trail Web Site & Guide .................................................................................................. 18
Coordination of the Water Trail .............................................................................................. 18
Design Standards - Signage .................................................................................................... 18

SECTION 4 – ACTION ITEMS ................................................................................................... 21

Item 1: Basic Sandy River Water Trail Website ...................................................................... 21
Item 2: Sandy River Water Trail Guide (Electronic) .............................................................. 22
Item 3: Water Trail Brochure .................................................................................................. 22
Item 4: Access Location Signage ............................................................................................ 23
Item 5: Sandy River Water Trail Guide (Printed Copy) .......................................................... 23
Item 6: Enhanced Website ....................................................................................................... 23
Item 7: Public/Private Property Signage ................................................................................. 23
Item 8: Special Events ............................................................................................................ 23

APPENDIX A – INTERNATIONAL SCALE OF RIVER DIFFICULTY .................................. 25

Class I Rapids ......................................................................................................................... 25
Class II Rapids ........................................................................................................................ 25
Class III: Intermediate ............................................................................................................. 25
Class IV: Advanced ................................................................................................................. 25
Class V: Expert ....................................................................................................................... 25
Class VI: Extreme and Exploratory Rapids ............................................................................ 26

APPENDIX B – NOTES FROM WORKSHOP ........................................................................... 27

APPENDIX C – SANDY RIVER PUBLIC PARCEL INVENTORY .......................................... 31

Lewis and Clark State Park RM2 ............................................................................................ 35
Glen Otto Community Park RM3 ........................................................................................... 36
Historic Highway Wayside RM3 ............................................................................................ 37
Dabney State Park RM6 ........................................................................................................ 38
Oxbow Regional Park RM12 .................................................................................................. 39
Dodge Park RM18 .................................................................................................................. 40
Marmot Dam Site RM30 ....................................................................................................... 41
Sandy-Salmon Confluence RM38 .......................................................................................... 42
SECTION 1
– INTRODUCTION

Frequently Asked Questions (FAQs)

What is 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)

The Need for the Sandy River Water Trail

The Sandy River is within an hour’s drive of well over half the population of the State of Oregon. It receives a tremendous amount of visitation in the lower stretches of the river during the warmer months of the year. As a result, there have been conflicts between river users and landowners as well as conflicts amongst users. Several kayakers and rafters have been injured because they paddled a stretch that was much too difficult for them. Many river users are not aware of how long it takes to float through sections such as Dodge Park to Oxbow Park (Lower Sandy Gorge) and have been forced to hike out or involved Search & Rescue efforts.

By designating and developing the water trail, it is hoped that conflicts and incidents can be reduced. Signage, guides and education (the core elements of the water trail) will play a critical role in doing this.

The removal of Marmot Dam and the increase in popularity of kayaking and rafting (and other river recreation), the Sandy River is becoming even more popular for residents of the region as well as visitors. Several guides and outfitters operate on the Sandy River. The Sandy Area Chamber of Commerce, City of Sandy and Mt. Hood Territories are all seeking to promote and capitalize off of the river recreation on and along the Sandy River. One proven way of doing this is through the development of a formalized water trail.

Is there Support for the Water Trail?

Creation of this water trail had overwhelming support from the public. In 2007, the Sandy River Basin Vision Document was created to provide opportunity for recreation-related stakeholders within the Sandy River Basin to explore the issues, needs, and vision for the Basin. This effort stimulated discussion, identified existing needs, and articulated potential opportunities for increased coordination, resource sharing, and partnership amongst stakeholders. The participating agencies worked together to gain a better understanding of the Basin and its stakeholders’ needs, concerns, and
recommendations by hosting open houses throughout the watershed. Creating a water trail was a popular concept in the open houses and was a major recommendation to come out of the river recreation workshop. In addition, it is a recommendation within the Sandy River Basin Vision Document.

The Oregon Parks and Recreation Commission’s Oregon Trails 2005-2014: Water Trails Plan, the Sandy River was identified as an important opportunity to alleviate conflicts and confusion among public and private landowners as well as providing an outstanding natural and recreational resource.

How was the Water Trail Plan Created?

This plan was developed through a cooperative effort between numerous stakeholders which include public and private entities interested in developing this opportunity as a means of water-based recreation, as a vehicle to raise public awareness of river safety, and the numerous restoration efforts aimed at making it an even more enjoyable public natural resource to enjoy.

Who Developed the Plan?

A core planning team was formed consisting of American Whitewater, Bureau of Land Management, Oregon Parks and Recreation Department, and the National Park Service’s Rivers, Trails and Conservation Assistance Program. The core planning team conducted a comprehensive inventory that recorded water and land based assessments of the publicly owned sites along the river, cataloged rapids, identified in-stream hazards and portage routes, potential camping and break areas.

The planning group analyzed the inventory and presented their findings to the public and respective land-managers. Attendance and participation with the stakeholders reinforced the need for the creation of the Sandy River Water Trail and the Concept Plan.

Who will Implement, Manage & Maintain the Water Trail?

It is planned that the public land managers will continue to be responsible for the sites along the Sandy River Water Trail that they own and manage. It will be up to these managers to implement the recommendations from this plan for their respective sites. It should be noted that the recommendations in this plan are strictly voluntary and landowners of the sites are not committed to implementation of those recommendations. Whenever possible, American Whitewater and Oregon Parks and Recreation Department will assist the landowners in finding grants to implement the recommendations.
SECTION 2 – SCOPE AND PURPOSE

Project Scope

The Sandy River is an ideal opportunity for beginner to experienced paddlers seeking a natural experience along with the astounding wonders of the area. This working document is a conceptual framework for the development of a water trail that will link or connect the existing publicly owned parcels of land along the Sandy River through uniform signage, comprehensive maps, and recommended reaches. The conceptual plan covers the thirty-eight miles of navigable waterway of the Sandy River from Lewis and Clark State Park (RM 2) to the Sandy-Salmon River Confluence Recreation Site (RM 38).

Purpose of This Plan

This plan is a working document intended to be a conceptual framework for the development of a water trail that will connect the existing publicly owned parcels of land along the Sandy River through uniform signage, comprehensive maps, and recommended reaches. The plan is conceptual in nature and is not a project or management plan. It is not intended to supersede other manager’s plans. Recommendations are not binding on the landowners but are meant to provide input to the land managers as to how they can manage and modify their sites to be more water trail friendly. In addition, environmental planning such as NEPA and SEPA may need to be completed for some actions.

Planning Process

The core planning team consisted of American Whitewater, Oregon Parks and Recreation Department, Bureau of Land Management – Salem District, and the National Park Service’s Rivers, Trails and Conservation Assistance Program. The core planning team developed the water trail plan by engaging the region’s land managers as well as key stakeholders such as paddling representatives and non-profits through a series of planning sessions and an intensive planning workshop.

Character of the Sandy River

The Sandy River is a 56-mile tributary of the Columbia River in northwestern Oregon. It is located approximately 16 miles from the City of Portland and within an hour’s drive of over half the population of the state. The Sandy River drains off of the Southwest flanks of Mount Hood and flows through Clackamas and Multnomah Counties as it winds its way to the Columbia River at Troutdale. Major tributaries include the Salmon River, Zig Zag River, Little Sandy River, and Bull Run River. The removal of the Marmot Dam means that the Sandy River is the easternmost unimpaired (undammed) river on the Columbia River.

Like most free flowing rivers west of the Cascades, the Sandy River has large fluctuations in river levels due to snow melt and rain run-off. The United States Geological Survey (USGS) gauge downstream of the confluence with Bull Run River (18.4 miles from the mouth) measures the river’s average flow to be 2,300 cubic feet per second (cfs).
The maximum flow was recorded at 84,400 cfs (in winter) and the minimum was 45 cfs (fall). The Sandy has different characteristics depending upon the stretch of river. From the confluence of the Sandy and Salmon Rivers (upper end of the water trail) to the old Marmot Dam site, the Sandy River has a fast continuous boulder garden feel and is primarily a class II to class III whitewater run. The Sandy River becomes pool drop in nature after the old Marmot Dam site. The river also flows through a gorge and the rapids become more significant. From the old Marmot Dam site down to Revenue Bridge is considered class III to class IV whitewater. Below Revenue Bridge to Dodge Park is class II and the river becomes more continuous and boulder garden in nature. Dodge Park to Oxbow Park, the Sandy River flows through another gorge and the rapids are primarily class II and pool drop. The final section of the Sandy is from Oxbow to Lewis and Clark (or to the confluence with the Columbia River) and is an easy class I run with no real rapids.

**Inventory of River**

A detailed inventory of publicly owned sites along the Sandy was completed by the core planning team and other riverside site public lands management agencies. The inventory resulted in a comprehensive look at public parcels. To view the public parcel inventory see the Public Parcel Inventory and Recommendations Section.

**A Prime Opportunity/Momentum**

The Sandy River is a ready-made opportunity for a water trail. Over six parcels of publicly owned properties are already well distributed along the river’s length—many with easy public access. About 70 percent of Oregonians live within 45 miles of the Sandy, creating a large number of potential users. Paddle sports such as kayaking and canoeing are becoming increasing popular both on a national level but also in the region. Throughout the state, 14% of households participate in some sort of non-motorized boating recreation (OPRD, 2005)

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. In 2008, the Oregon Parks and Recreation Department’s Commission identified the Sandy River as a prime water trail opportunity.

**RiverNavigability**

The submerged and submersible land along the Sandy River Water Trail is publicly owned (declared a navigable river). Persons may use the Sandy River Water Trail, as well as the submerged and submersible land along it, for any legal activity. For example, paddlers may pull their canoe or kayak up on the land below the line of ordinary high water for a short period of time. Similarly, below the line of ordinary high water, paddlers may picnic, walk, fish, play or sunbathe on the land.

Unless it is necessary to portage around an obstacle or react to an emergency, Sandy River Water Trail users are not allowed to go above the line of ordinary high water, nor cross privately owned land to get to the river. To do so may constitute a trespass subject to citation by law enforcement.
Marmot Dam Removal & BLM Land Acquisition

In the summer of 1999, Portland General Electric announced its intention to decommission its Bull Run Hydroelectric project. Removal of the project’s centerpiece in 2007, the 47-foot Marmot Dam on the Sandy River, constituted the largest dam removal project in Oregon’s history. The removal allowed the Sandy to once again flow uninterrupted from the slopes of Mount Hood to the Columbia River and eliminated a major obstacle for river paddlers.

The decommissioning process facilitated the formation of a partnership between PGE, the non-profit Western Rivers Conservancy and the Bureau of Land Management aimed at protecting key lands within the Sandy River basin. From 2001 to the present, nearly 2500 acres along the Sandy, Salmon and Little Sandy Rivers have been brought into public ownership under the management of the Salem District BLM. Over $12 million from the Land and Water Conservation Fund have been utilized to acquire these key riverfront parcels. These acquisitions provide for long-term conservation and allow additional access for river users.

Sandy Wild & Scenic River and State Scenic Waterway

A 12.5 segment of the Sandy River from Dodge Park downstream to Dabney State Park was designated as a federal Wild and Scenic in 1988 in order to protect this river’s unique ecological and recreational values. The Wild and Scenic segment of the Sandy is centered on the scenic Sandy River Gorge and includes Oxbow Regional Park, land administered by the Bureau of Land Management and parcels owned by The Nature Conservancy.

The same river segment protected under federal law is protected under the State of Oregon’s State Scenic Waterways program. Established in 1970, the Scenic Waterways protects the visual and ecological qualities of rivers throughout the state. Designation requires proposed land use changes (such as the building of a road or the harvesting of timber) within one quarter mile of the river be evaluated by the Oregon Parks and Recreation Department for their impact on the river’s scenic qualities.

Benefits of the Trail

The Sandy River Water Trail will be a recreational boating route linking publicly accessible sites. Designed for those traveling by canoe or kayak, the water trail will include amenities such as safe and accessible put ins and take-outs, way-finding signage, picnic tables, restrooms, links to upland trails and community services.

As will all designated water trails, the Sandy River Water Trail will provide the necessary resources to allow people to easily travel the river and understand where to put-in their craft, take-out, learn about the resource they are traveling on, and how to do it safely.

Designating the Water Trail to Reduce Private Property Conflicts

Currently the Sandy River is a navigable public river and people regularly float down the river 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 Sandy 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 Can 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, studies along various water trails find incidents of vandalism and burglary decreasing 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. It is hoped that the Sandy River Water Trail will serve this notion of community development and outreach. Such recreational users also tend to volunteer at the local watershed council’s work parties 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 the management of public parcels along the water trail that have varied park regulations at each facility along the Sandy riverfront. Creating a vibrant river corridor would attract crowds of recreational users transforming their riverfront property from a high crime, high litter area, with heavy drug use and homeless encampments into one of the jewels of water resource management. The Sandy River Water Trail like many other water trails projects and other trail systems throughout the country, one of the benefits of facilitating more recreational users on the Sandy through an established water trail system is that it will tend to discourage homeless camps and other criminal activities from becoming established along the river corridor.
SECTION 3 – RIVER ACCESS INVENTORY AND MAPS

The river access inventory was developed by the core planning team and team members conducted the research and site visit portions of the inventory. The core planning team designed and coordinated the creation of the inventory in conjunction with the appropriate site managers.

Recommendations

The recommendations in this section were made by the core planning groups.

Recommendations have been made with the intent of meeting existing and anticipated future needs. The core planning team 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 be added or tweaked to address the current situation.

Potential Public Access Points:
- City of Sandy Property: Potential boating/fishing access point
- Look at river mile 35 (RM 35) as potential site (BLM land)
- Below Marmot Dam Site
  - Popular for after work Kayak trips to Revenue Bridge
  - Rehab existing trail down to river and provide safe access
- City of Sandy Property - Potential boating/fishing access point
- Look at river mile 35 (RM 35) as potential site (BLM land)
- Below Marmot Dam Site
  - Popular for after work Kayak trips to Revenue Bridge
  - Rehab existing trail down to river and provide safe access

Signage:
- Continuity throughout the corridor
- Information about the dynamic changes of the river
- Contact for information for current information
- Recommendation for basic sign of river showing accesses placed at each public access site

Private property delineation
- Signs developed and placed at identified sites

General:
- Identify eco-sensitive areas – instream and riparian
- Soft designs to discourage boaters from landing in sensitive areas

Site Specific:
- Oxbow Park – For visitors within the park:
  - Lower access at Oxbow to facilitate paddle play
  - Late night parking for paddlers at Oxbow Park
- Dabney – Potential kayaker access upstream of boat ramp
  - Boat ramp needs improvements – sand issues (OPRD is working with OSMB)
- Pipeline Rapids (just below Dodge Park) – can’t see the rapids until too late.
- Class III rapid at the beginning of a Class II section /needs signing at Dodge Park
- Scouting is only available across private property

Dodge Park accesses – Need signage at put in and take out
Sandy River Water Trail: former Marmot Dam to Dodge Park

No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources. This product was developed through digital means and may be updated without notification.
Sandy River Water Trail: Sandy-Salmon Confluence to former Marmot Dam

Proposed BLM Recreation Site (Marmot Dam)

Logjam Class III-IV
High Channel Variability

Alder Creek Class IV

Scenic "Narrows"

High Channel Variability

Proposed BLM Recreation Site

River-Related Feature
Hazard
Rapid
Access Point
River Mile Indicator
Bull Run Public Closure Area
Interstate
US Highways
State Highways
Other Road
County Road
Cities
Bureau of Land Management
Mount Hood National Forest
National Forest Wilderness
State of Oregon
Parks: State, County or City
City or County Gov't
Portland General Electric
Private Nature Preserve
Private

No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources. This information may not meet National Map Accuracy Standards. This product was developed through digital means and may be updated without notification.
General Recommendations and Considerations

Paragraph to explain where these recommendations came from

Camping

It is recommended that at this time, camping not be promoted on the water trail except for developed sites such as managed parks. For undeveloped or dispersed sites along the river, camping will need to be monitored and evaluated if use increases. Baseline data should be gathered to aid in determining if actions are needed due to increased use. Standards may need to be developed if dispersed camping increases. It should be noted that on Department of State Lands, campfires are prohibited below ordinary high water mark. If new dispersed sites are needed, it is recommended that the BLM be contacted as their lands have the best potential to provide this type of amenity.

Water Trail Related Tourism

It is hoped 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 Sandy 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 watersport liveries along the Sandy River. Boat rentals, guide/outfitters, and shuttle services are needed along the river to accommodate paddlesport enthusiasts. Water trail managers should encourage and support these related businesses. Managers should consider partnering with outfitters to provide adequate watercraft rentals on their park site(s). Contact information for these businesses should be easy to find on the water trail’s web site.

Partner With Chamber of Commerce and Similar Economic Development Entities

The respective chambers of commerce and tourism promoting entities around the Sandy River are key stakeholders in the water trail process and have been engaged by the core planning team along with being invited to participate in meetings and planning sessions. These place-based entities have a far greater knowledge of the businesses within their watershed 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.

Tourism is a great tool for sustainable economic development. Hotels, bed & breakfasts, restaurants and other businesses can be generated that cater to river runners by providing access, shuttles services, or lockable storage all the while retain existing business as paddlers stay, eat or shop.
Water Trail Web site & Guide

The planning team believes the best way to reach the most paddlers and potential river recreationists is through a Sandy River Water Trail web site. A web site is a cheap and easy way to distribute information for paddlers. The river trail web site will be developed to include:

- current water levels and weather forecasts
- downloadable water trail maps (guide/brochure)
- contact info (river managers, chambers of commerce, etc.)
- introductory river information including location, primary attractions, average annual flow by season and major access routes
- basic recommendations for river use including safety and trip planning information
- river access point inventory with site descriptions.

A guide/brochure will be developed for the entire reach of the water trail. Due to the cost of production and length of this section of river, one guide will be produced that highlights the five recommended recreational reaches. This guide will be made available to download online and will be printed to the extent that funds allow. Information contained in the brochure will include paddler safety, maps with river access points and public parcels denoted, river etiquette, suggested day trips and agency contacts.

Coordination of the Water Trail

Although individual land managers will be responsible for their sites, there will be a need for regular coordination and discussion amongst the key stakeholders and managers of the water trail. It is recommended that one organization take the lead on convening and facilitating annual or biannual meetings to discuss water trail issues. Oregon Parks and Recreation Department is best suited for this role. Water trail issues to be discussed should include developments along the water trail, water trail needs, monitoring, the web site and guidebook, upcoming grant deadlines and planned projects.

Design Standards

Signage

Signs are an important means of conveying information and providing a means of tying together the paddling route into a seamless water trail. Signs along the water trail should be continuous throughout the length of the trail.

The following are signs that will be installed along the water trail:

- **Water Trail Logo** – the Sandy River Water Trail logos can be or will be attached to the proposed 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 four and six feet tall and less than six 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.

• **Roadside signs** – Signs are needed to point motorists and bicyclers to access points for the water trail. Managers should work with County and State transportation entities to ensure that directional signs pointing users to the launch/take-out sites meet existing standards.
SECTION 4 – ACTION ITEMS

The following are the core components of the Sandy River Water Trail and will be the first to be completed based on available staff and resources. These are intended to provide the base level of information for users to navigate the Water Trail.

As use of the trail increases and additional resources become available, project components may be completed. They are opportunities to improve visitor experience, minimize conflict and enhance awareness of the river and its recreation resources, and are listed in approximate priority order.

**Item 1: Basic Sandy River Water Trail Web site**

A web site is a simple and cost-effective way to distribute information to river users. An interactive Sandy River Water Trail web site that provides:
- Downloadable Water Trail Guide (see Item 2)
- Sandy River Water Trail logo
- Introductory river information including location, primary attractions, average annual flow by season and major access routes.
- Basic recommendations for river use including safety and trip planning information
- River access point inventory with site descriptions

- Primary agency contacts (OPRD, BLM, NPS, Portland Water Bureau, Metro, Department of State Lands)
- Contacts for other governmental and non-profit partners (City of Sandy, American Whitewater)
- Link to local and regional tourism and business information providers (Travel Oregon, Mt. Hood Territory, City of Sandy Chamber of Commerce)
- Interactive Google Map-based feature

The web site will be the primary point of information for users interested in the Sandy River Water Trail. It should be linked, where possible, to web sites related to the Sandy River and paddling in the Northwest. This may include those hosted by partner agencies and organizations, user groups, local or regional tourism promotion groups and other relevant sites.

Design work will need to be completed to launch the site. A framework will need to be developed that presents the information listed above. Design work also includes logo design, page layout and the content delivery mechanisms (i.e. downloadable items). The site will be basic, containing only a handful of separate pages (i.e. home page, links to relevant agencies page, page for downloading guide, trip planning page with site descriptions).

Ideally, the site will be housed by a local organization (government or non-profit) that can provide minimal annual maintenance. An annual review of information by Water Trail partners should result in any needed updates to the site.
Item 2: Sandy River Water Trail Guide (Electronic)

A downloadable electronic guide will be developed for the entire reach of the water trail (Sandy River Delta to RM 38). A single guidebook will be produced that highlights recommended recreational reaches. It will be posted on the Sandy River Water Trail Web site in a format capable of being downloaded and printed for take-along use such as a PDF or equivalent.

It will provide river users and valuable resource for choosing trips and navigating the river. It will include:

- Maps for all 38 miles of Water Trail broken up by recommended trips
  - Property boundaries and ownership (State Parks, BLM, private, etc)
  - Access roads including state and US highways, county roads and relevant USFS/BLM roads
  - River features including rapids and hazards
  - River mile markers
  - Boundaries for the Bull Run Watershed Management Unit
- Suggested trips by skill level and float times
- Brief overview of the Sandy River and its resources (fisheries, municipal water, etc)
- Emergency and organization contact information
- River safety information
- Leave No Trace guidance
- Information on river etiquette and the prevention of user conflicts (i.e. between boaters and anglers)
- Description of river bed and back ownership related to navigability

The guide will need to be designed in tandem with the Sandy River Water Trail web site to provide consistency of content, style and message. Ideally, these two items would be completed under one contract. Design work would incorporate data and maps developed during the planning process, as well as site inventories for all river access points. Maps may be modified to fit within the overarching style of the guide and web site. The downloadable guide should be no more than 12 pages (maps included) for easy downloading and printing.

Item 3: Water Trail Brochure

A basic printed brochure that provides an overview of the Sandy River Water Trail will increase awareness of the trail and guide potential users to the web site and downloadable guide. A tri-fold, color brochure that introduces the trail will be developed and distributed to regional outlets. These may include outdoor outfitters, visitor centers, agency offices and public facilities such as libraries. The brochure will include:

- Single overview map of the entire Sandy River Water Trail
  - Major highways
  - Major access points
- Text overview of the trail including length, location, level of difficulty, major attractions
- Primary organization contacts (BLM, OPRD, American Whitewater)
- Highlighted reference to web site and downloadable guide

The brochure can be designed as part of a design package with web site and electronic guide. Consistency of content, style and message should be maintained. An initial printing would include 2,500 brochures.
**Item 4: Access Location Signage**

Signs are an important means of conveying information and providing a means of tying together the paddling route into a seamless water trail. Two types of signs will be utilized: road-based signs that identify access points for vehicles and river-based signs that identify access points for those on the river.

Road-based signs will be placed on existing entry signage for developed recreation sites along the Sandy River. Six by six inch plastic signage that prominently displays the Water Trail logo will identify that location as a Water Trail access point. Additional signage can be placed at kiosks or information boards adjacent to river access points. Managers should work with County and State transportation entities to ensure that directional signs pointing users to the launch/take-out sites meet existing standards.

River-based signage will be placed at put-in and take-out locations are the river to steer river users to appropriate locations. Carsonite posts, four to six feet tall and affixed with the Sandy River logo, will be utilized. These posts can also include an indication of the organization responsible for site management and river mile of the site. Posts would be distributed to site managers for installation and replacement as necessary.

**Item 5: Sandy River Water Trail Guide (Printed Copy)**

While as web site is the most efficient and cost effective means of distributing the water trail guide, demand and use may justify the production of printed guides. With the guide already developed in item 2, this step would only require the printing of the guide on water and tear resistant paper. Distribution would be via the water trail web site, outdoor outfitters and visitor centers. A small fee could be charged that would finance future printings (anticipated cost between $4 and $6). An initial printing run would be between 2,000 to 3,000 copies.

**Item 6: Enhanced Web site**

The Sandy River Water Trail web site could be enhanced with a variety of additional features including interactive Google map-based display, discussion forum, calendar of events and river information updated on a regular basis.

**Item 7: Public/Private Property Signage**

Land ownership patterns along the Sandy River have resulted in potential private property trespass issues. River-based signage that delineates these boundaries could be effective in certain locations. These should be standard Carsonite posts or similar with the identifying Sandy River Water Trail logo.

**Item 8: Special Events**

Water Trail partners could coordinate or participate in a variety of local and regional special events that highlight rivers or river-related recreation. Examples include state or county fairs, Upper Clackamas Festival, Festival of the Forest, future incarnations of the Salmon Festivals and other venues. These events would allow materials and information to be distributed a targeted audience.
APPENDIX A – INTERNATIONAL SCALE OF RIVER DIFFICULTY

Class I Rapids

Fast moving water with riffles and small waves. Few obstructions, all obvious and easily missed with little training. Risk to swimmers is slight; self-rescue is easy.

Class II Rapids

Straightforward rapids with wide, clear channels which are evident without scouting. Occasional maneuvering may be required, but rocks and medium-sized waves are easily missed by trained paddlers. Swimmers are seldom injured and group assistance, while helpful, is seldom needed. Rapids that are at the upper end of this difficulty range are designated “Class II+”.

Class III: Intermediate

Rapids with moderate, irregular waves which may be difficult to avoid and which can swamp an open canoe. Complex maneuvers in fast current and good boat control in tight passages or around ledges are often required; large waves or strainers may be present but are easily avoided. Strong eddies and powerful current effects can be found, particularly on large-volume rivers. Scouting is advisable for inexperienced parties. Injuries while swimming are rare; self-rescue is usually easy but group assistance may be required to avoid long swims. Rapids that are at the lower or upper end of this difficulty range are designated “Class III-” or “Class III+”, respectively.

Class IV: Advanced

Intense, powerful but predictable rapids requiring precise boat handling in turbulent water. Depending on the character of the river, it may feature large, unavoidable waves and holes or constricted passages demanding fast maneuvers under pressure. A fast, reliable eddy turn may be needed to initiate maneuvers, scout rapids, or rest. Rapids may require “must” moves above dangerous hazards. Scouting may be necessary the first time down. Risk of injury to swimmers is moderate to high, and water conditions may make self-rescue difficult. Group assistance for rescue is often essential but requires practiced skills. A strong Eskimo roll is highly recommended. Rapids that are at the lower or upper end of this difficulty range are designated “Class IV-” or “Class IV+”, respectively.

Class V: Expert

Extremely long, obstructed, or very violent rapids which expose a paddler to added risk. Drops may contain** large, unavoidable waves and holes or steep, congested chutes with complex, demanding routes. Rapids may continue for long distances between pools, demanding a high level of fitness. What eddies exist may be small, turbulent, or difficult to reach. At the high end of the scale, several of these factors may be combined. Scouting is recommended but may be difficult. Swims are dangerous, and rescue is often difficult even for experts. A very reliable Eskimo roll, proper equipment, extensive experience, and practiced rescue skills are essential.
Class VI: Extreme and Exploratory Rapids

These runs have almost never been attempted and often exemplify the extremes of difficulty, unpredictability and danger. The consequences of errors are very severe and rescue may be impossible. For teams of experts only, at favorable water levels, after close personal inspection and taking all precautions. After a Class VI rapids has been run many times, its rating may be changed to an appropriate Class 5.x rating.

Sandy River Headwaters (courtesy of Wikipedia)
APPENDIX B –
NOTES FROM
WORKSHOP

Sandy River Meeting Notes –
February 24, 2009

Attendees Representing:

Oregon Parks and Recreation
Barlow Trail Association
Northwest River Guides
Metro
Bureau of Land Management
Sandy River Basin Watershed Council
Camp Namaunu
Oregon Department of Fish & Wildlife
National Park Service Rivers & Trails
Clackamas County Economic Development
Metro
Bureau of Land Management
City of Sandy
Northwest Rafters Association
USDA Columbia River Gorge Natural Scenic Area
American Whitewater
Metro/Oxbow Park
Alder Creek Kayak/Canoe

Potential Public Access Points:
• City of Sandy Property: Potential boating/
  fishing access point
• Look at river mile 35 (RM 35) as potential site (BLM land)

• Below Marmot Dam Site
  ◦ Old Fisherman access point on Matt’s GPS data set
  ◦ Popular for after work Kayak trips to Revenue Bridge
  ◦ Rehab existing trail down to river and provide safe access
• Fish Hatchery location?
• Revenue Bridge access
  ◦ Right of way access needed
  ◦ Enhance existing access via bridge work
  ◦ Where are we at with the process?

Signage:
• Continuity throughout the corridor
• Information about the dynamic changes of the river
• Contact for information for current information
• Metro offered view of their sign program as a prototype for the river signing
• Recommendation for basic sign of river showing accesses placed at each public access site.

Camping:
• Need to establish camping standards
• Advertise developed areas only
• BLM would entertain potential camp areas
  ◦ Group would not recommend new areas at this time. Monitor for future possibilities.
Guide Section:
- Anglers distance
- High water mark
- Private property boundaries
- Salmon/redds spawning
- Education/awareness of resources
- ID suggested floats and vary by skill level
- Include float times
- In guide – need to identify fee areas along the river
  - Dabney – fee area
  - Hot, summer days cause user groups to have conflicts
  - Parking lot fills quickly; gate must be closed
- DSL prohibits campfires below ordinary high water

Public Support for Management:
- Adopt a river network based on river miles
- Special event/outreach to boating and fishing communities
- Water Trail Advisory Group

Water Trail Web site:
- Calendar of events distributed via water trail web site; should link to H²O flow levels
- Long term housing of site?
- Downloadable sections
- Safety language/LNT language
- Look at Santiam example and keep it simple
- Water temps by month
- DSL prohibits campfires below ordinary high water

General Comments:
- Identify eco-sensitive areas – instream and riparian
- Private property delineation
  - Signs developed and placed at identified sites
- Soft designs to discourage boaters from landing in sensitive areas
- Paddlers camp at Blue Hole
- Hikers are parking along Gordon Creek road and hiking in to camp.
- Oxbow Park – parking is restricted and access is closed along Gordon Creek Road between May 1 and October 1
- Folks are parking outside Collins (RM 9) YMCA and walking up the slope – staying out of Oxbow Park
- Lewis & Clark has better parking - Large area and no fee
- Float from Dabney to L & C
- Dabney – potential kayaker access upstream of boat ramp
  - Boat ramp needs improvements – sand issues (OPRD is working with OSMB)
- Recommendation for lower access at Oxbow to facilitate paddle play while visiting the park
- Recommendation for late night parking for paddlers at Oxbow Park
  - May create a safety issue
- Camp Namanu – trouble with inner tube folks – no PFD’s
  - Wants focus on water safety
- Pipeline Rapids (just below Dodge Park) – can’t see the rapids until too late.
  - Scouting is only available across private property
Class III rapid at the beginning of a Class II section / needs signing at Dodge Park
Portage on left channel

- Bull Run – historic whitewater course
  - Two mile Class III whitewater – Bull Run to Dodge Park
  - Very special; good intermediate run
- Dodge Park accesses – Boat ramp and near confluence of Bull Run River
  - Need signage at put in and take out
- Pull out at the Columbia is a long way

Next Steps/who else needs to review:
- NW Steelheaders
- Other agencies
- Guides/commercial outfitters
- Look at SRBIMP list

Sandy River at Dabney (Courtesy of Wikipedia)
APPENDIX C – SANDY RIVER PUBLIC PARCEL INVENTORY
Sandy River Water Trail

River Access Site Inventory

Includes: Lewis and Clark State Park, Glenn Otto Community Park, Columbia River Highway Wayside, Dabney State Park, Oxbow Regional Park, Dodge Park, Marmot Dam site, Sandy/Salmon Confluence

Compiled by American Whitewater, Bureau of Land Management, Oregon Parks and Recreation Department and National Park Service Rivers, Trails and Conservation Assistance Program
Lewis and Clark State Park provides the lowest official access to the Sandy. Located on the Historic Columbia River Highway and just south of the I-84 interchange, a signed pull-through and boat ramp provide good river access. The park is heavily visited by locals and visitors alike, often serving as the take-out location for trips originating upstream at Dabney SP. The park has a focus on interpretation, with a self-guided botanical tour and historical panels.

### Sandy River Water Trail: Site Inventory

<table>
<thead>
<tr>
<th>Location</th>
<th>Managing Agency</th>
<th>River Right/Left</th>
<th>River Mile</th>
<th>GPS @ Shore</th>
<th>County</th>
<th>Nearest Town</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OPRD</td>
<td>Right</td>
<td>2</td>
<td>N 45.53993</td>
<td>Multnomah</td>
<td>Troutdale</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>W 122.37943</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Access</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat-In</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive-In</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walk-In</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fees</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trailer Parking</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Parking Spaces</td>
<td>110</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access Comments</td>
<td>Open until 6 pm; ADA accessible; Walk up access requires crossing of Columbia River Historic Hwy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Put-In/Take-Out |              |                  |            |             |        |              |
| Shore Launch    | No            |                  |            |             |        |              |
| Boat Ramp       | Yes; concrete |                  |            |             |        |              |
| Dock            | No            |                  |            |             |        |              |
| Suitable for paddle craft? | Yes |                  |            |             |        |              |
| Obvious location? | Yes     |                  |            |             |        |              |
| Parking to put-in distance | 55+yd  |                  |            |             |        |              |

### Amenities

- Flush restrooms
- Hiking trails (Broughton's Bluff)
- Botanical interpretation loop
- Historical interpretive panels
- Picnic tables
- Trash receptacle
- Fishing line disposal
- No potable water

### Recommendations

- Aids to pedestrian crossing of Historic Highway (signs, etc)
- Regional wayfinding map
Glenn Otto is the most heavily-used park with the City of Troutdale’s park system. In the summer the park’s large beach is a popular destination for swimming and picnicking. A number of urban park amenities can be found here including shelters, playgrounds, restrooms and potable water. A small stand adjacent to the park offers café snacks (sandwiches, coffee, etc) and fishing gear. To manage summer crowds and ensure public safety, seasonal river rescue and lifeguard stations are located here.

### Sandy River Water Trail: Site Inventory

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>AMENITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing Agency</td>
<td>Flush restrooms</td>
</tr>
<tr>
<td>City of Troutdale</td>
<td>Potable Water</td>
</tr>
<tr>
<td>River Right/Left</td>
<td>Reservable shelters and meeting hall (Sam Cox bldg)</td>
</tr>
<tr>
<td>Left</td>
<td>Playground</td>
</tr>
<tr>
<td>River Mile</td>
<td>Picnic tables</td>
</tr>
<tr>
<td>2.5-3</td>
<td>Trash receptacle</td>
</tr>
<tr>
<td>GPS @ Shore</td>
<td>Fishing line disposal</td>
</tr>
<tr>
<td>N 45.53733 W 122.37633</td>
<td>Shower and foot-washing station</td>
</tr>
<tr>
<td>County</td>
<td></td>
</tr>
<tr>
<td>Multnomah</td>
<td></td>
</tr>
<tr>
<td>Nearest Town</td>
<td></td>
</tr>
<tr>
<td>Troutdale</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACCESS</th>
<th>RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat-In</td>
<td>• Hardening/improvement of river access trail</td>
</tr>
<tr>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Drive-In</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Walk-In</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Fees</td>
<td></td>
</tr>
<tr>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Trailer Parking</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Vehicle Parking Spaces</td>
<td></td>
</tr>
<tr>
<td>80</td>
<td></td>
</tr>
<tr>
<td>Access Comments</td>
<td></td>
</tr>
<tr>
<td>Developed parking and access area including fishing supply/snack stand; strong current and rock outcrop downstream from beach are possible hazards</td>
<td></td>
</tr>
</tbody>
</table>

| PUT-IN/TAKE-OUT | |
| Shore Launch | |
| Yes; sand | |
| Boat Ramp | |
| No | |
| Dock | |
| No | |
| Suitable for paddle craft? | |
| Yes | |
| Obvious location? | |
| Yes | |
| Parking to put-in distance | |
| 40 yds | |
Located on the east side of the Sandy and directly across from Glenn Otto Community Park, this Wayside is a stop for travelers on the Historic Columbia River Highway managed by OPRD. It lies directly upstream from the Sandy River Bridge and includes a large pull-out parking area, interpretive panel and rules and regulations sign. While not a formal river access point (it has no constructed trails), numerous social trails have been created.

## AMENITIES

<table>
<thead>
<tr>
<th>AMENITIES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Interpretive panel</td>
<td></td>
</tr>
</tbody>
</table>

## RECOMMENDATIONS

- Provide trash receptacle
- Construct new access point to minimize resource damage

## LOCATION

<table>
<thead>
<tr>
<th>LOCATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing Agency</td>
<td>OPRD</td>
</tr>
<tr>
<td>River Right/Left</td>
<td>Right</td>
</tr>
<tr>
<td>River Mile</td>
<td>2.5</td>
</tr>
<tr>
<td>GPS @ Shore</td>
<td>N 45.53813 W 122.37712</td>
</tr>
<tr>
<td>County</td>
<td>Multnomah</td>
</tr>
<tr>
<td>Nearest Town</td>
<td>Troutdale</td>
</tr>
</tbody>
</table>

## ACCESS

<table>
<thead>
<tr>
<th>ACCESS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat-In</td>
<td>No</td>
</tr>
<tr>
<td>Drive-In</td>
<td>No</td>
</tr>
<tr>
<td>Walk-In</td>
<td>Yes</td>
</tr>
<tr>
<td>Fees</td>
<td>None</td>
</tr>
<tr>
<td>Trailer Parking</td>
<td>Yes</td>
</tr>
<tr>
<td>Vehicle Parking Spaces</td>
<td>30+</td>
</tr>
<tr>
<td>Access Comments</td>
<td></td>
</tr>
<tr>
<td>Open until 6 pm; Not a formal river access point</td>
<td></td>
</tr>
</tbody>
</table>

## PUT-IN/TAKE-OUT

<table>
<thead>
<tr>
<th>PUT-IN/TAKE-OUT</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Shore Launch</td>
<td>Yes; bushwhacked</td>
</tr>
<tr>
<td>Boat Ramp</td>
<td>No</td>
</tr>
<tr>
<td>Dock</td>
<td>No</td>
</tr>
<tr>
<td>Suitable for paddle craft?</td>
<td>No</td>
</tr>
<tr>
<td>Obvious location?</td>
<td>No</td>
</tr>
<tr>
<td>Parking to put-in distance</td>
<td>15 yds</td>
</tr>
</tbody>
</table>
Dabney State Park marks the western terminus of the Sandy’s national Wild and Scenic River and State Scenic Waterway designations. Offering views of scenic bluffs and access to large sandy beaches, Dabney has been a popular summer destination for decades. An excellent boat ramp serves rafters, kayakers and floaters. Other amenities include picnic facilities, flush restrooms, and even a well-rated disc golf course.

**LOCATION**
- Managing Agency: OPRD
- River Right/Left: Right
- River Mile: 6
- GPS @ Shore: N 45.51585 W 122.35731
- County: Multnomah
- Nearest Town: Troutdale

**ACCESS**
- Boat-In: Yes
- Drive-In: Yes
- Walk-In: Yes
- Fees: $3/day/car
- Trailer Parking: Yes
- Vehicle Parking Spaces: 140+
- Access Comments: ADA Accessible put-in, parking, picnic tables and restroom

**AMENITIES**
- Flush restrooms
- Riverside hiking trails
- Interpretive panels
- Telephone
- Picnic tables
- Trash receptacle
- Fishing line disposal
- Potable Water
- Reservable shelter
- Disc golf course

**RECOMMENDATIONS**
- Trash receptacle in immediate vicinity of boat launch
- Post float times/distance to downstream access points

**PUT-IN/TAKE-OUT**
- Shore Launch: No
- Boat Ramp: Yes; concrete
- Dock: No
- Suitable for paddle craft?: Yes
- Obvious location?: Yes
- Parking to put-in distance: 45 yds

---

Sandy River Water Trail: Site Inventory

38 Sandy River Water Trail Concept Plan Fall 2009
Located in the scenic Sandy River Gorge, Oxbow Regional Park offers the most extensive infrastructure and wide-ranging recreation opportunities on the river. At 1,200 acres, the park provides river users a large trail system, a well-developed and obvious river access point and even coin-operated showers. Oxbow is also the river’s best visitor information source, with rangers on site, an entrance booth and numerous kiosks.

**LOCATION**
- Managing Agency: Metro
- River Right/Left: Left
- River Mile: 12.5
- GPS @ Shore: N 45.49793, W 122.29189
- County: Multnomah
- Nearest Town: Gresham

**ACCESS**
- Boat-In: Yes
- Drive-In: Yes; concrete
- Walk-In: Yes
- Fees: $4/day/car
- Trailer Parking: Yes
- Vehicle Parking Spaces: 25 in vicinity

**PUT-IN/TAKE-OUT**
- Boat Ramp: Yes; concrete
- Suitable for paddle craft?: Yes
- Obvious location?: Yes
- Parking to put-in distance: 45 yds

**AMENITIES**
- Flush restrooms
- 15-mile trail system
- BBQ grills
- Coin-operated showers
- Nature programs
- Fishing line disposal
- Potable Water
- Reservable shelters
- Playground structures
- Tent, RV and group camping sites

**RECOMMENDATIONS**
- Post float times/distance to downstream access points
- More prominent, numerous ‘Boat Launch’ signage

---

**Sandy River Water Trail: Site Inventory**

Fall 2009 Sandy River Water Trail Concept Plan 39
The 14-acre Dodge Park has served visitors from the region for nearly a century. It continues to be a popular location for day use visitors who come to picnic, swim or utilize the park as a river access point. Portland Water Bureau presented a new master plan in the fall of 2008; changes include an improved boat ramp, enhanced amenities and overnight camping sometime down the road. Dodge represents the eastern terminus of the federal Wild and Scenic and State Scenic Waterway designations and the last developed site on the river until USFS campgrounds at RM 48.

**Historic structure at Dodge Park**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing Agency</td>
<td>Portland Water Bureau</td>
</tr>
<tr>
<td>River Right/Left</td>
<td>Right</td>
</tr>
<tr>
<td>River Mile</td>
<td>18.75</td>
</tr>
<tr>
<td>GPS @ Shore</td>
<td>N 45.51585 W 122.35731</td>
</tr>
<tr>
<td>County</td>
<td>Clackamas</td>
</tr>
<tr>
<td>Nearest Town</td>
<td>Sandy</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AMENITIES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Portable restrooms</td>
<td></td>
</tr>
<tr>
<td>Picnic tables</td>
<td></td>
</tr>
<tr>
<td>BBQ Grills</td>
<td></td>
</tr>
<tr>
<td>Potable water</td>
<td></td>
</tr>
<tr>
<td>Trash receptacle</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RECOMMENDATIONS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Improved boat ramp (already slated for improvement)</td>
<td></td>
</tr>
<tr>
<td>• Formalized paths</td>
<td></td>
</tr>
<tr>
<td>• Regional context map with float times</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACCESS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat-In</td>
<td>Yes</td>
</tr>
<tr>
<td>Drive-In</td>
<td>Yes</td>
</tr>
<tr>
<td>Walk-In</td>
<td>Yes</td>
</tr>
<tr>
<td>Fees</td>
<td>None</td>
</tr>
<tr>
<td>Trailer Parking</td>
<td>Yes</td>
</tr>
<tr>
<td>Vehicle Parking Spaces</td>
<td>12 in vicinity</td>
</tr>
<tr>
<td>Access Comments</td>
<td>Large rocks located in middle of ramp; put-in located mid-current</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PUT-IN/TAKE-OUT</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Shore Launch</td>
<td>No</td>
</tr>
<tr>
<td>Boat Ramp</td>
<td>Yes; gravel</td>
</tr>
<tr>
<td>Dock</td>
<td>No</td>
</tr>
<tr>
<td>Suitable for paddle craft?</td>
<td>Yes</td>
</tr>
<tr>
<td>Obvious location?</td>
<td>No</td>
</tr>
<tr>
<td>Parking to put-in distance</td>
<td>12 yds</td>
</tr>
</tbody>
</table>

**Sandy River Water Trail : Site Inventory**

40 Sandy River Water Trail Concept Plan Fall 2009
Marmot Dam's removal in the fall of 2007 opens up new opportunities for recreation, public access and river recreation on the Sandy. After leasing the Marmot site for nearly a century, Portland General Electric is working with the BLM to transfer ownership of it and surrounding parcels into a public ownership. The BLM has engaged in a two year planning process to identify an appropriate level of development for the site. Planned amenities include reservable shelters, an improved boat ramp and a shared-use trail system. Currently, a temporary parking area and a short walk to an unimproved ramp provide river access.

Unimproved ramp at the Marmot Dam site

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Fall 2009 Sandy River Water Trail Concept Plan 41

**Marmot Dam site**

**RM 30**

**LOCATION**

<table>
<thead>
<tr>
<th>Managing Agency</th>
<th>BLM</th>
</tr>
</thead>
<tbody>
<tr>
<td>River Right/Left</td>
<td>Right</td>
</tr>
<tr>
<td>River Mile</td>
<td>30.5</td>
</tr>
<tr>
<td>GPS @ Shore</td>
<td>N 45.39937 W 122.13467</td>
</tr>
<tr>
<td>County</td>
<td>Clackamas</td>
</tr>
<tr>
<td>Nearest Town</td>
<td>Sandy</td>
</tr>
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**ACCESS**

| Boat-In    | Yes |
| Drive-In   | No  |
| Walk-In    | Yes |
| Fees       | None |
| Trailer Parking | No |
| Vehicle Parking Spaces | 3 |
| Access Comments | Undeveloped; current access is via old PGE road system |

**PUT-IN/TAKE-OUT**

| Shore Launch       | Yes; cobble |
| Boat Ramp          | No |
| Dock               | No |
| Suitable for paddle craft? | Yes |
| Obvious location?  | No |
| Parking to put-in distance | 0.5 miles |

**AMENITIES**

*Proposed:*

- Vault restrooms
- Shared-use trails
- Improved boat ramp
- Reservable shelters
- Picnic sites
- On-site host

**RECOMMENDATIONS**

- Recreation site development consistent with overall Water Trail effort, regional demand, site suitability and public input
- Ensure river users are accommodated through ramp improvement, amenities and visitor information

Interim parking and visitor information
### Sandy-Salmon Confluence

RM 38

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**An informal river access point on BLM lands is located at the confluence of the Sandy and Salmon Rivers near Brightwood. The site is located just east of the Sleepy Hollow Bridge and receives considerable use despite a lack of a designated parking area or amenities. The area has been identified by the BLM through planning process and public input. Future development would facilitate river trips on the middle and upper portions of the river, complimenting future development at the Marmot Dam site.**

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<td>Vault restrooms</td>
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<tr>
<td>Reservable shelter</td>
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<td>Picnic sites</td>
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<tr>
<td>• Recreation site development consistent with overall Sandy Water trail objectives, regional demand, site suitability and public input</td>
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<tr>
<td>• Establish a river access point that accommodates a variety of river users</td>
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<tr>
<td>• Protection of sensitive wetland habitat</td>
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Informal parking area on Barlow Trail Rd

User-created trails