



Willamette Falls Portage Trail Concept Study

March 2019

Mayer/Reed

*Flowing solutions*SM



Acknowledgments

We Love Clean Rivers *

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Kate Govaars, Board Member, Secretary

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* Report generously funded by Clackamas County Tourism & Cultural Affairs



Turning RESTORATION into RECREATION

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Statement of Need

With a grant from Clackamas County Tourism & Cultural Affairs, We Love Clean Rivers is working with Fortrose Group, Mayer/Reed, and Flowing Solutions to develop a Willamette Falls Portage Trail. This Willamette Falls Portage Trail Concept Study (“Study”) researches and provides alternatives for portage trail routes and access points around Willamette Falls for light watercraft, including kayaks, canoes, paddle boards, and other human-powered vessels.

ABOUT WE LOVE CLEAN RIVERS, INC.

We Love Clean Rivers, Inc. (WLCR) is a 501(c)(3) non-profit organization dedicated to cleaning high use rivers by mobilizing the river recreation community in partnership with local environmental, recreation and educational organizations. By coordinating with kayakers, rafters, anglers, scuba divers and tubers to clean up waterways, WLCR broadens engagement with river restoration activities, increases the recreation community’s understanding of threats to watershed health and provides unique opportunities (drizzled with fun) for the community to give back to the incredible resources we use year-round. WLCR’s motto is “Turning Restoration in to Recreation.”

STUDY GOALS

- Prioritize the safest, shortest, most accessible route.
- Design for peak use and users.
- Minimize impacts to and enhance habitat for flora and fauna.
- Complement proposed Willamette Falls Riverwalk and future redevelopment efforts.
- Recognize the unique character, history and physical challenges of the falls and the Blue Heron site.
- Coordinate portage project with PGE dam facilities and operations.



Statement of Need (cont'd)

HISTORIC CONTEXT

It is clear that Native Americans had a very active life in the area with canoes both above and below the Falls before the European traders and settlers arrived. Historic photos depict much of the indigenous peoples' lives centered on canoes, including burials, houses, fishing, and transport both individually and in groups.

Native American villages were located both east and west of the Falls when European-American traders first visited in 1806-1830, with evidence of human settlement in the region dating back thousands of years. During that early contact period, the largest settlements of Native Americans were concentrated downstream around the Clackamas River downstream of Willamette Falls and at Canemah on the southeast side above the falls.

As local experts, Native Americans were often employed by the early European-Americans for river transport. A typical canoe was fashioned from a single cedar log, which could haul hundreds of pounds of produce or a dozen people.

Portages are referenced in early European-American diaries of the 1800s, specifically on the east side of Willamette Falls. Canemah, in particular, afforded a sandy beach haul-out and natural cove above the falls. During low water, canoes would have been 'lined' up and down the tail races on the east side or simply hauled over a relatively short path; later, a mule track between Canemah and Oregon City helped portage larger boats and much of the goods travelling between the upriver communities and the wider world.

Native American and Voyager canoe traffic up and down the falls (via portage) diminished after settlement of European-American traders in the region and the advent of the steamship. The steamship era required people and goods to be shuttled between Canemah and Oregon City (one mile) on land, moving goods by mule train and later a steam train. They either embarked on another boat on the other side of the falls (upstream or downstream) or continued over land to other destinations. Once Willamette Locks opened in 1873 on the west side of the river, the need for a portage disappeared, and Canemah declined. It was annexed by Oregon City in 1928.

See *"Cultural Landscape Report: Willamette Falls Legacy Project - 2017"* for more details on the historic context of the area.

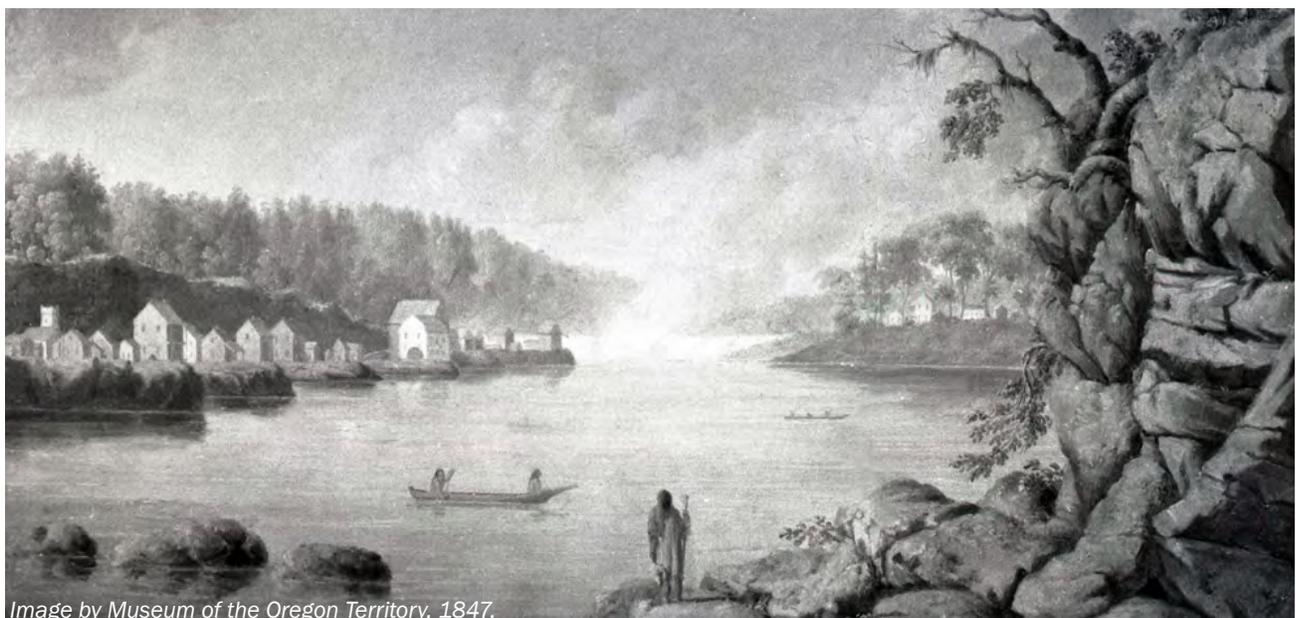


Image by Museum of the Oregon Territory, 1847.

Statement of Need (cont'd)

CURRENT CONTEXT

The 217-mile long Willamette River Water Trail winds through forests, farms, parks, and urban landscapes across the Willamette Valley, offering year-round access for novice and experienced paddlers seeking short trips, or multi-day adventures on the Willamette River.

The water trail is interrupted only by the need to portage the Willamette Falls, the Pacific Northwest's largest waterfall by volume and one of Oregon's most spectacular natural features. The 40-ft high, 1500-ft wide waterfall and its surrounds is a significant historic and cultural treasure that also functions as Oregon's first hydroelectric dam, but has been closed to the public for the past 150 years due to industrialization.

It should be noted that this study covers access points that serve small watercraft. Portaging the falls currently requires paddlers to travel by car over

four miles between Willamette Park in West Linn and the SportCraft Landing in Oregon City, the two closest boat access points to the falls. WLCR hopes to complement the Willamette Falls Riverwalk effort and shorten the portage distance for paddlers by identifying potential portage trail alignments and access points across the former Blue Heron property.

In 2014, a private land owner, Falls Legacy LLC, purchased the 22-acre Blue Heron Paper Company site and granted the Willamette Falls Legacy Project an easement to build a public riverwalk on the site. Oregon City, Clackamas County, Metro and the State of Oregon began working with the private owner, stakeholders, and thousands of interested community members to make the riverwalk a reality, laying the groundwork for future development and a vibrant downtown. Design of the Phase I riverwalk is currently underway.



Conceptual drawing of The Yard and Woolen Mill Alcove segment of the Willamette Falls Riverwalk with proposed informal water access. Image by Metro and Snøhetta.

Preliminary Trail Alignments

This study focused primarily on portage trail opportunities and potential access points along the east bank of the Willamette River above and below Willamette Falls. While the design team also briefly examined a west bank portage trail alignment adjacent to the locks once they reopen, the portage access points on the west side remains crucial, given that the shortest portage route remains on the east side. Moreover, since most of the proposed Portage Trail will also be part of the riverwalk, much of the trail will be ADA accessible.

Portage trail distances between access points are listed in the table below.

	W2	E3	E4	E5	E6
W1	2,650'*	--	--	--	--
E1	--	1,925'	2,350'	2,550'	3,550'
E2	--	1,550'	1,975'	2,175'	3,175'

Portage distances between access points - refer to plan exhibit on pages 5-6. * denotes trail alignment requiring additional investigation.

It should be noted that due to riverwalk phasing and unknowns about future redevelopment scenarios, the portage trail alignments are subject to change pending these outcomes.

DOWNSTREAM PORTAGE ACCESS (E1-E2)

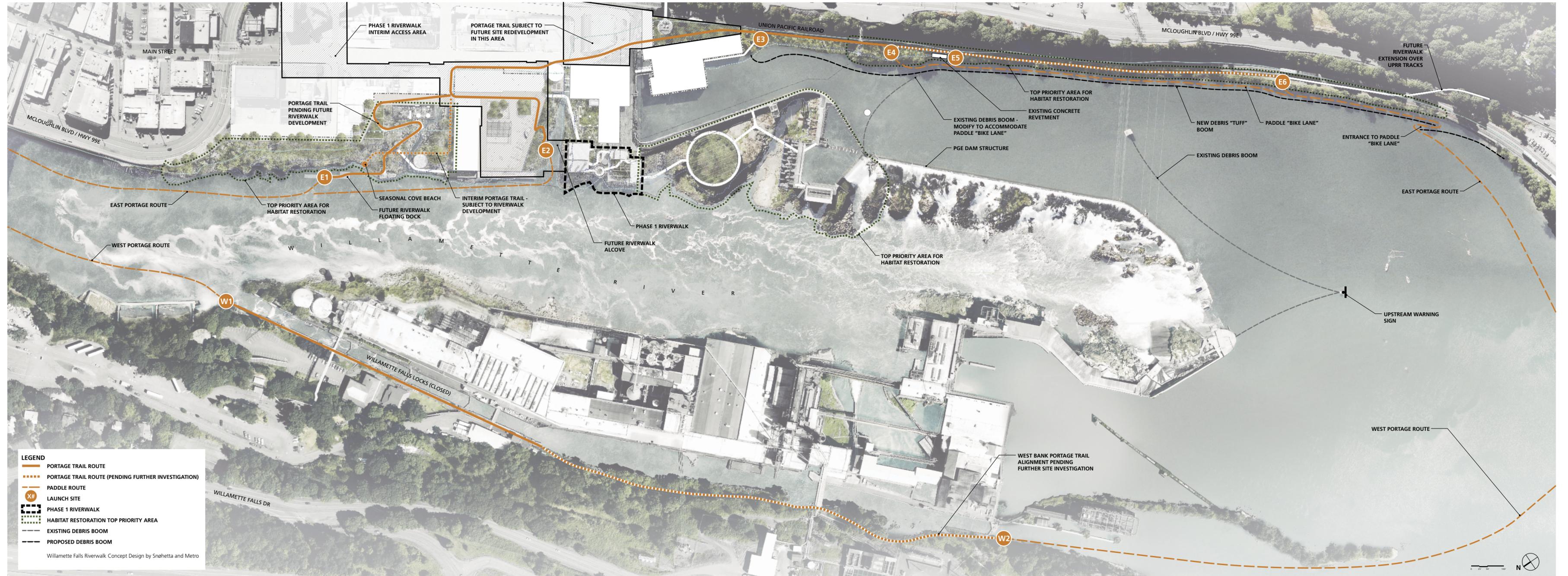
E1 - This would be the farthest downstream access point. Depending on the final route of the riverwalk, this access point would lead to an elevated pathway extending above restored basalt habitat, which leads to an existing bulkhead. From there, it is proposed that the future riverwalk floating dock would serve as the light watercraft launch. A natural beach and potential access ramp was identified downstream of the bulkhead, and after restoration (removal of industrial debris and return of native riparian habitat) there may be another access point at E1 in addition to the dock: note, this could only occur if there was a path down to the basalt bedrock and a trail could be built to the natural beach/ramp area.

E2 - In addition to providing the closest access point for a portage around the falls, E2 is a focal access point in the proposed riverwalk. Currently hidden by industrial buildings, the 'alcove' will be restored along with a former basalt tail race. Similar to the idea of a natural trail spurring off the main riverwalk and onto the basalt riparian zone, this access point has been noted for a possible "Explorer Trail" location down to the water's edge. In need of further detailed study and additional geotechnical information, a basalt path is envisioned to follow bedrock to the extent possible, while providing a graded ramp for portage haul-outs, depending on seasonal water levels. E2 also has the advantage of being located squarely within Phase 2 of the riverwalk and part of the state/federal Joint Permit Application (JPA) process. WLCR will seek an opportunity to be engaged in the riverwalk project and the JPA permitting process, as the timing of the two projects can coincide.

UPSTREAM PORTAGE ACCESS (E3-E6)

Above the falls on the east side of the river, several potential access points are proposed along the "panhandle" of the Falls Legacy property. While the closest take-out (E3) is most desirable, multiple access points may be beneficial for river tours or use by large groups. Floating debris Tuff Booms (a float system) could be used to parallel to the shoreline to both deflect debris and create a safe zone next to the bank similar to a protected bike lane. Or, working with PGE, the existing debris booms could be augmented to create a safe conveyance for downstream traveling boats (i.e. to avoid the falls and safely arrive at the portage point).

The portage trail along this portion would follow the abandoned railroad spur between an existing low concrete revetment wall on the riverside and a ± 10-foot tall retaining wall holding up the Union Pacific Railroad tracks. Modifications to the concrete revetment wall and some limited riverbank grading may be required to provide direct access to the water, and an existing debris boom will need to be adjusted to allow paddlers access to E3 and E4.



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Design Criteria

WLCR has been leading river clean-ups and creative community engagements with Oregon rivers since 2002. A primary value - hinted at in its mission of “Turning Restoration into Recreation” - is creating access to the river for both conservation and clean-up projects as well as for the timeless recreation of paddling on rivers. The following is a list of design criteria to use as guidance in locating and designing portage trails and small watercraft access points at the site of the Willamette Falls Riverwalk and upstream towards Canemah.

Portage Trail(s)

ASSUMPTIONS

- Portage trail and access points intended for non-motorized, light watercraft only, including kayaks, canoes, paddle boards, and rafts; No vehicular boat ramp is required.
- Users with disabilities will have capacity in using their upper body to board and operate watercraft on their own (ex. utilizing transfer platforms to safely transfer themselves from wheelchair to watercraft).
- Trail is open year-round.

USERS

- Trail will largely overlap with Willamette Falls Riverwalk design, and will accommodate a wide range of users
- Portage trail will largely serve the following paddler groups:
 - Recreational Paddlers
 - Through-paddlers travelling a long section of the Willamette River Water Trail through the Willamette Falls area, down or upstream travel (for example, a Paddle Oregon trip from Eugene to Portland)
 - Paddlers exploring upstream or downstream of the falls who put in and take out at same access point (i.e. paddlers walk in from Oregon City with boats)
 - Paddlers who will put in or take out at one the portage trail access points while travelling a segment of the Willamette River Water Trail (i.e. paddling from Willamette Park to E3, or paddling from E1 to Portland)
 - Paddlers who might want to traverse the river between access points (for example, paddling from E1 to W1).
 - Conservation Paddlers - Portage trail will provide access to both the water and riparian areas for clean-up and monitoring (done in conjunction with Metro and other authorities)
 - Safety Paddlers - Portage trail will provide access to the river, both to access points described in the study and to the general river shoreline where safety training and events might occur.

Design Criteria (cont'd)

ACCESSIBILITY

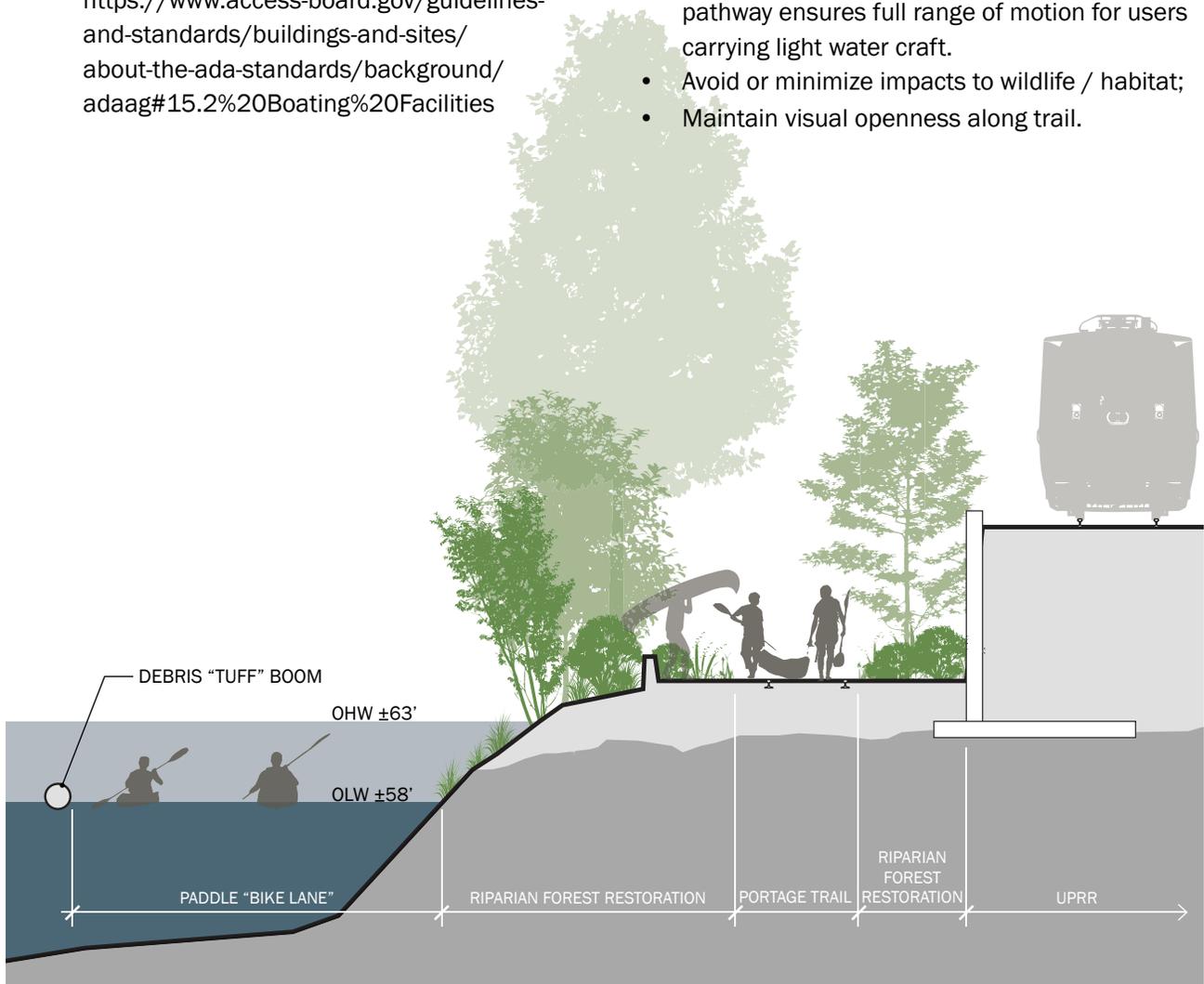
- Design and construct trail fit with accessibility standards (ADA and otherwise) of the riverwalk project.
- Cross slopes shall not exceed 2%.
- Longitudinal slopes shall not exceed 5%.
- Ramps with handrails per ADA design requirements are required for portions of trail with longitudinal slopes of 5% - 8.33%.
- Design in-water and river access facilities to meet the Recreation Facilities section of ADAAG at the discretion of the local permit authority -

Reference:

<https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/background/adaag#15.2%20Boating%20Facilities>

ROUTE

- Minimize land portage length; keep trail simple and direct.
- Use durable and safe (non-slip) surface materials.
- Maintain minimum trail width of 6'; ideal width is 12-16', particularly in high volume areas of the riverwalk.
- Avoid sharp turns to facilitate full range of motion for handling watercraft during portage.
- Ensure route is wheel friendly and free of stairs and/or gaps that could trap small portage wheels.
- Avoid overhead projections; an unobstructed pathway ensures full range of motion for users carrying light water craft.
- Avoid or minimize impacts to wildlife / habitat;
- Maintain visual openness along trail.



Conceptual section cut through the Falls Legacy "panhandle" showing the debris boom, paddler "bike lane" and portage trail.

Design Criteria (cont'd)

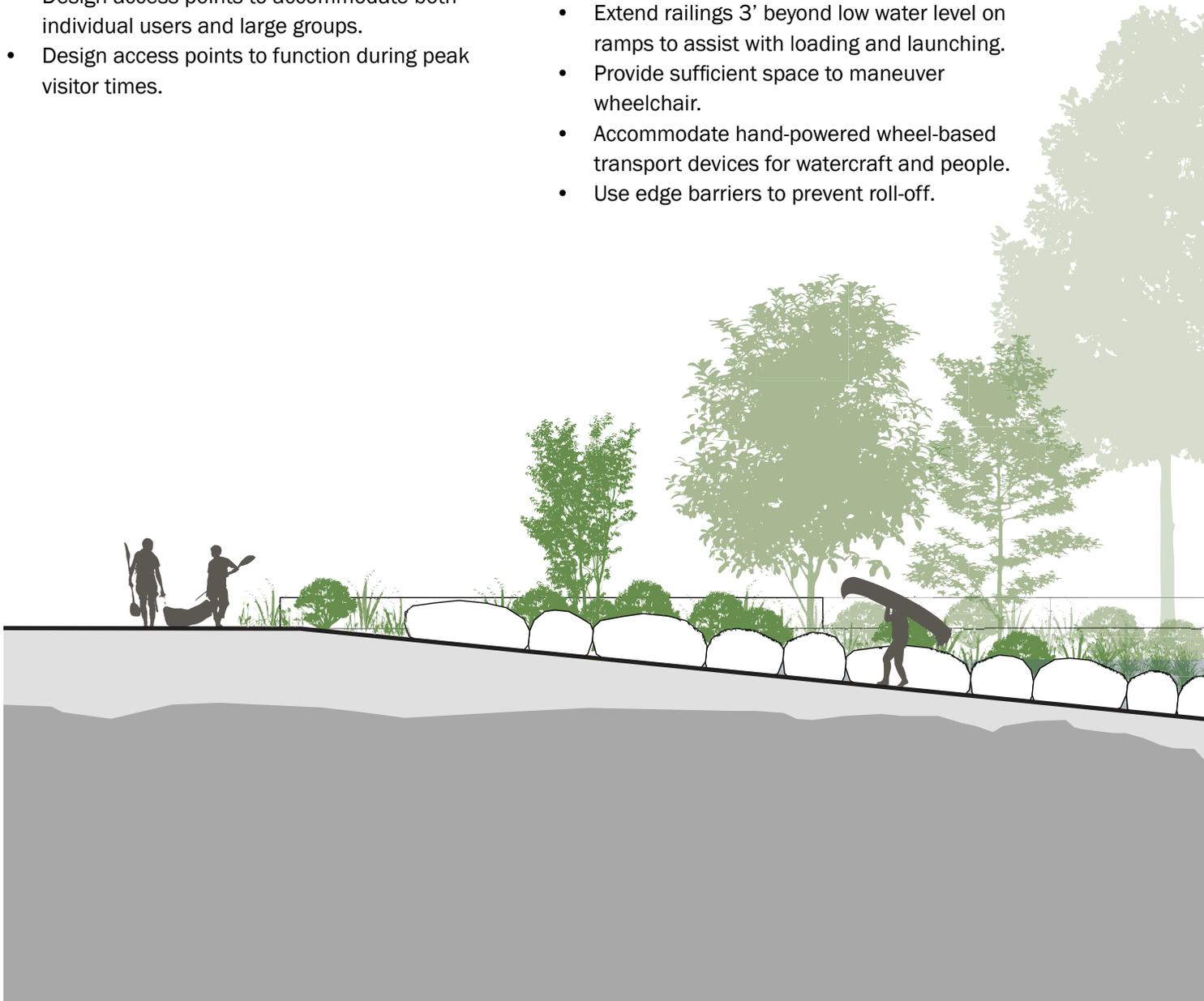
Access Points

USERS

- Design access points to accommodate a wide range of users and abilities of all ages (novice/intermediate/expert).
- Anticipate use by families and consider children with lack of river understanding and strength to accommodate currents and dangers.
- Design access points to accommodate both individual users and large groups.
- Design access points to function during peak visitor times.

ACCESSIBILITY

- Design upland facilities to meet ADA design requirements, and water access improvements to meet ADAAG recreation facility guidance (per list above).
- Use durable and safe (non-slip) surface materials.
- Provide a variety of ways for users to transfer in and out of watercrafts.
- Extend railings 3' beyond low water level on ramps to assist with loading and launching.
- Provide sufficient space to maneuver wheelchair.
- Accommodate hand-powered wheel-based transport devices for watercraft and people.
- Use edge barriers to prevent roll-off.



Conceptual section cut through a natural surface ramp river access point above the falls.

Design Criteria (cont'd)

ACCESS POINT LOCATIONS

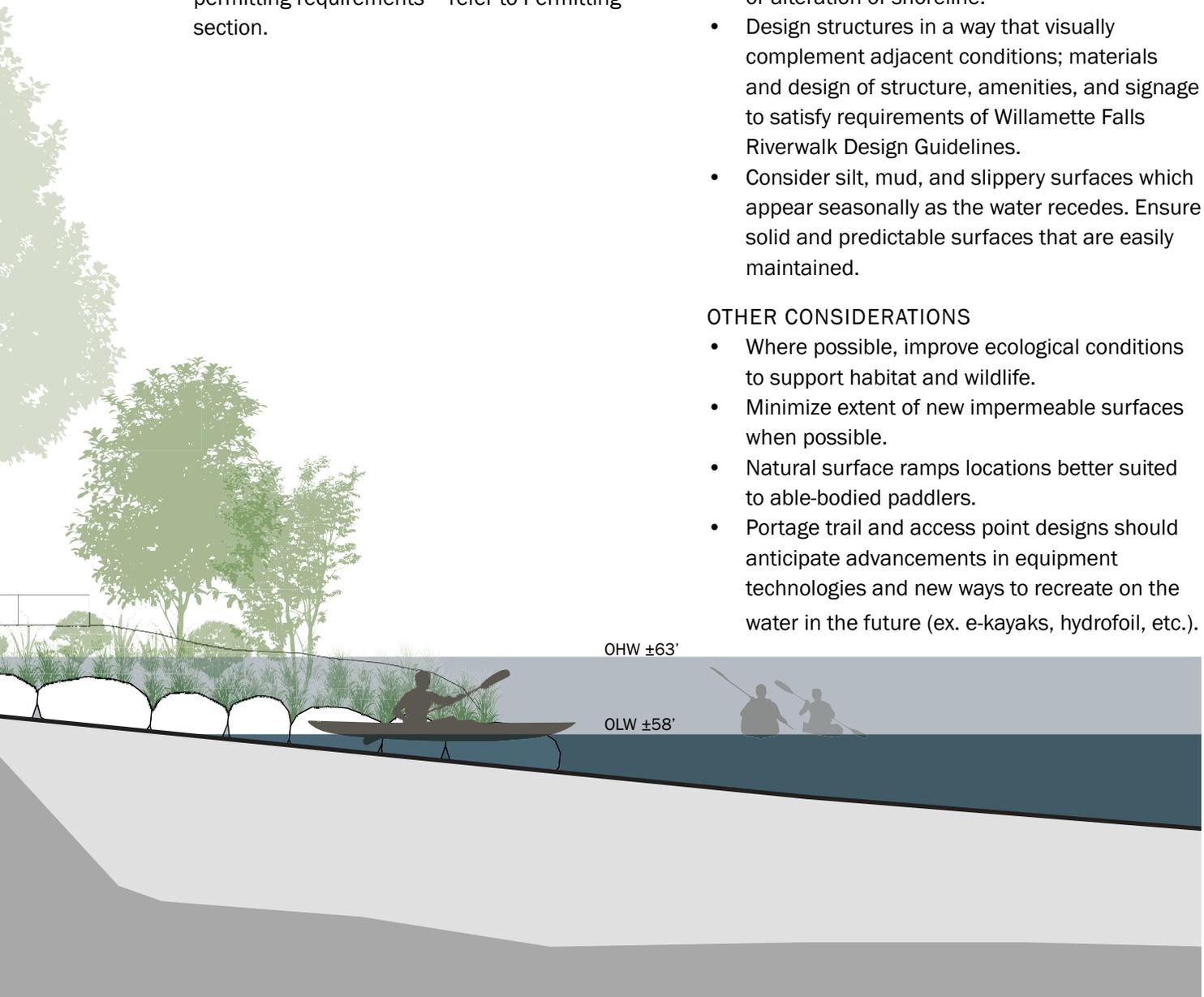
- Locate launch sites to ensure safety for all users on land and in water.
- Ensure there are sufficient water levels at launch site for year-round use.
- Avoid PGE property or impact to PGE operations.
- Maintain visibility from river and from shore.
- Ensure launch sites can meet all jurisdictional permitting requirements – refer to Permitting section.

SITE DESIGN

- Provide sufficient space for staging watercraft before/after portage.
- Protect access points from impacts by floating debris;
- Design to be resilient, durable, low maintenance; withstand 100-year storm event.
- Accommodate space for amenities, signage.
- Use structures requiring minimal construction or alteration of shoreline.
- Design structures in a way that visually complement adjacent conditions; materials and design of structure, amenities, and signage to satisfy requirements of Willamette Falls Riverwalk Design Guidelines.
- Consider silt, mud, and slippery surfaces which appear seasonally as the water recedes. Ensure solid and predictable surfaces that are easily maintained.

OTHER CONSIDERATIONS

- Where possible, improve ecological conditions to support habitat and wildlife.
- Minimize extent of new impermeable surfaces when possible.
- Natural surface ramps locations better suited to able-bodied paddlers.
- Portage trail and access point designs should anticipate advancements in equipment technologies and new ways to recreate on the water in the future (ex. e-kayaks, hydrofoil, etc.).



Permitting

REGULATORY CONTEXT

As the Willamette River is a navigable river and Endangered Species (ESA) are present, a permit from the Corp of Engineers (COE) and Department of State Lands (DSL) will be required for work below or over Ordinary High Water (OHW). Depending on the proposed improvements and impacts, work will likely require additional consultation with National Marine Fisheries Service (NMFS) for potential impacts to ESA listed upper Willamette Spring Chinook. Coordination with PGE during the next phase of work is necessary to determine the feasibility of this proposal.

These permit approvals are required for work that fills or removes materials and/or adds or removes structures below OHW. The type of permit approval can vary by scope and scale of projects, and the specific permit type issued is generally determined by the agencies through the Joint Permit Application (JPA) process. Two permits are required for in-water work, one from the COE and one from DSL, with various other agency coordination and approvals triggered through the JPA process.

As the purpose of this study is to identify a route through the Blue Heron site for portage and also identify access points at end of the portage, some improvements and changes to the shoreline would likely be below OHW. This work would trigger the need for permits before work could begin and the permits typically limit time of work to preferred in-water periods when the least fish are present. In-water work permits have many special conditions, but the most significant is a limitation of work time based on expected fish runs, these 'work windows' vary by location and water body and do change occasionally. Integrating these schedule limits is critical in planning for any project along the river. Elements that may trigger permitting could include bank excavation for a gravel ramp to the water, a new concrete ramp, necessary bank modifications or stabilization, piling, piers and docks among other improvements. The threshold is generally low and even some type of maintenance can trigger need for a joint COE/DSL permit.



Permitting (cont'd)

Recently NMFS has been requiring some form of mitigation for docks, piers and other impacts. Given the larger goals of the Willamette Falls Legacy project, which include extensive restoration, potential improvements for the portage project could be combined into one project allowing the access projects to be self-mitigating and avoid the need for off-site mitigation. Any proposed improvements should include consideration to avoid and minimize impacts. Additionally, permitting can be simplified and mitigation likely avoided if dock design follows NMFS guidance pertaining to deck grating open area percentages, dock size, and location relative to the shore. Updated NMFS guidelines will be available after publication of this document.

There are other regulatory changes related to development near the river related to the National Flood Insurance Program (NFIP) and NMFS. Specifics are being worked out, but in the context of a public trail and river access, those changes are likely to not have direct impact on the portage trail concept. Given that rapidly changing and extensive work is occurring at the federal, state and local levels and how it will impact projects along the river it is unclear at this time. Based on latest public information, it is possible that public access projects will not likely be impacted. The current version of changes do have an exclusion from some requirements that includes open space and recreational facilities.

COE and DSL permitting typically can take a year which including coordination with various other state and federal agencies under the COE and DSL process, this time, combined with the in-water work window limits is a major factor in planning and budgeting for improvements along the river. If the in-water work misses the window, only work above OHW may occur until the next window. Also the final COE permit is typically not obtained until shortly before the work windows open requiring agencies to bid and mobilize on a contingent basis, based on receiving a permit.

In addition to these permits, local approvals are also typically triggered for many types of projects and can include greenway goals, grading cut/fill requirements and Federal Emergency Management Agency (FEMA) flood impact, as administered by the local NFIP administrator at the city, typically in the form of a no-rise certificate for some types of fill. A Type III Conditional Use review through Oregon City may also be required, and the design will likely need to be consistent with Conditions of Approval file CO 14-02, the adopted Framework Plan, and Oregon City land use code.

Statement of Costs

The light watercraft portage trail and river connections are dependent on and linked to the Willamette Falls Riverwalk and the Blue Heron property. An important goal of this study is to find opportunities to coordinate the riverwalk improvements with the portage trail and water access. It is difficult to ascertain probably costs for access points and trail due to a number of factors unknown at this time.

At this writing, Phase 1 of the riverwalk is scheduled to commence construction in 2020. This phase provides temporary improvements of Main Street and a pedestrian connection to the Boiler H complex where gathering areas and views of the river will be featured. Access for portage into the river is not a part this phase. The adjacent Yard improvements and excavation of the alcove will be included in subsequent phases subject to future funding.

The land ownership of the Blue Heron property may be subject to change. Access from the southern “panhandle” of the site has not been discussed with the current owner. Also important, coordination with PGE’s operations has not been reviewed, presenting more unknowns about upstream access point locations in or south of the lagoon.

ASSUMPTIONS

1. Temporary or permanent access along Main Street and “Explorer Trails” are assumed to be funded by the riverwalk project.
2. All lighting is assumed to be part of the riverwalk project. No trail lighting along the “panhandle” portion of the site is envisioned due to habitat disruption.
3. Public restrooms are assumed to be included in the riverwalk project.
4. No public parking for portage trail access points is envisioned.
5. Local, state and federal permitting for the put-in bank work and related improvements above the dam will be part of the portage trail project; while access and launch improvements below the dam will be covered in the riverwalk project. Cost of permitting is not included at this time.
6. Land improvements for the upstream options E3-E6 trail and take-out are assumed to be basic and simple.
7. It is assumed that construction will be performed from the bank side, rather than the water side.
8. Maps, regulatory and wayfinding signage are included. No interpretive displays or information are included.
9. Trail length and debris tuff boom floats vary, depending on location. See E3-6 below.
10. All site utilities are part of the riverwalk or Main Street improvements. Additional utilities are assumed to be unnecessary for the portage trail.
11. Access though the Blue Heron site and PGE property are unknown at the time.
12. Site security fencing is provided by the land owner.
13. West side options W1 and W2 not studied in this report.
14. No mechanical equipment for boat access points, transport or handling are included.
15. Temporary facilities were not studied to a sufficient level of detail in this report to provide cost information. Phase 2 work efforts are intended to provide sufficient level of detail for interim project costs.
16. Costs below exclude design and engineering services, regulatory permitting, as well as construction contingencies.

Statement of Costs (cont'd)

The following statements of costs are offered as a range and rough order of magnitude. However, costs were developed based on conceptual planning, and detailed investigation will uncover additional complexities, therefore a reasonable budgeting contingency should be included. Refer to the plan on pgs. 4-5 for portage trail alignment and access point locations.

DOWNSTREAM ACCESS OPTIONS E1-E2

- E1 Explorer Trail Access & Boat Dock - Construction of the dock and access along the explorer trails will be included in a future phase of the riverwalk. Estimated dock construction costs below include the dock, gangways, abutment/land work, anchoring/pile swing arm system, and mitigation/bank restoration. The timeline is unknown, depending on phasing and funding. The dock project may be considered for Oregon State Marine Board funding. The range of cost for a boat dock is expected to be \$475,000 to \$580,000 due to the complexities of the bedrock, unknown geotechnical and hydrological conditions, and attachments of the gangways to the existing marine bulkhead.
- E2 The Yard Improvements and The Alcove - Construction of The Yard improvements and excavation of the river alcove will be included in a future phase of the riverwalk. The timeline is unknown, depending on phasing and funding. It will be important to understand more logistics and opportunities for launching and hauling out light watercraft in the alcove, seasonal depth of water and level of improvements beyond the riverwalk that will be necessary. No range of cost is available at this time.

UPSTREAM ACCESS OPTIONS E3-E6

- E3 River Access Improvements & Portage Trail - Construction of E3 river access and portage trail includes 65LF of paved asphalt path (8ft. wide), small asphalt staging area, bank excavation, riprap, reinforced and textured concrete ramp, landscape repair and two picnic tables for staging equipment. Costs could include 2,450LF of in-water debris Tuff Boom safety barriers, or modifications and extensions of existing debris booms. Basic improvements are in the range of \$625,000 to \$750,000.
- E4 River Access Improvements & Portage Trail - Requires an additional 400-ft length of trail from E3 and 375-ft less debris boom. Basic improvements are in the range of \$585,000 to \$700,000.
- E5 River Access Improvements & Portage Trail - Requires an additional 600-ft length of trail from E3 and 575-ft less debris tuff boom. Basic improvements are in the range of \$565,000 to \$675,000.
- E6 River Access Improvements & Portage Trail - Requires an additional 1,625-ft length of trail from E3 and 1,600-ft less debris boom. Basic improvements are in the range of \$450,000 to \$500,000.

Conclusions

- While historic portage occurred on both sides of Willamette Falls, a convenient portage trail on the east side appears to be viable and closely aligns with historic portage.
- What is missing from both sides are clear and safe access points for small watercraft.
- We recommend that all access points in the river be engineered ramps, represent the best compromise for a low maintenance/ low impact access through riparian zones and during the wide range of water levels.
- In a continuing effort to cooperate with the Riverwalk project, this study suggests creating a schematic design at E2 for Metro engineers to include within the boundary of the riverwalk JPA.
- Similarly, this study identifies E3 as the next priority access point, and a schematic design for E3 will allow for future engineering and permitting to properly integrate with future riverwalk phases and the longer term trail to Canemah.

Appendices

Meeting Notes

Team Meeting #1 - 7/20/18.....	18
Team Meeting #2 - 7/30/18.....	24
Site Visit - 8/15/18.....	26
Metro / Oregon City Meeting - 8/22/18.....	30

M E E T I N G R E C O R D

Project	Willamette Falls Portage Trail Concept Plan	Meeting Type	Meeting Notes
Date	7.20.18	Time	3-5pm
Subject	Team Meeting #1		
By	Tim Strand	To	Kate Govaars, Matt Taylor - WLCR

Attendees

We Love Clean Rivers (WLCR) : Kate Govaars (KG - by phone)

Fortrose Group (FG): CJ Sylvester (CJ)

Flowing Solutions (FS): Andy Jansky (AJ)

Mayer/Reed (M/R): Carol Mayer-Reed (CMR), Tim Strand (TS)

THE FOLLOWING IS A SUMMARY OF MEETING DISCUSSION AND DECISIONS. PROVIDE CORRECTIONS OR CLARIFICATIONS WITHIN 2 DAYS.

The following is a record of the Team Meeting #1 held on July 18, 2018 at Mayer/Reed

1. General
 - KG prefers that if Matt Taylor (MT) cannot attend project meetings, to extend the invitation to Sam Drevo (SD)
2. Schedule
 - Review of schedule by the group – no significant revisions needed
 - See attached revised schedule for updates
 - Clackamas County Tourism and Cultural Affairs Grant permit pre-application due 9/13; Final application due 11/1
 - Team Meetings 2 & 3
 - TS to send out Doodle poll ASAP to get these scheduled
 - Invite Ryan Sparks – OPRD Operations Support Manager (Valleys Region), helped prepare the Willamette River Water Trail Concept Plan (2007)
 - Coordination meetings with Metro / Oregon City and with Falls Legacy
 - M/R to reach out to Brian Moore (Metro) and Christina Robertson-Gardner (Oregon City) to share project schedule, begin to coordinate these meetings to also include relevant staff / planners
 - Site visit – target week Aug. 13 (TS out 7/27-8/6, AJ out 8/6-8/11)
 - Group prefers to launch from Blue Heron site
 - TS to schedule date with SD; KG then coordinates site access arrangements with Betsy Heidgerken
 - Permit requirements
 - AJ to provide matrix of relevant jurisdictional reviews and permitting requirements
 - Grant application requirements
 - KG to provide required information for both pre-app and final application
3. River access case studies (FS)
 - AJ introduced Flowing Solutions project experience and walked through 4 recent river access projects (images attached)

- Lessons learned from his experience on these projects include:
 - Prepare permit text with overview of state and federal permits and triggers
 - Determine in-water land ownership/DSL state lands vs PGE ownership of riverbed
 - Investigate special leases PGE may have for debris boom area
 - FERC relicensing timeline and input opportunities
 - Dam owner's obligation to provide passage for navigation, vs recreational.
 - Consider all types of possible uses, both now and future
 - Consider possibility of upstream e-assist users, similar to e-bikes
 - Incline lift for direct access route (with water Anderton, or just frame)
- 4. Next Steps
 - M/R – Doodle poll and schedule next 2 Team Meetings
 - M/R / KG – schedule Site Visit
 - M/R – coordinate scheduling for Metro/OC and Falls Legacy Meetings
 - M/R – reach out to Ryan Sparks to get a copy of current Willamette River Water Trail plan
 - M/R – begin drawing preliminary alignment alternatives to review at the next team meeting
 - M/R / FS – develop list of users and their experiences
 -

Attachments

Cc: File

Regional examples of light watercraft launches under construction, prior to revegetation.



Columbia River Access, Port of Arlington, Oregon. Courtesy of Flowing Solutions.



Columbia River Access, The Hook, Port of Hood River, Oregon. Courtesy of Flowing Solutions.



Tualatin River Access, Metro. Courtesy of Flowing Solutions.

M E E T I N G R E C O R D

Project	Willamette Falls Portage Trail Concept Plan	Meeting Type	Meeting Notes
Date	7.31.18	Time	1-2:30pm
Subject	Team Meeting #2		
By	Carol Mayer-Reed	To	CJ Sylvester, Kate Govaars, Matt Taylor - WLCR; Andy Jansky

Attendees

We Love Clean Rivers (WLCR): Matt Taylor (MT); Sam Drevo (SD) and Kate Govaars KG) (SD and KG - by phone)

Fortrose Group (FG): CJ Sylvester (CJ)

Flowing Solutions (FS): Andy Jansky (AJ)

Mayer/Reed (M/R): Jeramie Shane (JS); Carol Mayer-Reed (CMR); Tim Strand (TS) (TS by phone)

THE FOLLOWING IS A SUMMARY OF MEETING DISCUSSION AND DECISIONS. PROVIDE CORRECTIONS OR CLARIFICATIONS WITHIN 2 DAYS.

The following is a record of the Team Meeting #2 held on July 31, 2018 at Mayer/Reed.

1. General

- Discussion about what does a “deadline” mean? Limits on fishing versus navigation? SD and AJ will each try to find out how this applies to Willamette Falls.
- It would be helpful to understand the status of the Willamette Falls locks. CJ will check with Andy Cotugno about it.
- Closest current put-in and take-out are at Willamette Park in West Linn and the Sportcraft landing in Oregon City. No current portage around the falls, except by vehicle.
- Ideally 1,000 ft. is the longest land portage for people to reasonably carry light watercraft, although ¼ mile could be considered. Longer than that would require some means of conveyance. Boats range from lightweight kayaks to kayaks loaded with camping gear and even heavy driftboats. All can be assumed to be under 20 ft. in length.
- KG reminded the group about access to the public and a range to abilities that will need to be demonstrated in order to gain public funding.
- Where grade changes occur, sloped pathways are better than flights of stairs.
- Most trips will occur in summer at low water. In high water is it presumed to have less demand for boating.
- State Parks (Ryan Sparks) and/or a land use attorney could help us understand public rights’ to access the river.

2. Schedule

- Team Meetings
 - Next one scheduled on 8/22/18 from 10:00 to 12:00 pm at Mayer/Reed.

- SD suggested that Cailan O'Brien Fenny of State Parks be placed on the stakeholders list and be included the next meeting.
 - Coordination meetings with Metro / Oregon City and with Falls Legacy
 - No progress on setting these up.
 - Betsy Heidergerken advised that Kate set up a meeting with Falls Legacy directly through George or Tom Potter.
 - Team site visit scheduled for Aug. 15 from 3 – 5:00 pm; land side only, no water access needed at this time.
 - Permit requirements/updates
 - No new report at this time.
 - Grant application requirements
 - No new report at this time.
3. Falls Portage Concepts
- AJ, TS, CMR and JS worked on several concepts for the portage and its various components.
 - One alternative that was briefly examined is adjacent to or through the locks once they re-open. This may be the most viable option, given opportunity for the longest paddle and shortest land portage. However, the Clackamas County grant for the portage study does not cover the West Linn side of the river. This can be held as a topic to be discussed at a future time.
 - Several locations were cited on the “panhandle” of the Falls Legacy property. While the closest take-out is most desirable, multiple access points may be beneficial for river tours or use by large groups. The portage trail could be gravel. AJ explained the use of floating booms to both deflect debris and create a safe zone next to the bank similar to a protected bike lane.
 - Several routes through the Blue Heron site were illustrated on the concept plan. These locations, grades, portage lengths, put-in opportunities, docks, etc. were discussed. MT raised questions about some of the shorter routes and possible locations within the PGE lagoon. Also, MT asked, could the existing private boat dock be improved for use? All of the options will be further examined on site and through this process.
4. Next Steps
- M/R – coordinate scheduling for Metro/OC and Falls Legacy Meetings
 - M/R – reach out to Ryan Sparks to get a copy of current Willamette River Water Trail plan
 - M/R / FS – continue to refine preliminary alignment alternatives to review at the site and in the next team meeting
 - M/R / FS – continue to develop list of users and their experiences

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M E E T I N G R E C O R D

Project	Willamette Falls Portage Trail Concept Plan	Meeting Type	Site Observation
Date	8.20.18	Time	3:00-5:00pm
Subject	Aug. 15 Site Visit		
By	Tim Strand	To	CJ Sylvester, Kate Govaars, Matt Taylor - WLCR; Andy Jansky

Attendees

We Love Clean Rivers (WLCR): Matt Taylor (MT); Sam Drevo (SD)
 Oregon Parks and Recreation Dept (OPRD): Cailin Obrien-Feeney (COF)
 Falls Legacy LLC (FL): Betsy Heidgerken (BH)
 Flowing Solutions (FS): Andy Jansky (AJ)
 Mayer/Reed (M/R): Jeramie Shane (JS); Carol Mayer-Reed (CMR); Tim Strand (TS)

THE FOLLOWING IS A SUMMARY OF MEETING DISCUSSION AND DECISIONS. PROVIDE CORRECTIONS OR CLARIFICATIONS WITHIN 2 DAYS.

The following is a site observation record of the site visit held on August 15, 2018.

1. General

- Betsy lead the group through the site, stopping at several locations to observe site conditions, explain strategies identified in the Riverwalk Concept Design, and discuss launch locations and portage trail alignments identified in the Preliminary Trail Alignment exhibit reviewed on July 31, 2018.
- Matt explained that 90% of the portage trail use would occur during low-flow summer months (June-Sept) and include users of all abilities. The other higher flow months would likely see more advanced river users.
- The group also reviewed a plan showing land ownership per Metro-provided GIS data, but are not actual property lines.

2. Upstream from the Falls

- The group walked along the abandoned railroad spur and stopped at a widened portion next to the existing barrier (approximately 50-75 feet south of an overhead storm drainage structure) to discuss potential launch sites and water approach strategies.
 - The existing PGE debris boom connects to the existing concrete ramp structure just south of the barrier, spanning across the southern portion of the lagoon. Betsy noted it would be unlikely that light watercraft would be able to paddle any further into the lagoon than the existing boom.



- o The widened portion of this spur could be a possible location for a launch; however, it is downstream from the existing debris boom, so access and modification of the existing boom was a concern.



- o The existing concrete ramp structure could also be a possible launch location.
- o The “bike lane” strategy proposed in the 7/3/18 exhibit was discussed and generally agreed as a possible solution for safe approach to a launch site in this vicinity.
- o The noise and proximity to the active railroad line above the spur is a difficult condition to mitigate. It’s desirable to move away or past it as quickly as possible.

- The distance from the property barrier to the dam is about a 5-minute walk on level ground. The group consensus was this this leg of a portage route seemed reasonable.

3. Downstream from the Falls

- The group explored the area underneath the existing railroad trestle and discussed PGE's need for ongoing use of the roadway above the trestle for access to the dam. The existing Riverwalk plan does not specifically address this area due to some unresolved issues.
- The group walked towards the future "yard" area of the Riverwalk and discussed the extents of excavation and tail races planned. This part of the site will likely be implemented sooner than the northern parts of the site.
 - The difference in elevation between Main Street and the proposed yard and elevated Riverwalk structure are approximately 1-story near the SW corner of the existing woolen mill foundation. Therefore, it is necessary to travel around the north end of the Woolen Mill to accommodate the access, adding length to the portage connection.
 - Question: Will there be enough water in the alcove at the proposed E3 launch site during the summer low-flow months?
- The group then walked to an existing structure to view the shoreline conditions around the proposed E2 launch site near the former fueling station bulkhead.



(photo taken from 2015 site visit)

- Due to grade differences between upland areas of the site and the top of the bulkhead, an ADA-accessible path is required to get people to a floating dock structure or earthen ramp at the shoreline. Explorer trails proposed in the existing Riverwalk plan make this connection. Additional on-grade explorer trails may not be feasible due to excessive slopes to get down to grade and width of pathways needed to accommodate high volumes of people, especially on peak visitor days.
- Metro has expressed concern about providing user access into the basalt habitat and vegetation restoration planned for this portion of the site.
- The raised explorer trails of the Riverwalk and daylighting tailrace and are not included in the Metro phasing plans at this time.
- Question: Is it possible to achieve access before future phases of the Riverwalk are completed?

4. Next Steps

- M/R / FS – continue to refine preliminary alignment alternatives to review at the next team meeting on August 22.
- M/R / FS – continue to develop list of users and their experiences.
- WLCR / M/R – meet with M/R to discuss the subsequent meeting in the afternoon with Metro and Oregon City to discuss portage concepts.

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M E E T I N G R E C O R D

Project	Willamette Falls Portage Trail Concept Plan	Meeting Type	Meeting Notes
Date	8.24.18	Time	3:00-4:30pm
Subject	Metro and Oregon City Meeting - 8.22.18		
By	Tim Strand	To	Kate Govaars, Matt Taylor, CJ Sylvester

Attendees

Metro: Brian Moore (BM)

Oregon City (OC): Laura Terway (LT)

We Love Clean Rivers (WLCR): Matt Taylor (MT);

Fortrose Group (FG): CJ Sylvester (CJ)

Mayer/Reed (M/R): Carol Mayer-Reed (CMR); Tim Strand (TS)

THE FOLLOWING IS A SUMMARY OF MEETING DISCUSSION AND DECISIONS. PROVIDE CORRECTIONS OR CLARIFICATIONS WITHIN 2 DAYS.

The following is a record of the meeting held at Metro on August 22, 2018.

1. Project intro and description:
 - MT walked through the goals of the portage trail, followed by an overview of the plan exhibits by TS and CMR:
 - Making "wild nature" safe for users;
 - Human-powered small water craft, including kayaks, canoes, paddle boards, tubers, and rafts;
 - Should provide launches with features for adaptive paddle enthusiasts with special needs;
 - Should accommodate individuals and groups, including education-based tour groups, and Kayaking Meetups, a growing constituency;
 - Width of boat launch ramps should be wide enough for larger groups and maintenance;
 - Typically, floating docks are harder for users to get out of boats;
 - Durable, low-tech solutions;
2. General comments
 - BM: What does an accessible boat ramp look like?
 - BM: Add green habitat line around the yard alcove;
 - E3 / E4 launch sites along the "panhandle" are on Metro's easement;
 - BM recommends we try and move E3/E4 launch sites further north, closer to the Mill E; could provide mutual benefit with future development; Need to coordinate with PGE;
3. Phasing
 - BM/LT: How does portage trail consider Riverwalk (RW) phasing and construction?
 - Phase 1 of RW target completion in 3 years; recommend identifying RW Phase 1 on the plans;

- Yard will be open (unimproved) during RW Phase 1;
- Alcove at the yard is part of RW phase 2, target complet on 6-7 years;
- Daylighting the tail race not yet in a phase (subject to site redevelopment);

4. Site Access

- BM explained there are major issues with access around Mill E due to unknown redevelopment plans and timelines; Need to annotate plans to indicate the portage trail in this area as being subject to future redevelopment;
- BM/MT: Interim access to the site does not appear to have been considered; needs to be coordinated with RW phasing and construction;
- BM/MT: Site will be under construction for years – how does portage trail respond to limited site access?
 - MT offered idea of supervised temporary access through site during construction, i.e.. pilot project?
- BM: interim access to the site as part of the portage trail is not a priority for Metro, they're focused on Phase 1 and redevelopment;
 - If portage trail has funding in place, it will be a big motivator for Metro to prioritize accommodating portage trail site access;

5. Existing dock

- BM: existing dock is currently anchored to shore with cables;
- DSL holds current lease on it, and will not allow an additional dock;
 - a new dock would need to replace the existing one; any replacement/new dock would be a 5-6-year effort;
- New ramp to the dock from the existing access point would be difficult to construct, potential conflicts with habitat, scouring;

6. Next Steps

- Make plan corrections based on Metro/OC input;
- Set up meeting with Falls Legacy through Melanie at Metro to review alignments
- BM does not think the plan is ready to be reviewed by PGE – they like to see more detail proposals;
 - BM recommends showing images of the various elements, examples from other projects, etc.
 - Suggest holding off on PGE meeting until next phase but need to explain this in the grant application.
- BM recommends presenting to TAC once we're finished with this phase;
- Present to project partners (OC, Metro, Clackamas Co., State of OR) once the next phase is complete;

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