

2016



2017-2022 STRATEGIC PLAN ONLINE SURVEY

The following questions and responses are a result of an online survey posted on the agency's website (www.boatoregon.com) from August 22 – September 30, 2016 to gather feedback from recreational boaters on how the Marine Board can better serve their needs. Questions were developed by Boat Oregon Advisory Team members during a Strategic Planning Summit in April, 2016

Survey developed by members from the Non-motorized, Cruising,
Watersports and Outdoor Sportsmen Boat Oregon Advisory
Teams

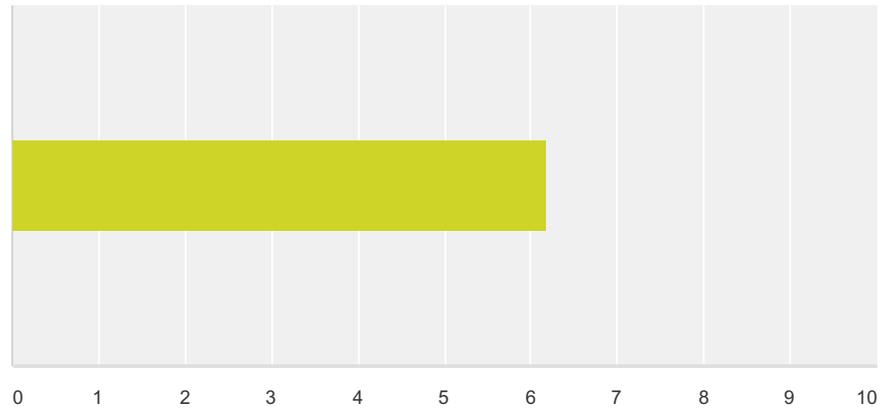
Survey created by Rachel Graham, Policy & Environmental
Program Manager

Approved by Scott Brewen, Marine Director

Posted and participation solicited by Ashley Massey, Public
Information Officer

Q1 Concern: The increase in the variety and amount of boating activity on some waterways has resulted in conflict between user groups at ramps and on the water. On a scale of 1 - 10, how important is it that the Marine Board address this issue?

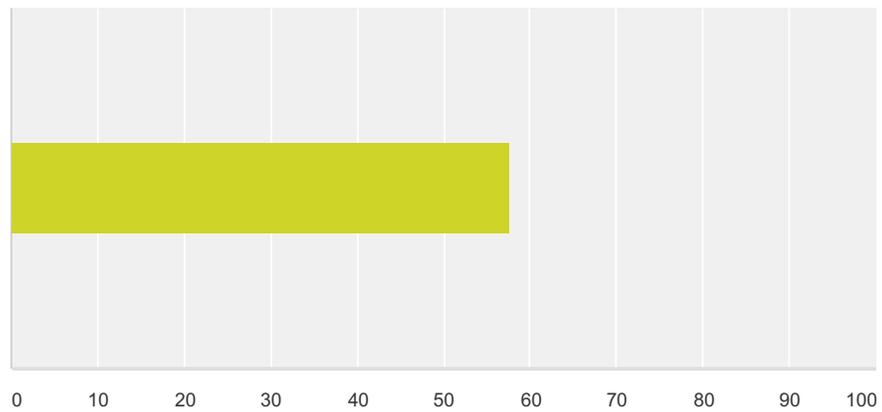
Answered: 265 Skipped: 2



Answer Choices	Average Number	Total Number	Responses
	6	1,635	265
Total Respondents: 265			

Q2 Proposed Course of Action: Reduce causal factors for boater conflict taking into account areas, activities and competing interests on Oregon’s waterways. This includes actions such as: Identifying waterways with significant user conflict, Determining activities and competing interests that cause user conflict, Implementing enforcement and education interventions such as signage, law enforcement patrols, and boating etiquette messages Implementing successful interventions on similarly situated waterbodies in Oregon On a scale of 1 - 100, how well does this course of action address the concern?

Answered: 259 Skipped: 8



Answer Choices	Average Number	Total Number	Responses
	58	14,924	259
Total Respondents: 259			

Q3 Do you have a different course of action that would better address the concern?

Answered: 104 Skipped: 163

#	Responses	Date
1	No. Public input is, of course, essential, which seems to be well addressed here.	10/1/2016 10:46 AM
2	Enforcing current laws would solve many of the issues. We observe people surfing with no ropes frequently by Chanpoeg park, a blatant violation of the current rules	10/1/2016 9:49 AM
3	no	9/26/2016 2:29 PM
4	I would rather see more education vs signs and enforcement. As a power boater, the conflicts I see are with rafters/kayakers were the floaters need to understand power boaters (jet) need a certain amount of water to travel in. Simply banning powerboats is not a answer.	9/26/2016 2:10 PM
5	Waterway user education regarding existing laws and regulations, which are adequate is obeyed. ie distance from other water craft, responsibility for wakes, etc.	9/23/2016 2:50 PM
6	No, but we have signage and sheriff patrols but still many people do not follow the rules. We do not see enforcement.	9/20/2016 1:12 PM
7	Just let it be.	9/17/2016 2:55 PM
8	How about some actual enforcement	9/17/2016 2:28 PM
9	require kayakers and paddle boarders to have boater education. Require companies providing rentals to these people to provide rules of the road education.	9/16/2016 7:24 AM
10	Upper Oregon City Falls to Newberg is suffering accelerated riverbank damages, falling trees, lost vegetation, exposed root systems, riverbank losses, and more. The dam at the OC falls has been holding higher river levels onto the riverbank toe. Thus placing all wakes and currents onto the riverbank toe since 2008 through 2015. This killed vegetation, causes landslides, fills in the riverbed and caused property damages. 2016 the river has been lowered to prior 2008 levels which is a great relief, but the riverbanks are left with irreplaceable damages. We would like to see all damages repaired, reimbursement for all dock damages, and the river water levels left were it was prior to 2008, like it is today. Would like to see the forces that caused the damages removed and/or the river redesigned to handle the forces. The WED boats, large boats, the dam are the forces to start with. The river, the forces in cause, the lack of enforcement, the damages sustained are not going unnoticed. OSMB has been informed and it needs to make a change to fixing this part of the river. Dredging may be required to keep the lost riverbank soil from entering into the Columbia river.	9/12/2016 1:55 PM
11	Teaching ETIQUETTE to boaters so important. Teach respect for fishing, skiers, etc maybe even have separated areas for each type of activity on lakes big enough. No rentals of boats without boaters license those are my main groups I have CONFLICT with	9/11/2016 8:57 PM
12	Increase enforcement.	9/11/2016 6:37 PM
13	On the Willamette by Wilsonville we have rules regarding wake enhancement, but they are not being enforced. If there was follow through, things could be greatly improved. As it is, things are actually worse than they were as there are more large boats with enhanced wakes.	9/11/2016 6:06 PM
14	not at this time	9/8/2016 12:23 PM
15	Signage and boating etiquette messages are a passive form of addressing the concern. Unfortunately, this does not necessarily change behavior. Enforcement/fines/penalties may be a stronger approach, but it seems like the number of those doing enforcement is limited and a large expense to cover. I'm curious what work the Marine Board has done or what documentation they have on user conflict or incidents at this time? Can that be publicly shared? I would be curious to know which groups are the most prone to conflict and why.	9/8/2016 9:48 AM
16	Perhaps a written etiquette guideline with the boater's card and renewal stickers, and additional advertising.	8/30/2016 10:33 AM
17	Set and enforce air quality standards for motorized watercraft.	8/29/2016 7:47 AM
18	Sport fishing needs more limits and enforcement. I've had rocks throw at me from some on shore and trolling boats don't stay out of the way of other vessels causing unsafe situations. Paddle boarders are clogging waterways. Sailing has the least empack on waterways but derelict boats should not be tolerated. I love watching sail boat races.	8/28/2016 3:39 PM
19	Not at this time	8/28/2016 3:17 PM

20	Define new interventions to separate competing interests by time of day or day of the week rather than within a space or location.	8/28/2016 7:43 AM
21	no	8/27/2016 9:57 AM
22	Competing interest groups need to do their own education and learn to live with others. I suspect anglers would be slow to accept this goal.	8/27/2016 7:28 AM
23	Cities and counties should also address what is happening on their docks and ramps.	8/26/2016 6:32 PM
24	Users of non traditional boats such as kite boards pose a great problem to sailboats transiting an area the kite boarders are using. They don't understand the rules of the road and they don't understand the danger they are putting themselves in as they block navigation while zipping any which way.	8/26/2016 11:01 AM
25	More boat ramps or river/lake accesses. Use our money that we the people pay you for!	8/26/2016 7:39 AM
26	Establish right-of-way priority ordering based on less to more maneuverable, or effort required for maneuvering. So little boats have to give way to big boats, and motorized have to give way to unmotorized.	8/25/2016 7:46 PM
27	I think that resource planning/management planning comes first, then decide which tools to apply to meet the goals and objectives of the recreation use plan.	8/25/2016 11:47 AM
28	not at this time.	8/25/2016 10:31 AM
29	Creating more legal designations (no wake zones) to minimize user conflict and promote popular use & development for different users in different places.	8/25/2016 8:01 AM
30	Build more access points	8/24/2016 8:38 PM
31	Clear signage and pamphlets on usage is about all you can do. We don't need to tie up a dozen staff and send them all around the state for six months to do a study.	8/24/2016 5:24 PM
32	Operator licensing already exists. I don't have any ideas to make users more polite. Guides/personnel at each ramp during peak usage. Increased cost means increased fees --should help some.	8/24/2016 5:16 PM
33	Put in kayak launches separate from motorized boat launches, and create little beaches for more access, possibly at the many abandoned boat ramps that were shut down.	8/24/2016 5:04 PM
34	More river patrolling would be a great deterrent, as in my experience boaters will not pay attention until it becomes a violation they have to address, usually financially.	8/24/2016 5:00 PM
35	I suggest that areas with a primarily experienced whitewater user group be identified. Those rivers often have existing organizations expending substantial resources (with significant experience) supporting safe practices on the river. Additional state focus in these areas would seem to keep resources away from areas that may see broader cross-sections of user groups that could benefit more from OSMB support.	8/24/2016 4:57 PM
36	I'd like to see signage showing phone #s to call when motorized boat operators are acting recklessly.	8/24/2016 4:20 PM
37	The single biggest action that would help would be separate launches for paddle craft and other non-powered boats to use.	8/24/2016 3:32 PM
38	Taking action to reduce user conflicts.....adding put-ins for smaller non-motorized boats.....increasing non-trailer parking for boaters who do not require a trailer.	8/24/2016 2:16 PM
39	All of those bullet points are critical, but I feel you are missing the most important one which is education and working to create an overall atmosphere on the water that fosters not only literally obeying the rules, but good etiquette. There was a time when there was such a thing as boating etiquette. That seems to be a thing of the past. As a certified sailing instructor for both the ASA and the USSA, I find time and time again that when there is the opportunity to discuss etiquette with people, that the problem isn't that they don't want to be polite and good boating "neighbors", they just don't know. The education involved in getting a boater's card focuses way too much on some topics, and not enough on others such as what it means to be polite. For example, power boaters go roaring past us, 10 feet away when we are under sail all day long. I choose to believe that they simply don't know that this is really not cool, rather than to see them as assholes. When I've had the opportunity to chat with people about this particular behavior at docks, most of the time, they just don't realize that when they create a wake so close to us, it REALLY rocks the boat. So, two additional bullet points I would add: Boater etiquette education - beyond just the rules Completely revamping the boater card test and creating a better mix of information in the questions, while also including more on "sharing the waterway", and less on personal watercraft - which is half the test. ridiculous.	8/24/2016 2:11 PM
40	The above scale is 0 to 100	8/24/2016 12:13 PM
41	I don't know all the issues, and "sides".. I am a kayaker and concerned about my safety regarding arrogant, righteous motor boaters. And, just not being seen. Education seems paramount.	8/24/2016 11:46 AM

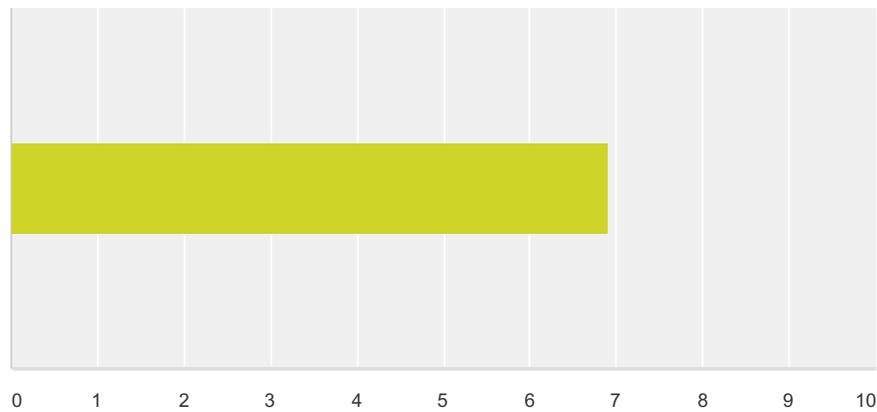
42	First: Review the OPRD Non-motorized report so you can have real #s of usage on various rivers. I think the list is a good beginning.	8/24/2016 11:02 AM
43	Tell people to shut up, be reasonable, and just deal with each other.	8/24/2016 10:09 AM
44	Maybe sectioning off an area for non-motorized boats that goes up the intake streams/rivers, so kayaks and canoes can paddle without all the obnoxious noise of motor boats, and the problems they cause by speeding, the wakes, etc.	8/24/2016 9:54 AM
45	Creation of better facilities and options. Biggest conflict comes from paddlers needing to use a boat ramp due to either lack of non-motorized water craft launch facilities, or not particularly well maintained or easily accessible launches. Many of the current paddle sports populations who cause conflict often have mobility issues to contend with.	8/24/2016 9:21 AM
46	Use restrictions or permits (lottery) to minimize user numbers and conflict. (non-motorized use dates and motorized use dates, etc)	8/24/2016 8:40 AM
47	Seems it wouldn't take much to "carve out" small areas where kayak, canoes, and SUPs could launch out of the main power boat lanes.	8/24/2016 8:25 AM
48	Often comes down to providing facilities (boat ramps, etc.) that separate user groups in conflict.	8/24/2016 8:02 AM
49	Enforcement patrols are very lacking in Oregon .	8/24/2016 7:55 AM
50	Include representatives from the commercial shipping industry	8/24/2016 7:52 AM
51	Improve traffic flow at ramps for boats and tow vehicles by improving the facilities. Clackamette park is a good example of continued loss of facilities.	8/24/2016 7:25 AM
52	for safety and a high quality of use for the user, wake board activity, skiing, do not safely mix with small water craft. Lake Billy Chinook needs more areas for small water craft, fishing, float tubes, their is room.	8/24/2016 7:15 AM
53	more facilities	8/24/2016 7:08 AM
54	no	8/24/2016 6:54 AM
55	Redesign ramp to include a non motorized boat entry so there is separation.	8/24/2016 6:43 AM
56	Specific access for non motorized craft.	8/24/2016 6:37 AM
57	Signage at ramps indicating maximum tie-up time @ dock after launching. Some folks launch, leave their boat next to the ramp (instead of moving back to let others in).	8/24/2016 6:29 AM
58	The question is too generic. What conflicts? What waterways?	8/24/2016 6:14 AM
59	Post new regulations so people are aware of how to properly utilize the waterways and etiquette when operating vessels.	8/24/2016 1:51 AM
60	Having a representative of the Marine Board at various sites to do a causal conversation about the different issues	8/24/2016 1:37 AM
61	some areas are simply not suitable for personal watercraft and speeding, noisy powerboats. Provide areas where there are no powerboats, and implement and enforce speed limits	8/24/2016 12:12 AM
62	I am a kayaker. Non-motorized boaters don't need a cement ramp. For us water access can be as simple as gravel path someplace to the side of the cement ramp. A gravel path is not expensive and would keep non-motorized boaters away from the busy cement boat ramps that the motorized boaters use. Make sense?	8/23/2016 11:24 PM
63	There seems to be unawareness regarding boat ramp etiquette. Outreach & education would help. People should be on the ramp as little & as quickly as possible. Thanks!	8/23/2016 10:51 PM
64	No	8/23/2016 10:49 PM
65	signage at ramps. Rig up and Row bitches!	8/23/2016 10:41 PM
66	Segregate some areas that best complement activities then designate them as such.	8/23/2016 10:38 PM
67	Encourage taking Boating Courses from United States Power Squadrons	8/23/2016 9:43 PM
68	If there is to much conflict then close the ramp.....	8/23/2016 9:41 PM
69	Put in more ramps.	8/23/2016 9:08 PM
70	no	8/23/2016 8:37 PM
71	Decrease the days that motors can be used on shared waterways	8/23/2016 8:17 PM
72	No more restrictions on power boats!	8/23/2016 8:01 PM
73	I guess I do not have these issues where I boat.	8/23/2016 7:49 PM

74	Limited entry for high risk boats/ areas - speed, water ballasted ski boats, high risk white water There is no need to exceed 40 mph anywhere except for planned events	8/23/2016 7:44 PM
75	Boater safety requirements for renters.	8/23/2016 7:12 PM
76	Build some non powered boat launches in places where there is no boat ramp. Sellwood Park is an example.	8/23/2016 6:58 PM
77	As a whitewater enthusiast I for the most part have not encountered this, save for the occasional grumpy fisherman. If you ignore them, it all goes away when they can return to fishing at most 10 minutes later.	8/23/2016 6:28 PM
78	Media ad 's explaining proper waterway etiquette.	8/23/2016 6:10 PM
79	More enforcement will make a difference.	8/23/2016 5:54 PM
80	As a 25-year retired LEO with 7 years in Marine Patrol, I am here to tell you that there are inconsiderate people everywhere. Writing special rules for "control" of inconsiderates is a waste of time, since politeness is rarely enforceable. Example: power vs paddler conflicts: this issue is more driven by politics in Salem than it is by individual operators of watercraft. Get the politics out and laws of physics will sort out the issues.	8/23/2016 5:52 PM
81	Educating the people that rent boats and watercraft.	8/23/2016 5:48 PM
82	I always seem to end up on the "loosing access" end of any new regulations. If there was an effective way to educate boaters about etiquette and how there actions affect other boaters, that could be very beneficial. From educating surfers about how large of an area their wakes affect and for how long, to educating paddlers that while they have the right to be in the middle of a waterway, it is safer for all if they stay closer to shore...	8/23/2016 4:59 PM
83	I think the problem is with society in general. More enforcement, signs, etc will not change attitudes. I have been boating rivers for 30 years commercially and privately and have seen a significant decline in courtesy/respect not just boating but in general.	8/23/2016 4:39 PM
84	Separate facilities for powerboat users and non-motorized users would help.	8/23/2016 3:38 PM
85	no	8/23/2016 3:36 PM
86	In my own use of Oregon waterways, I see public access as a bigger issue than user conflict.	8/23/2016 3:13 PM
87	We need to set aside more areas that are "no wake". The conflict is caused by fast boats and their resulting wakes. This is a serious safety issue.	8/23/2016 3:11 PM
88	Signing and ENFORCEMENT most needed.	8/23/2016 3:00 PM
89	no	8/23/2016 2:45 PM
90	No	8/23/2016 2:45 PM
91	redesign facilities, add new facilities to separate conflicting uses	8/23/2016 2:42 PM
92	For me the conflict lies in boater courtesy and common sense. With the exception of higher law in enforcement in these areas	8/23/2016 2:36 PM
93	The education elements should involve opportunities for people to broaden their perspective by actually getting on the water in different craft. Kayakers should get in the cabin of a large motorized craft or sail boat. Power boaters should go paddling. Also, creating more small water access points specifically for paddled craft may help reduce the opportunity for conflict. Most paddlers don't need big concrete ramps and lots of facilities. We want easy free or very low cost access options that provide adequate parking and a basic outhouse perhaps.	8/23/2016 2:25 PM
94	Don't let one bad seed combined with complainers who cannot accept others drive a bunch of new policy, regulations, and signage. That will not change the root cause, which is a few bad apples combined with a few complainers that you always hear from. People in Washington seem to get a long better, same with Idaho	8/23/2016 2:18 PM
95	No	8/23/2016 2:16 PM
96	Enforcement of existing rules could be stronger. I realize that there are budget limitations, but lack of enforcement is a concern to me. Especially concerning is registration stickers and numbering and lack of enforcement.	8/23/2016 2:12 PM

97	Law enforcement needs to spend more time on docks and in parking lots enforcing rules and laws that apply to those area's. In Salem the Polk Co. deputies spend way too much time hiding under the bridges, keeping station, wasting gas, and no time enforcing the rules on the dock and ramp, where most of the conflict takes place. Swimmers and dog owners playing on the ramps and docks are a huge problem! Also paddlers, that spend no money to build or keep up the ramps and docks are always in the way. Both of these groups are very unwilling to hear the RULES that are almost always posted right on the dock. I have been told many times by people swimming off the dock that the police don't care, and once by a Polk Co. Marine Patrol deputy. I would suggest that you create places for paddlers to put in separate from the trailer ramps, and make them pay fees to build and support them. Again law enforcement needs to stop seeing marine patrol as slack duty. I see it all the time from the Polk Co Marine Patrol. Thanks You for Listening!!!	8/23/2016 2:04 PM
98	Sometimes facility modifications are necessary to help conflicts between user groups.	8/23/2016 2:01 PM
99	install docks for specific uses, kayaking vs fishing for example.	8/23/2016 1:59 PM
100	The concern is poorly described (language is too generic) such that I do not understand what the issue actually is. It would be helpful to provide examples of existing and/or prospective conflicts to better judge the importance of the issue and the effectiveness of the proposed actions. Regarding conflict resolution in general, it would be helpful to know whether one user type's access/use rights supersede another user type, and in cases where no such hierarchy exists it may be helpful to facilitate collaborative conflict resolution meetings between representatives of different user groups. In cases where rights are clear, enforcement and signage seem adequate, though resources for enforcement may be limited and therefore not effective.	8/23/2016 1:40 PM
101	none	8/23/2016 1:31 PM
102	Keep handling it on a case basis, be specific and consistent. Don't be afraid to make a decision.	8/23/2016 1:19 PM
103	The "Proposed Course of Action" is so broad and vanilla to be both acceptable and completely useless at the same time. The devil is always in the details.	8/23/2016 1:13 PM
104	There are always going to be the people who believe that laws don't pertain to them, or that they way it's always been for them is the way it shall always be. You can't really "fix" that, and users will always need to be vigilant for the outliers.	8/23/2016 1:09 PM

Q4 Concern: Some areas of the state have limited access to the waterways or have insufficient facilities to meet the demands of a growing population and the use of a variety of boat types. Overcrowding at ramps and a higher concentration of boaters increases conflict, rather than it being dispersed on the waterway. On a scale of 1 - 10, how important is it that the Marine Board address this issue?

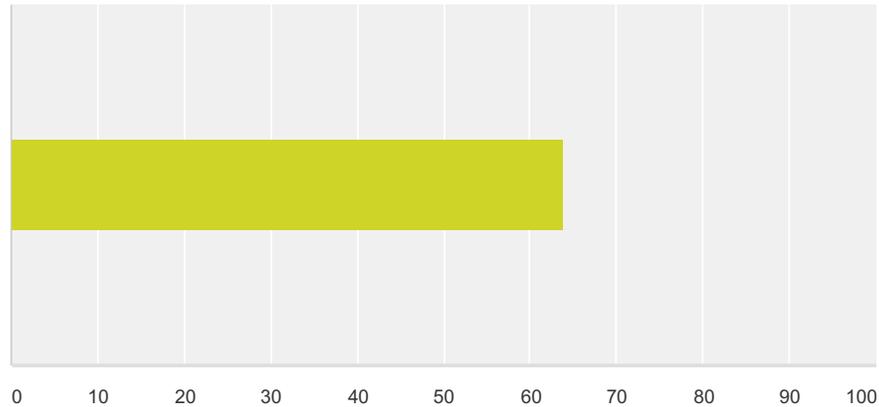
Answered: 237 Skipped: 30



Answer Choices	Average Number	Total Number	Responses
	7	1,638	237
Total Respondents: 237			

Q5 Proposed Course of Action: Improve boating access for all user types on Oregon’s waterways. This includes actions such as: Creating a waterway assessment to prioritize areas needing new or enhanced boating access facilities Identifying facility owners that could provide more access capacity on the heaviest used waterways Ensuring that user groups are provided access opportunities in an equitable manner (based on funding) Developing solutions where private landownership is hampering boating access Understanding the boaters using the waterways to design facilities to their unique needs On a scale of 1 - 100, how well does this course of action address the concern?

Answered: 231 Skipped: 36



Answer Choices	Average Number	Total Number	Responses
	64	14,765	231
Total Respondents: 231			

Q6 Do you have a different course of action that would better address the concern?

Answered: 69 Skipped: 198

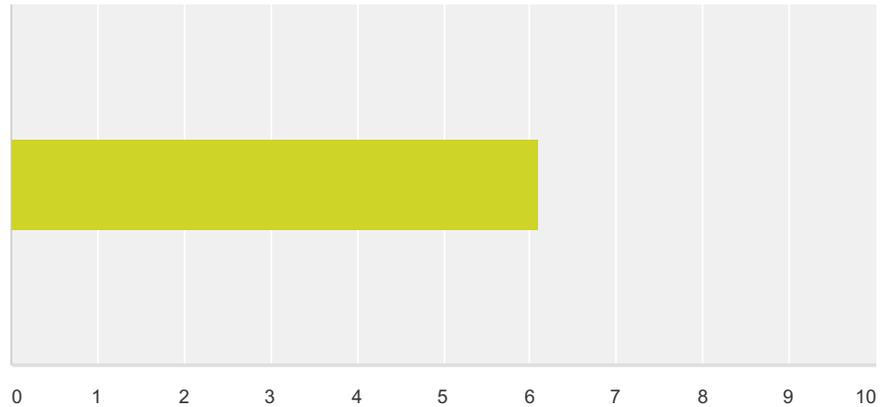
#	Responses	Date
1	No	10/1/2016 10:47 AM
2	Consider all users and make sure everyone has access to our waterway and resources.	10/1/2016 9:53 AM
3	As a boater who boats 40-60 days a year, there is simply not enough parking and what parking there is, isn't long enough. How to fix this is a complex problem as space is limited but I have yet to go somewhere where there is sufficient parking. Ramp and dock space usually isn't an issue.	9/26/2016 2:15 PM
4	For size of waterway, congestion of waterway, depth/current, etc. what types of boating are best recommended for specific bodies of water. Education and public awareness in this regard. For example, areas with high concentrations of nonmotorized boating... how do you educate motorized users to not continuously be the bully of the waterway.	9/25/2016 2:12 PM
5	Leave this up to the USFS, State Parks, Counties, etc. to determine if facilities are adequate for all users.	9/23/2016 2:54 PM
6	Do not build anymore facilities that cater to large boats and WED boats from Oregon City falls to Newberg. 18' boats are an adequate size boat for rivers under 700'. Ban the WED boats from the Willamette River, law enforcement can not keep up with the enforcement. Big boats and WED boats do more damage than good.	9/12/2016 1:56 PM
7	Designate certain bodies of water for kayaking , paddle boat fishing etc. bigger bodies of water for skiing, wake boarding and surfing, or areas of lakes. Do not punish long time traditions for new sporting activities. Require paddle boards to wear vests. Paddle boards and kayaks can go to lakes with speed limits if don't want bothered. Skiers can't go to these lakes and more limited options. Don't go to no speed lakes if you don't like it	9/11/2016 9:03 PM
8	Upgrade existing facilities such as the middle dock on Government Island which is now nearly unusable.	9/11/2016 6:39 PM
9	Enforce the rules that are already in place.	9/11/2016 6:07 PM
10	not at this time	9/8/2016 12:24 PM
11	I think this is a good start. I'm curious to know how the Marine Board would "ensure" access in an equitable manner. Once the information is collected, I would want to know how this would be applied/prioritized.	9/8/2016 9:51 AM
12	Limit noise and water pollution. Don't need more people.	8/28/2016 3:41 PM
13	Not at this time	8/28/2016 3:18 PM
14	This survey is so vague, I don't even know what you are talking bout. Therefore I am unable to answer your questions. However, my biggest concern id that transient boaters are dumping their human bodily waste into the river. It's my belief that this is a violation. If their is no enforcement, then for convenience all boaters should empty their porta-potties into he river. Figure out how to enforce your existing sanitation laws before you do anything else.	8/28/2016 12:27 PM
15	Provide access opportunities based on unmet need (rather than based on funding - presumably by revenue source, which will unfairly skew access opportunities toward motorized users based on their user fees)	8/28/2016 7:51 AM
16	no	8/27/2016 9:59 AM
17	Again, cities and counties should take up some of these issues for their communities.	8/26/2016 6:33 PM
18	Look at social experiences,capacity and congestion effects on the water as well,not only facilities	8/25/2016 11:51 AM
19	not at this time.	8/25/2016 10:33 AM
20	Private property owners should provide their own facilities at their expense. Other access should be determined on an "as needed" basis based on input from local authorities. Safety should be prime concern.	8/24/2016 5:27 PM
21	See above	8/24/2016 5:18 PM
22	Build kayak launches and make little beaches and trails for more accessibility. Don't keep shutting boat ramps and access down. For instance at Coalca Landing State park.	8/24/2016 5:07 PM
23	It would be useful to post patrols at ramps to ensure that boaters have the proper credentials to use their boats on riverways.	8/24/2016 5:02 PM

24	Again, the problems start with the people not the facilities. If people have a higher level of awareness of the needs of other user groups, and an effort is made to create dialog and encourage communication, more people will act respectfully and in a way that reduces rather than creates a conflict. If a powerboater understands that someone launching a sailboat can't just dump it in the water and be off, like you can on a powerboat, they are more likely to be patient. Hell, they might even offer to help get the mast up to move things along!	8/24/2016 2:14 PM
25	Above scale is 0 - 100	8/24/2016 12:14 PM
26	Increase usage fees according to some estimate of impact. Launch fees, for example. Power boats lean on resources more than paddle boards. 36' boats generate more wake than 18' runabouts.	8/24/2016 10:12 AM
27	Not sure what the best course of action is.	8/24/2016 9:56 AM
28	Have to be careful not to provide more access than the body of water can handle, which should be based on the size of the waterway and the natural resources which comprise it, and NOT simply because a lot of people want to boat there.	8/24/2016 8:15 AM
29	The state should provide marine board more money so they can accomplish all of these task.	8/24/2016 7:58 AM
30	No	8/24/2016 7:55 AM
31	There is a lot of excuses why we can't create more facilities both public and private and most of the excuses and extra expenses are due to multiple agency regulations, both state and federal. Cut the red tape a get stuff done is my answer	8/24/2016 7:10 AM
32	no	8/24/2016 6:54 AM
33	Consider more no wake areas so non motorized is in safer area.	8/24/2016 6:45 AM
34	Concerned about the potential that some significant portion of these new demands are a temporary fashion that will fade with an aging generation. Concerned that the cost of specific new development will not be borne by the users. A short term trend does not define 'traditional use'.	8/24/2016 6:35 AM
35	No, but I strongly suggest increased dredging at existing moorages and other businesses that lease river space from the State of OR. Take care of the current customers before building new ramps	8/24/2016 6:31 AM
36	increase public access areas	8/24/2016 12:14 AM
37	Many places are establishing water trails with designated access points at regular intervals. Establishing water trails helps to keep boaters off private property. In high use areas water trail sites may even provide pit toilets and trash bins.	8/23/2016 11:32 PM
38	This statement is not clear: Understanding the boaters using the waterways to design facilities to their unique needs	8/23/2016 11:23 PM
39	Find a way to limit use. Such as assigning numbers to facilities. Then give them a time they can be on the water.	8/23/2016 10:45 PM
40	Education to "landowners" as to the rights of boaters to access public waterways at right of ways, bridges etc.	8/23/2016 10:43 PM
41	no	8/23/2016 8:38 PM
42	No	8/23/2016 8:27 PM
43	You are obviously looking for more money. Stop raising lisencing fees. Maybe cut your cost elsewhere. I do not run into these issues anywhere but within the Portland area. Portland can deal with their own. We have a lot more access elsewhere in the state and little to no issues. Just stop now or tax Portland. Make them pay for "better access" in their own city.	8/23/2016 7:53 PM
44	Buy access land where private ownership limits access to large water bodies Keep access free - its paid for by boater registration	8/23/2016 7:47 PM
45	Improve access to all waterways	8/23/2016 5:58 PM
46	Once again, the laws of physics will sort out these conflicts. For example, I have yet to see a waverider prevail over a bulk carrier on the Columbia. The idiot operator classes will sort themselves out eventually. Written rules can't do this.	8/23/2016 5:57 PM
47	Restore river and create Eugene whitewater park under I-5 bridge. Remove hazardous riprap and wiers, establish put in, takeouts and parking on south side with ODOT	8/23/2016 5:40 PM
48	It seems that limiting access in heavy use areas might be better than providing additional access points.	8/23/2016 5:02 PM
49	I'm not sure. I tend to choose my rivers and time to go when people are at minimum. But I also am a very patient person and understand that the worst times of my trips will be put ins and take-outs.	8/23/2016 4:43 PM
50	no	8/23/2016 3:37 PM

51	Build new access, stop the constant replacement of stuff that's still working. Stop funding marginal projects that have low benefits to the majority of boaters.	8/23/2016 3:33 PM
52	More action, less studying	8/23/2016 3:27 PM
53	Create many new primitive access points for hand carried boats, i.e. kayaks, canoes, SUPs, rafts, etc. the vast majority of boaters in Oregon use these small boats which require little infrastructure.	8/23/2016 3:16 PM
54	Land acquisition needs to be included as part of the overall strategy to provide more public access to waterways for boaters and all who desire contact access to the water.	8/23/2016 3:14 PM
55	Signing and enforcement or some sort of monitoring during busiest periods.	8/23/2016 3:03 PM
56	not really	8/23/2016 2:46 PM
57	No	8/23/2016 2:46 PM
58	provide paddle-craft specific launch points near trailer-boat ramps (what Scappoose Bay has done, for instance)	8/23/2016 2:26 PM
59	As stated in previous question. (More low cost paddler friendly access without big concrete ramps and such)	8/23/2016 2:26 PM
60	You need more facilities in the Portland Area	8/23/2016 2:24 PM
61	Again, law enforcement needs to play a much bigger role in policing the people that don't belong in area's, and the one's that do!!!! They spend too much time sitting in the shade with their fancy boats, that we the people paid for, and I never see any activity on their parts on the ramps and docks, except giving out boat inspections, something they should do, but not the only thing. I would remind you that the dock at Wheatland Ferry has had one unlawful swimmer drown this year. If deputies made a habit of being on docks telling people to follow the rules could that life been saved. And how many such drownings do we have to have before we see these ramps and docks as the danger spots they are. And Last, I see DUII drivers on the ramps all the time, those people always become DUII's that could have been stopped at the ramp if the deputies were not out hiding under the bridges wasting my gas!!! Hopfully I have made the point that the people we already pay to handle these things are NOT living up to the commitment. Before we spend more money lets get these guys earning what we already spend on these problems. I can only speak to law enforcement in the Salem area. Again, Thanks for Listening!!!	8/23/2016 2:21 PM
62	No except it may be worth developing facilities that keep specific user groups in specific areas, such as play parks or surf parks with flat areas near by for paddlers. This will limit the spread of paddlers into motor areas	8/23/2016 2:18 PM
63	Offer private landowners incentives that encourage access, boaters to pay extra for access privileges.	8/23/2016 1:59 PM
64	Studies are fine to better understand the problem and look for low-cost solutions. However, for waterways that have clear overcrowding problems currently, a more direct course of action may be called for. This could include expansion of parking or number of ramps, expansion of staging areas on and off the water to improve launch times, or some access reservation/restriction regime. Eventually it would be neat to have up to date ramp congestion information available online so users could self-manage to an extent. Such a system could employ webcams, vehicle counters, launch/retrieval stats based on usage fees or electronic check-ins, etc.	8/23/2016 1:49 PM
65	Private access problems can be attacked with the threat of eminent domain	8/23/2016 1:35 PM
66	Again, the devil is in the details.	8/23/2016 1:14 PM
67	There needs to be an agency-to-agency component. Much access is blocked by other agencies with their own interests (ODOT right of way, perception by ODFW of issues, DSL issues. Non-motorized access in urban areas is being shot down because of perceptions that launch docks kill fish, and other stupid ideas.	8/23/2016 1:11 PM
68	leave the private owners alone. increase their property taxes on inaccessible waterways instead.	8/23/2016 1:07 PM
69	Address existing boat ramps that are only accessible on one side. The ability to use both sides would make it more usable.	8/23/2016 12:56 PM

Q7 Concern: Some recreational boaters have expressed a negative perception of Marine Law Enforcement. This perception creates animosity that shouldn't exist for law-abiding boaters and impacts the ability for law enforcement and boaters to partner for safer waterways. On a scale of 1 - 10, how important is it that the Marine Board address this issue?

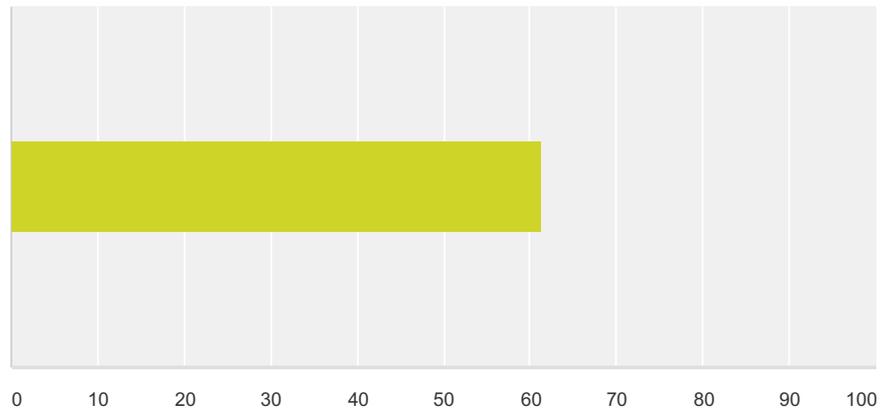
Answered: 221 Skipped: 46



Answer Choices	Average Number	Total Number	Responses
	6	1,347	221
Total Respondents: 221			

Q8 Proposed Course of Action: Improve collaboration between law enforcement and boaters on Oregon’s waterways. This includes actions such as: Facilitating partnerships between boater groups and law enforcement Improving the perception of marine law enforcement as partners rather than enforcers Assessing fines to determine appropriateness for type of violation Developing statewide options for educationally focused diversion programs as an alternative to fines On a scale of 1 - 100, how well does this course of action address the concern?

Answered: 223 Skipped: 44



Answer Choices	Average Number	Total Number	Responses
	61	13,692	223
Total Respondents: 223			

Q9 Do you have a different course of action that would better address the concern?

Answered: 88 Skipped: 179

#	Responses	Date
1	No.	10/1/2016 10:48 AM
2	Boater education could help. It seems many of the wakeboard boaters are ignoring the current no wakeboarding rules or don't know about them	10/1/2016 9:56 AM
3	Having law enforcement being a better good will ambassador	9/28/2016 10:25 AM
4	There will always be issues with people and LE. I'm not sure how you get around that...	9/26/2016 2:16 PM
5	since law enforcement resources continue to be scarce, concentrate their presence on dry land at the boat docks doing pre-launch inspections, reviews of registrations, boater education cards, and reminding boaters of the rules of the waterway they are about to launch into. Follow this up with on-water enforcement and visibility of law enforcement. Can law enforcement use cadets and auxiliary to help stretch their manpower in this regard?	9/25/2016 2:16 PM
6	Create a way for boaters to provide specific complaints to the Marine Board regarding boaters negative encounters with law enforcement. The Marine Board could review the complaints for merit and to determine if specific agencies may be out of line.	9/23/2016 3:05 PM
7	I find your premise odd. If law enforcement wants to be loved by the boating public then they shouldn't enforce anything. If they do not enforce anything then there is no reason to be out there. At some point someone has to say No this is bad and there is a consequence. That is law enforcement's JOB.	9/20/2016 1:25 PM
8	I've never had a negative perception of the marine police.	9/17/2016 2:58 PM
9	Nothing is enforced now. How about some actual enforcement? Or get rid of the sheriffs get some lifeguards if nothing is going to be enforced	9/17/2016 2:32 PM
10	Fund the current law enforcement agencies to enforce current rules and regulations	9/16/2016 10:55 AM
11	the most complaint that I hear is that marine law enforcement does NOT enforce the laws. Especially in the north Portland Harbor. They should be writing more tickets and warnings.	9/16/2016 7:32 AM
12	Make sure law enforcement clearly understand the laws they are tasked to enforce.	9/14/2016 5:52 PM
13	This would shorten areas for law enforcement to tend and make their work easier. Like smoking, the problem was ignored. Thus the alternatives for that greedy recreation was found. Like smoking, boats produce secondhand wakes for its greedy recreation. Idea..Size up the boats to a river summer's width, like 600' width for 18' motor boats, 700' width 20' boats. 800' width for larger boats, etc. riverbank set backs 200', must have a 2 mile stretch of the designated width to operate. Zone No Wake for boats that are larger than the designated area of the river. In the summer the river shrinks thus note width to an August river width. Let's keep it green and save the fish and habitats.	9/12/2016 1:57 PM
14	Some officers great, others just like to do things because they can. I belong to ski club that try's to teach safety, etiquette, and fun. We have signs about safety etc , but sometimes worst offenders for safety while someone skiing is cop plowing through close to course instead of waiting in between skiers. EDUCATION, etiquette and manners a must for safety.	9/11/2016 9:07 PM
15	Are people really complaining? Around Wilsonville, there is virtually no enforcement. We need enforcement!	9/11/2016 6:09 PM
16	Budget for more time for law enforcement to contact the public users in more non enforcement ways. It takes money to do this...darn it.	9/8/2016 12:28 PM
17	Have members of the Marine Law Enforcement community expressed a desire to improve their relationship with boaters? It will take their interest as well as the boaters to improve relationship. The diversion concept is an interesting proposal. Has this worked for the DMV and drunk driving (if this has even been evaluated).	9/8/2016 9:54 AM
18	Greater education! A better understanding of each group of boaters is needed. Each group, fishermen, jet skiers, cabin cruisers, sailboaters, all have different agendas. A greater understanding of each other's needs, will go a long way to making us all boaters, rather than little groups who think they are the only ones who have a right to the water.	8/30/2016 10:47 AM
19	Train law enforcement on compassionate communication.	8/29/2016 5:32 PM
20	I love law enforcement and feel they should be respected.	8/28/2016 3:42 PM

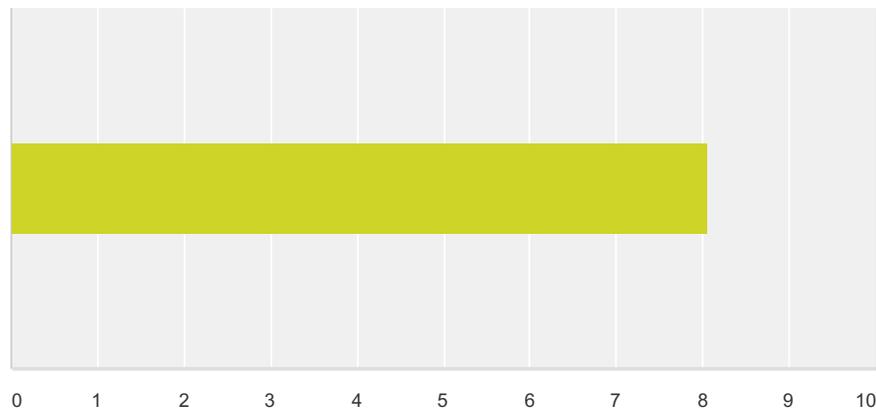
21	Not at this time	8/28/2016 3:19 PM
22	Still too vague. What kind of rules? What kind of enforcement?	8/28/2016 12:30 PM
23	Explain the nature of these "partnerships," the needs they would meet, and the roles to be filled through them. Explain "Assessing fines to determine appropriateness" Does this perhaps intend to read "Evaluating fines ..."?	8/28/2016 7:59 AM
24	do more to enforce laws that infringe others and less on nailing kids on 14' sailboats for expired tags!	8/27/2016 10:58 AM
25	Clark Co Dept seems to have their ducks in a row. Maybe they have more water to play with. However they may have insight to the issues.	8/27/2016 7:44 AM
26	No matter what you do, people like law enforcement best when it applies to others and not to them.	8/26/2016 6:34 PM
27	Boat legally.	8/26/2016 7:20 AM
28	No, my experience with marine patrol law enforcement has been positive. Keep up the good work.	8/25/2016 8:54 PM
29	I would like to see everyone who uses the water ways have to have a boater education card weather non motorized, sail or power. If someone is sited for an infraction of one of the rules or laws they should be required to take another boating safety and rules course possibly instead of the fine.	8/25/2016 4:27 PM
30	not at this time	8/25/2016 10:35 AM
31	Create an ambassador program that could help enable and mobilize local leaders / clubs / users to help disseminate info and reduce the need for enforcement. i.e. encourage more self responsibility / regulation / education / enforcement	8/25/2016 8:06 AM
32	Local law enforcement need to be completely familiar with the law and they should enforce it. They are answerable to local people.	8/24/2016 5:28 PM
33	Leave it to the enforcers. Perception is an odd thing and bad behavior often warrants intervention. Without more data on the complaints and complainers this is tough to judge.	8/24/2016 5:20 PM
34	I have not observed anything but respect for marine authorities.	8/24/2016 5:08 PM
35	Use more financial resources to patrol, thus ensuring that boaters have the proper credentials to operate their boats on the riverways. I often see boats without registrations on the water, with too many people aboard, with obvious intoxication issues, and with children without PFDs. There are far too few patrols out on the river, and these take far too much time ticketing a boater while others pass by with obvious violations.	8/24/2016 5:05 PM
36	It is only the people breaking laws that harbor negative perceptions of law enforcement. I want more marine enforcement officers on the water and don't care what perception this creates.	8/24/2016 4:47 PM
37	I've never had any issues with Marine Law Enforcement. We wear PFD's at all times when under way and follow the rules - and I, and the people on my boat (or non-motorized vehicles), follow the rules and use good etiquette. That's because we know what the rules and good etiquette are. People just don't know. It's a HUGE part of the problem that you're not addressing here.	8/24/2016 2:17 PM
38	I do not believe it is a concern. My interaction with law inforcemeant have always been positive	8/24/2016 12:41 PM
39	Enforcement is so minimal conflict between educated and uneducated boaters is on the rise. And no one seems to notice. They will sell a boat to anyone.	8/24/2016 12:26 PM
40	Education and enforcement	8/24/2016 11:49 AM
41	No...I don't believe this is a real issue to address. Violaters will always feel enforcement is unfair. However, it's always good to facilitate partnerships. (Community policing concept)	8/24/2016 11:05 AM
42	in addition more marine law enforcement people/boats are needed - must increase visibility of marine law enforcement units	8/24/2016 10:49 AM
43	I have found the marine patrols to be very friendly, professional and helpful. I'm always glad to see them out there especially when there are motorized boaters who are also drinking or otherwise being unsafe, or intimidating.	8/24/2016 9:58 AM
44	Create a better vision for how the perception will change. Proposed course of action is very cerebral oriented.	8/24/2016 9:24 AM
45	I appreciate law enforcement being around.	8/24/2016 8:26 AM
46	Emphasize these kinds of issues in the Boater Education training.	8/24/2016 8:16 AM
47	All of these courses of action are well-being but I hardly see any enforcement on the water	8/24/2016 8:03 AM
48	Education prior to enforcement and fines, with the exception being life safety	8/24/2016 7:59 AM

49	Having been inspected etc by police etc a lot on the water lately I can attest that they are there doing their jobs, and are 99% helpful and polite.	8/24/2016 7:13 AM
50	Continue boater education for safety	8/24/2016 6:46 AM
51	There needs to be clear, unambiguous means for non-motorized boaters to report harassment from motorized boaters to law enforcement. There is no partnership or trust fostered when even video tape evidence of violations are rejected.	8/24/2016 6:38 AM
52	No, but do have a concern for how these programs will be funded.	8/24/2016 6:37 AM
53	No, but I think boaters will respect a 'boss' more than a 'friend'. IT IS OK TO BE respected!	8/24/2016 6:33 AM
54	have not found this issue to be a problem	8/24/2016 12:15 AM
55	I don't see this as an issue but then kayakers are a law abiding group for the most part.	8/23/2016 11:34 PM
56	"Assessing fines to determine appropriateness for type of violation" certainly must be a typo? Are you trying to say "Create a sliding scale to allow officers to not have to write expensive tickets"? Diversion and education as well as outreach should always be a first step if harm to others is not part of the violation. Boaters should have the continued right to kill themselves through their own stupidity.	8/23/2016 10:48 PM
57	I think deregulating alcohol use on rivers (or in the parks adjacent to rivers) could go a long way. This is important to me as a kayaker and floater, would probably be different for motorized boats. I also think life jacket enforcement is important.	8/23/2016 10:22 PM
58	Non issue to me. Obey the law and law enforcement won't have issues with boaters.	8/23/2016 8:41 PM
59	no	8/23/2016 8:39 PM
60	No	8/23/2016 8:28 PM
61	Every time I encounter river patrols it has been pleasant and acceptable. It appears to me they are doing fine. Again, if more support is needed in Portland please let them pick up the bill. The majority of the state (by area) does not need these added fees or support. Thank you for what you do. But just quit trying to fix what isn't broken outside of Portland.	8/23/2016 7:56 PM
62	More visibility of LE at boat ramps with dialogue with boaters - a shore side assignment with the boat at the ready for LE	8/23/2016 7:49 PM
63	Isn't this the job of individual law enforcement agencies, rather than the Marine Board?	8/23/2016 7:03 PM
64	I have not experienced this as a white water kayaker, although in general I think law enforcement should transition to using laws to establish fault, and focus on pulling people over for education. Only in cases of flagrant law breaking should fines and punishment be used.	8/23/2016 6:32 PM
65	The first summer on the water will show the Deputy what needs to be done. Boating safety education, BUll reduction and PFD use are pretty much the priorities. Physical conflicts, such as paddler vs power will sort themselves out and require no attention from OSMB.	8/23/2016 6:03 PM
66	Don't see this as a problem with boaters that are following the rules	8/23/2016 5:32 PM
67	I always welcome the presence of Marine Law Enforcement, and have not any negatives towards them...	8/23/2016 5:06 PM
68	I have a very negative viewpoint of law enforcement. As a 26 year river guide in Oregon and Idaho I have chosen to no longer guide in Oregon due to law enforcement. They immediately come with a negative attitude as if I am already breaking the law, especially if I am on a private multi-day trip. I am very safety conscious and a big "no impact" the practitioner and being treated like a criminal because my toilet isn't visible to them immediately is NOT ok. This is just one example	8/23/2016 4:52 PM
69	Quit having law enforcement being a revenue collector.	8/23/2016 3:39 PM
70	no	8/23/2016 3:38 PM
71	You will always have someone who doesn't like Police. If you are following the rules, you have nothing to worry about. OSMB needs to create clear and to the point laws to address the issues. Train the officers in the laws. Enforce the laws. Let the courts do their job. If OSMB receives a complaint, was it in the way an officer handled a situation, then refer it to the officers agency. OSMB needs to track the citations that are being written and sent to the courts. use this information to determine if the laws are being properly adjudicated. if not, change the law.	8/23/2016 3:38 PM
72	Can't solve "negative perceptions". Officers need to do their job professionally and not worry about being good guys.	8/23/2016 3:35 PM
73	not so sure about fines.	8/23/2016 3:20 PM

74	I would like the excessive speed laws, excessive wake laws, excessive noise laws enforced more than they have been in the past. The wake boats are particularly responsible for damage to shorelines and docks. They also terrify people using low impact boats. Where is law enforcement?	8/23/2016 3:19 PM
75	Change the name from Oregon State Marine Board to something more boater friendly. Focus more on programs that improve and enhance access instead of closures and restrictions.	8/23/2016 3:16 PM
76	No	8/23/2016 3:11 PM
77	No	8/23/2016 2:47 PM
78	Other than intoxicated boaters and jet ski operators I don't see much conflicts	8/23/2016 2:39 PM
79	Focus on education over enforcement.	8/23/2016 2:28 PM
80	ramp safety no-fine inspections were very good. Need to reinstate that program. Lets law enforcement have a positive first point of contact and also filter out poorly prepared people	8/23/2016 2:25 PM
81	Make the deputies actually enforce laws before the offenders get into the water as well as on the water!	8/23/2016 2:24 PM
82	Additionally user groups need to see law enforcement on their type of craft.	8/23/2016 2:20 PM
83	Soften the law enforcement emphasis.	8/23/2016 2:03 PM
84	Heavy enforcement has been linked to vandalism.	8/23/2016 1:38 PM
85	Continue to fair but strict but do not pester boaters that are in compliance.	8/23/2016 1:32 PM
86	OSMB "dumps" enforcement upon Marine Law Enforcement, when it should take greater responsibility for the issues it creates themselves. For example, on unmuffled power boats, OSMB registers anything without reviewing whether craft are equipped with basic required equipment, e.g. mufflers. OSMB just registers any craft, collects the revenue, then "dumps" the responsibility of required equipment enforcement on Marine Law Enforcement. OSMB needs to inspect, via photographic evidence or direct inspection or MSO that all craft meet required equipment standards before issuing annual registration sticker.	8/23/2016 1:23 PM
87	Continue to work with Law Enf. to help their officers understand the operating and safety needs of various non-motorized boats, so that they can see firsthand why, for example, No Wake Zones need to be enforced where groups of Dragon Boats paddle.	8/23/2016 1:13 PM
88	cease stop and inspect interactions without probable cause.	8/23/2016 1:08 PM

Q10 Concern: Boat operators may not have or may not maintain the skills and knowledge necessary to operate their boats safely. Recent accidents and fatalities that have resulted from human factors include: failure to post a proper lookout, inattention, excessive speed, careless operation, and rules-of-the-road (navigation) infractions. On a scale of 1 - 10, how important is it that the Marine Board address this issue?

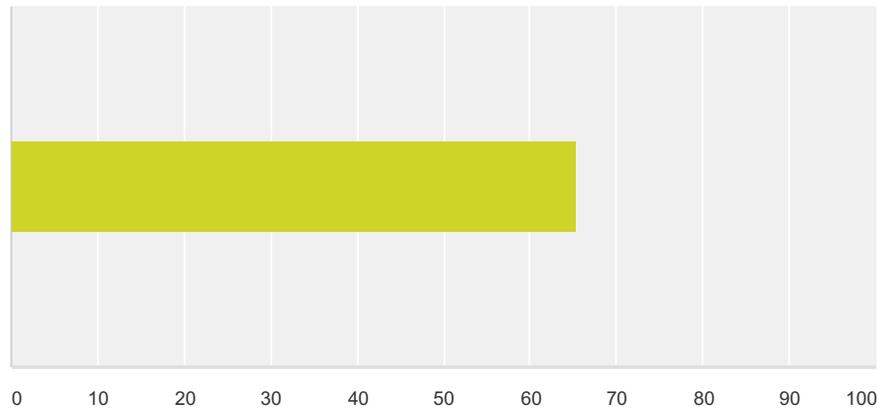
Answered: 226 Skipped: 41



Answer Choices	Average Number	Total Number	Responses
	8	1,820	226
Total Respondents: 226			

Q11 Proposed Course of Action: Improve the proficiency and confidence of boaters on Oregon’s waterways. This includes actions such as: Assessing the costs and benefits of allowing the 60 day grace period for mandatory education compliance with new boat owners Researching new methods of providing mandatory education Researching methods to provide continuing education Partnering with boating groups to provide on the water boating education Creating educational courses and materials specific to geographic areas, boat types, and waterway types Exploring incentives to encourage boaters to participate in continuing education On a scale of 1 - 100, how well does this course of action address the concern?

Answered: 223 Skipped: 44



Answer Choices	Average Number	Total Number	Responses
	65	14,555	223
Total Respondents: 223			

Q12 Do you have a different course of action that would better address the concern?

Answered: 85 Skipped: 182

#	Responses	Date
1	No, but I'd suggest that a 60-day grace period seems like too long a time.	10/1/2016 10:49 AM
2	The boating associations have great courses available so there is no reason for the state to spend money developing courses	10/1/2016 9:58 AM
3	Some of the listed things sound like a decent idea but in the end, unless there is some sort of mandatory "in use" testing like a driving test, I'm not sure it will help. Even though we all take driving tests, many don't know the laws they should or can drive. The online card class is too easy but I understand the need for something of that nature that we all hope reaches are few people. Experience is the best teacher but not every boats more than once a week.	9/26/2016 2:21 PM
4	Consider eliminating the grace period. The waterways are getting so congested that boaters should have their education cards before they launch. Also recommend an impaired driver boating education campaign and steeper fines for impaired driving as that has been a factor in waterway accidents this year. Recommend continuing education to renew boater cards as rules are updated over time.	9/25/2016 2:20 PM
5	It is difficult to regulate common sense and good judgment. It is my perception that on the water or in the air, there will always be people who exhibit very poor judgment. More regulation will have minimal affect on these people. They typically do not respect existing laws and regulations.	9/23/2016 3:11 PM
6	Much of this may not be due to a lack of knowledge or education. Perhaps it is because there has been no consequence for exhibiting this behavior.	9/20/2016 1:28 PM
7	Maybe if the sheriffs actually gave some tickets for driving while facing backward, driving while texting, driving with 10 people blocking their view, etc maybe they would stop doing it.	9/17/2016 2:34 PM
8	Add signage at river access points (eg boat ramps) to inform boats of special local rules and regulations (eg Upper Willamette wake speed within 100' of docks) Add buoys at strategic locations with signage	9/16/2016 10:58 AM
9	Require "ALL" users to acquire boater education cards prior to being allowed to operate any boat on shared waterways.	9/14/2016 5:54 PM
10	Congestion: reduce the mechanics of speed, size, and weight. This is recreational economics and these reductions are the safest thing to do when the population grows. Make room, instead of move over or be plowed over.	9/12/2016 1:58 PM
11	Add manners and etiquette to teaching. Provide info for all lakes in Oregon with areas best for skiing, fishing, wake& surf areas of lake on line	9/11/2016 9:10 PM
12	Continued education is important. Enforcement of Boater Education Cards is mandatory; no passes for infractions.	9/11/2016 6:42 PM
13	Any size motor on any type of boat should require competency...not a freebee under 10HP.	9/8/2016 12:30 PM
14	I think about this from a driving perspective and the requirements imposed on the ability to get a driver's license. It seems like an easier process to operate a boat, yet here is something that doesn't have breaks, is on water, etc., many other variables. Experiential learning may be more effective than "textbooks" and knowledge testing. Not sure how feasible it would be to require active practice of boat operation beyond inside the classroom education or online review.	9/8/2016 9:58 AM
15	enforcement	8/30/2016 8:52 PM
16	The boater's card offers an interesting small look at a verity of situations on the water. Perhaps a better targeted literature should be offered for the type of watercraft you have. But greater education is NEEDED. New boaters need perhaps a movie of the rules, as well as the pamphlet. New drivers are given a great deal of education, perhaps it is time boaters have the same requirements. It is too easy to jump on a rented jet ski, and get into trouble. Or to take a canoe out on a super busy, choppy water and get it swamped. The casual boat user is not always aware of the rules.	8/30/2016 11:00 AM
17	Have the option to test out, for example when I bought my first kayak years ago, I bundled a skills class with the purchase of the boat. So I learned basic safety skills, like wet exit / entry, and what safety equipment and processes I needed. There should be both a written and practical exam, as with auto licencing.	8/29/2016 7:52 AM

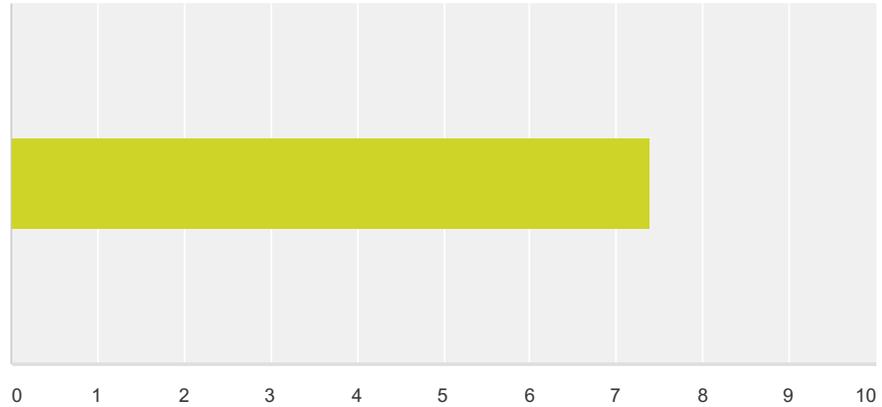
18	All boaters need to respect others. Fees to use boats and current laws enforced on sport fishing boats, jet skies, wake boarding and paddle boarders. No noisy engines and no getting in the way of sailors except commercial traffic. No anchored live boards. Love sail boats because to get good is its own reward and takes thinking and activity.	8/28/2016 3:48 PM
19	Not at this time	8/28/2016 3:20 PM
20	Get rid of on line certification where 2 screens can be opened at once, or a friend can take your test. There is a reason DMV driving tests must be done in person. Get DMV to administer the tests for you.	8/28/2016 12:34 PM
21	Substitute "Developing" for "Researching" in the two actions where the latter is cited. Add "Expanding opportunities - frequencies and venues - for mandatory and continuing education."	8/28/2016 8:05 AM
22	have patrols in late afternoon/evening for jet-skies/speed boats for excessive speed/noise!	8/27/2016 11:02 AM
23	Refresher class is a hopeful idea. Enforcement is a local issue driven by tax dollars.	8/27/2016 7:49 AM
24	Get your hands out of the peoples pockets please. No matter what you do there's going to be stupid people boating!	8/26/2016 7:44 AM
25	There should be no 60 day grace period for new boaters!!! Boater education should be mandatory before operating a vessel.	8/25/2016 9:49 PM
26	No continue efforts to educate and enforce	8/25/2016 8:56 PM
27	Same as last one.	8/25/2016 4:28 PM
28	Educating the boaters is a nice idea, but probably not very practical. The busy areas, with the problems, should have law enforcement present.	8/25/2016 10:46 AM
29	Idiot abound everywhere. OSMB isn't going to fix that. Leave that to local law enforcement.	8/24/2016 5:29 PM
30	Survey the dealers would not oppose stricter licesening, would they?	8/24/2016 5:22 PM
31	Make sure all education is available for free online. Thanks!	8/24/2016 5:08 PM
32	The only way to avoid this issue is to patrol and ticket. It's absurd to think that grace periods and encouragement to comply with rules will resolve this issue.	8/24/2016 5:07 PM
33	So this gets at what I've been saying in my comments. There needs to be more mandatory education. What about signage too? For example, Hadley's landing (Wapato wilderness on Sauvie Island) has a sign specifically directed at the fishers to address fisher/boater conflict. It's in English and russian , which is awesome because most of the fishers there Russian. What about also developing some type of mobile resource (an app) that people could download and have on their phones? What about gamifying it, and creating incentives for participation, ala Pokemon Go? We're in a digital age. Every single person on a boat has smartphone, but they don't all have boater's card.	8/24/2016 2:21 PM
34	Sounds nice but still no practical enforcement	8/24/2016 12:27 PM
35	Educate, enforce and hold accountable	8/24/2016 11:50 AM
36	Am unsure of the real stats: Are these accidents related to lack of knowledge OR are they related to drinking or other issues? This survey doesn't provide sufficient info to really answer this question.	8/24/2016 11:08 AM
37	mandatory license renewal every 5 years	8/24/2016 10:50 AM
38	The 4-hr course covers all sorts of things that, while important, are not necessarily important to some boaters. For example, do fisherman on the Willamette really need to know how far into the Pacific ocean they need to be before they can empty an on-board septic? The additional "noise" distracts from the things that really matter.	8/24/2016 10:15 AM
39	No comment, or suggestion at this point.	8/24/2016 9:59 AM
40	Do not allow for a 60 grace period. If people are required to have a license prior to owning a motorized vehicle, they should have a license prior to owning a motorized vessel	8/24/2016 9:26 AM
41	Spend the money to make all these actions happen.	8/24/2016 8:04 AM
42	Practical exam similar to vehicle drivers test? Include trailering	8/24/2016 8:01 AM
43	over half of the issues occur at boat ramps....you have to take a driving test to get an ODL, why not have the DMV have a test and required endorsement to pull a boat that would include proving proficiency at backing up a trailer.	8/24/2016 7:15 AM
44	If you are not doing a good job now. Why on earth would I want to give you more power over me.	8/24/2016 6:57 AM
45	Rather than researching options, you need to implement action. Motorized boaters should also be REQUIRED to have insurance. When a non-motorized boater is struck by a motorized boater the financial repercussions fall on the non-motorized boater. This sets up an atmosphere that permits unsafe and careless behavior because there are no or limited consequences.	8/24/2016 6:52 AM

46	Work with your boating groups and retailers directly , motorized and non.	8/24/2016 6:47 AM
47	NO grace period. We cannot drive a care legally, nor be insured without proof of education. It should be similar for water dependent recreation. Non-motorized users on public waterways should be treated similarly.	8/24/2016 6:42 AM
48	Increased enforcement	8/24/2016 6:40 AM
49	60 days? They shouldn't be on the water at ALL if they don't know what the rules are. I think the best 'incentive' is a big, fat fine if they choose to be ignorant.	8/24/2016 6:34 AM
50	From a kayaker who got ran over by a power boat, I still want less government intervention.	8/24/2016 5:30 AM
51	An outreach program	8/24/2016 1:41 AM
52	enforce speed limits, institute consequences for carelessness, boating under the influence, failure to follow rules of the road, etc	8/24/2016 12:17 AM
53	Kayaker are for the most part very safety conscientious. However I've seen both non-motorized and motorized boaters without PFDs. Not often but often enough. I hate to see people die for want of a PFD.	8/23/2016 11:37 PM
54	Improving marine law enforcement. mandatory education for non compliance.	8/23/2016 10:51 PM
55	Mandatory boat license same as a car	8/23/2016 10:23 PM
56	no	8/23/2016 8:40 PM
57	Address the user groups that have this problem, Very few deaths in towed water sports	8/23/2016 8:08 PM
58	Stop looking for more fees. Fees lead to increased "administrative" cost. Which is where there is no effect to the actual "problem". Stop now please.	8/23/2016 7:58 PM
59	Continuing education must be mandatory or it will not work. Mandatory dealer/ salesman education. Education tiered to size or HP of boat/ speed potential. Paddle craft education- a short course on laws & responsibilities for boats over 10' Marine/ estuary areas need geographic education with greater risks than lakes	8/23/2016 7:54 PM
60	Watch fishing guide actions. They tend to disregard safty in persuit of results.	8/23/2016 7:45 PM
61	All new boat owners should take boating class and get a license	8/23/2016 7:44 PM
62	Partner with US Power Squadron on boater education. Have courts direct people to take USPS basic Seamanship classes if they have a minor infraction.	8/23/2016 6:50 PM
63	More Marine Patrol Deputies. Write all the rules you want, but if the Deputies aren't out on the water when the idiots are operating, nothing can change. For example, the Multnomah Channel: Columbia County spends FAR too much time doing "dock patrol" than actual Marine Patrol.	8/23/2016 6:12 PM
64	Develop information for retailers, require pfd sales with paddle craft. Establish safety standards for inflatables, develop programs with kayak clubs for safety and skill building.	8/23/2016 5:44 PM
65	This sounds like powerboats. I have never no comment to this as I do not powerboat	8/23/2016 4:53 PM
66	Enforce strongly upon individuals who willfully disobey etiquette and law. While there is subjectivity involved it is not impossible to deduce between an accident and inattention or blatant disregard.	8/23/2016 4:32 PM
67	OSMB needs to implement an actual operators license with a behind the wheel test that needs to be renewed every few years. Get away from the Boat Oregon curriculum. Make the test appropriate to what they need to know, the rules of the road. in a current 100 question test, how many questions deal with the rules of the road.	8/23/2016 3:51 PM
68	Outlaw alcohol use. I know that sounds funny, but alcohol is the culprit in probably 80% of these issues.	8/23/2016 3:43 PM
69	no	8/23/2016 3:39 PM
70	A grace period? Really? Mandatory PFD wear ?	8/23/2016 3:37 PM
71	No wake zones and law enforcement to protect low impact boaters. Low powered and human powered boats are not the problem, this type of boating should be encouraged.	8/23/2016 3:22 PM
72	With regard to safety I believe the bigger issues are use of PFDs and alcohol consumption.	8/23/2016 3:18 PM
73	Monitoring and enforcement is the only thing most people understand.	8/23/2016 3:06 PM
74	No	8/23/2016 2:48 PM
75	On water law enforcement	8/23/2016 2:40 PM
76	increase level of expertise needed to obtain education card. Do away with on-line exam and replace with mandatory class/proctored exam. Check what boaters need to do in Canada.	8/23/2016 2:30 PM

77	Once again, most of these problems can be greatly reduce by the laws and deputies we already have! STOP LOOKING FOR SOME PIE IN THE SKY SOLUTION THAT MAKES EVERYBODY HAPPY and ENFORCE THE LAWS THAT WE HAVE!!!	8/23/2016 2:28 PM
78	You can't cure stupid.	8/23/2016 2:22 PM
79	Fact is that if it takes a lot of time folks wont do it. The training needs to be simple and fun.	8/23/2016 2:21 PM
80	The requirements for education and enforcement of rental operators needs to be increased.	8/23/2016 2:18 PM
81	Again, studies are fine as part of designing effective actions, but in-house studies do little to mitigate issues in the present. Can inattention, speeding, and careless operation be changed by education? People probably already know that these behaviors aren't acceptable. As Draconian as it sounds, to me, effective actions would need to include enforcement of boater responsibility and alertness, with a real threat of revocation of boating rights.	8/23/2016 2:02 PM
82	None	8/23/2016 1:39 PM
83	Again, we still have the issue of "you can't fix stupid." Some person is still going to rent a boat and go do something harmful. Need more education for renting boats with motors >10hp and jetskis. If I need to have a driver license when I go rent a car in another state/country, a boat renter should have to have a license, too.	8/23/2016 1:15 PM
84	More signage	8/23/2016 1:08 PM
85	Get rid of the grace period. Require a license for motorized craft.	8/23/2016 1:02 PM

Q13 Concern: People who rent boats may not be receiving sufficient education on how to safely and courteously operate their rented boat. On a scale of 1 - 10, how important is it that the Marine Board address this issue?

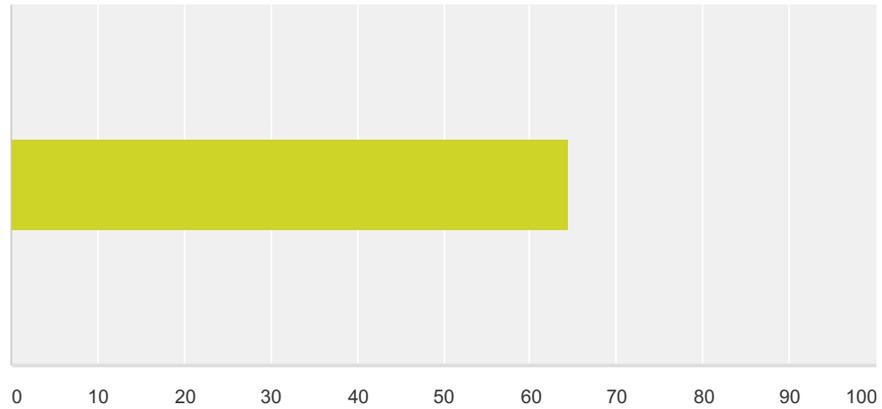
Answered: 221 Skipped: 46



Answer Choices	Average Number	Total Number	Responses
	7	1,635	221
Total Respondents: 221			

Q14 Proposed Course of Action: Establish baseline knowledge and skills of boaters who rent from liveries and build a program to attain the baseline level prior to rental. This includes actions such as: Establishing a livery advisory group Determining baseline knowledge and skills for rental boat types, waters types and location Developing tailored baseline education and training programs for each specialized rental scenario Developing a regulatory framework for boat livery businesses to ensure education provided Researching incentives for liveries to be partners in education On a scale of 1 - 100, how well does this course of action address the concern?

Answered: 215 Skipped: 52



Answer Choices	Average Number	Total Number	Responses
	65	13,874	215
Total Respondents: 215			

Q15 Do you have a different course of action that would better address the concern?

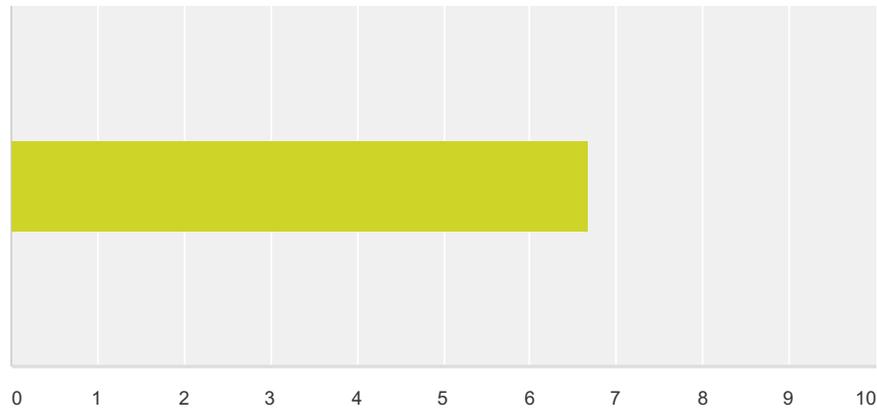
Answered: 61 Skipped: 206

#	Responses	Date
1	No	10/1/2016 10:50 AM
2	Making rules to protect people from themselves are not always the solution	10/1/2016 10:00 AM
3	If I need a card so does a renter before they can rent a boat.	9/26/2016 4:58 PM
4	just be sure to include paddle board and kayak liveries	9/16/2016 7:36 AM
5	Require "ALL" users to acquire a boater education card prior to operating any boat on shared waterways.	9/14/2016 5:56 PM
6	Sounds good.	9/12/2016 1:58 PM
7	No license no rental, add etiquette to lessons	9/11/2016 9:12 PM
8	Fines/penalties for the rental agencies where repeated customer infractions occur.	9/11/2016 6:44 PM
9	I'm unsure of how large a problem this is.	9/11/2016 6:10 PM
10	Place more responsibility and accountability for safety protocols on the liveries.	9/8/2016 12:32 PM
11	Liveries need to be held more accountable for their rentals. If people are operating rentals in an unsafe manner or polluting waterways...the renter and livery should be held responsible. If liveries can't take better care/responsibility, then they shouldn't be allowed to offer the service.	9/8/2016 10:01 AM
12	I think there should be mandatory training for boat rental personnel.	9/5/2016 4:23 PM
13	required education by vendors	8/30/2016 8:53 PM
14	Require education/test for boat rental.	8/29/2016 5:33 PM
15	None at this time	8/28/2016 3:21 PM
16	Accidents happen no matter how well trained people are. Why isn't a boaters card minimally sufficient to qualify a person to rent a boat? Boat rental companies should be allowed but not mandated to do anything else.	8/28/2016 12:42 PM
17	Those who rent maybe need to have electronic voice data to help guide the unknowing.	8/27/2016 7:52 AM
18	No if someone plans to rent a boat they should be able to operate it.	8/25/2016 8:58 PM
19	same as last 2	8/25/2016 4:28 PM
20	I rent a boat when I'm out of town, but I don't want to go through an long ordeal to rent the boat. (I am a boater)	8/25/2016 10:52 AM
21	When I was a kid, we went horse back riding. Rented horses. I think the horse stable assumed we knew how to ride. Same thing renting a boat. How much is the boat renter going to care?	8/24/2016 8:03 PM
22	Leave that to those who rent boats. Different boats require different skills. OSMB would have to amass a huge bureaucracy to deal with all the permutations of fixing the problem	8/24/2016 5:32 PM
23	Have computers with large screen available at all rental places for ppl to watch education online.	8/24/2016 5:10 PM
24	It should be regulated at the livery source. They should be held accountable for whom they let boats to.	8/24/2016 5:08 PM
25	Require that people renting boats have the same certifications (like a boaters card) and have completed the (new) mandatory education before they can rent the boat.	8/24/2016 2:22 PM
26	I have saved no less than 20 boats this year at the docks from poor operation	8/24/2016 12:28 PM
27	No advisory group. Require that renters have a boating license. Liveries should provide a short video for renters to view and some instructions. And any accidents by renters might also have consequences to liveries.	8/24/2016 11:10 AM
28	Must have an operators license to charter/rent a watercraft	8/24/2016 10:52 AM

29	why if you rent a boat you don't need much education but if you own a boat you need more? its the same potential impact to injury and death.	8/24/2016 10:14 AM
30	You should have to obtain an education card of some kind in order to rent a boat in Oregon... ESPECIALLY FOR WHITEWATER RAFT RENTALS. Customer: "I'd like to rent a raft for the weekend." Raft Rental: "Great! Do you have your boat rental card handy?" Customer: "Uhhhh.... what's that?" Boat Rental: "You need to have a boater education card in order to rent a raft in Oregon. It's a free, online course. But I can't rent you a raft without it, sorry!" Customer: "We'll get right on it, that's a great idea!"	8/24/2016 8:21 AM
31	N/A	8/24/2016 8:02 AM
32	not your business	8/24/2016 7:15 AM
33	Include a timeline for implementation.	8/24/2016 6:53 AM
34	Renters should be required to pass the same test the rest of us did to get our boating card.	8/24/2016 6:35 AM
35	People tend to underestimate the effects of cold water and currents. Would a five minute video on the effects of hypothermia do the trick? Maybe for some, not for others.	8/23/2016 11:42 PM
36	Don't rent boats without a Boater Education Card.	8/23/2016 10:55 PM
37	Boat renters should become educated on their own time/dime before renting. Captains license is needed for ocean navigation, why not on inland waters as well? Liveries probably don't have time to educate.	8/23/2016 10:50 PM
38	Ban boat rentals on the most dangerous rivers, instead boats can be rented with drivers	8/23/2016 10:25 PM
39	no	8/23/2016 8:40 PM
40	Stop with the oversight. Maybe this is needed in Portland but not elsewhere in the state. Stop now.	8/23/2016 7:59 PM
41	Minimum size/ stability and HP of rentals, OSMB approval of areas, exclude some high risk whitewater areas. Must use in area rented, not transported. Equipment requirement beyond minimum to include an anchor, PFD, bailer, day distress flag.	8/23/2016 7:59 PM
42	People who want to rent power boats should have to show an Oregon Boater Education Card.	8/23/2016 7:09 PM
43	Require baseline education before they rent be it watching a short video, reading a pamphlet or whatever.	8/23/2016 6:52 PM
44	Why not just make a short 20 minute training video mandatory with all boat rentals?	8/23/2016 6:33 PM
45	This is an issue for the rental companies, and them only. Liability laws state this clearly.	8/23/2016 6:13 PM
46	Not sure. I spend tme rescuing boaters like this buT it all comes down to skill in the end	8/23/2016 4:54 PM
47	Require all users to have a boater education card.	8/23/2016 4:01 PM
48	no	8/23/2016 3:40 PM
49	How many accidents really involve rental boats? Find something else to do.	8/23/2016 3:38 PM
50	Prohibit or discourage the rental of high speed (excess of 6 mph) boats.	8/23/2016 3:25 PM
51	I don't have direct knowledge or experience in this area.	8/23/2016 3:19 PM
52	Hate to tell business owners who they can or cannot rent to but there are far too many PWC users with no apparent knowledge of basic rules of the road and safety issues.	8/23/2016 2:53 PM
53	No	8/23/2016 2:49 PM
54	Hold liveries responsible at least in part for issues caused by renters	8/23/2016 2:31 PM
55	Once again you have complicated the issue. Get the deputies to enforce the laws, Starting at the Ramp	8/23/2016 2:31 PM
56	Not very many rental boats so the problem is not too big, however economical paddle sport rentals put a large number of users on the river without adequate education.	8/23/2016 2:29 PM
57	Require livery facilitator training through external Agency line the ACA or other	8/23/2016 2:22 PM
58	Simply - A one sheet paper to be signed with fines for violations.	8/23/2016 1:42 PM
59	Need to get the SUP crowd to understand that they are boats.	8/23/2016 1:17 PM
60	Let Darwin have them. Should not be rental companies responsibility	8/23/2016 1:06 PM
61	Require license.	8/23/2016 1:02 PM

Q16 Concern: As boater demographics change and technology now drives communications, prior methods are ineffective for communicating with boaters. Broadcast media, traditional ads, press releases, and other traditional communication forms of outreach do not allow two-way dialog and are not reaching many targeted user groups. On a scale of 1 - 10, how important is it that the Marine Board address this issue?

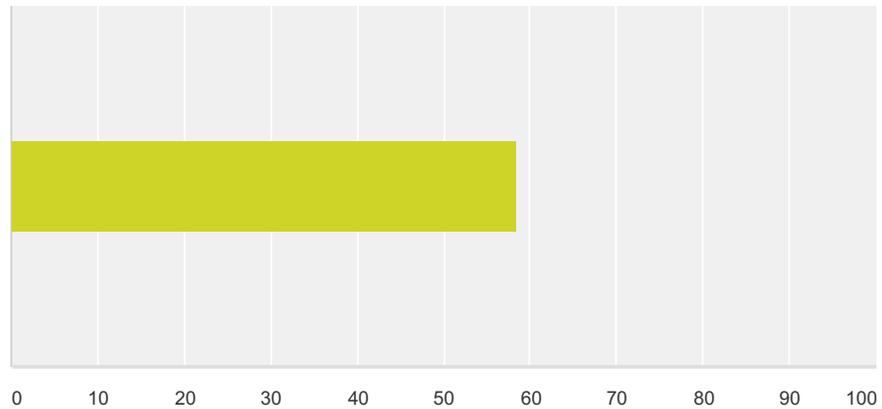
Answered: 209 Skipped: 58



Answer Choices	Average Number	Total Number	Responses
	7	1,398	209
Total Respondents: 209			

Q17 Proposed Course of Action: Facilitate improved two-way dialogue with current and prospective boaters and other stakeholder groups through face-to-face interactions and social media. This includes actions such as: Identifying stakeholder groups and form one or more advisory committees Determining types of information to share Determining best methodology to share information to/with each stakeholder group Leveraging technology to support some communication Establishing demographic-specific advisory committees for groups that are best communicated with in person Working with established organizations to disseminate message On a scale of 1 - 100, how well does this course of action address the concern?

Answered: 207 Skipped: 60



Answer Choices	Average Number	Total Number	Responses
	59	12,110	207
Total Respondents: 207			

Q18 Do you have a different course of action that would better address the concern?

Answered: 55 Skipped: 212

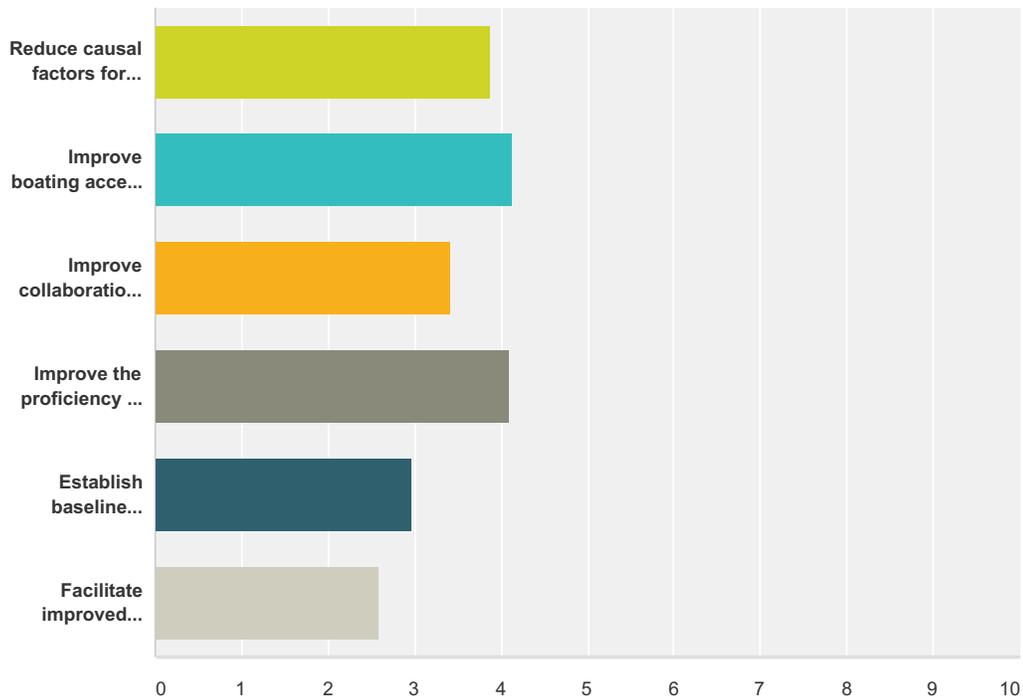
#	Responses	Date
1	No	10/1/2016 10:51 AM
2	Na	10/1/2016 10:00 AM
3	I for one have communicated with several OSMB staff and have never had an issue. Staff has responded to email within a day or two and have always assisted or answered my questions...even with the boat registration issues.	9/26/2016 2:32 PM
4	For businesses selling any type of craft from paddleboard to wake boat, how do we get these business owners to be more on board with the message of safety, sharing of the waterway, and education? Can the OSMB do a "partners on the waterway" type of campaign giving recognition to those boating craft businesses that help educate the public?	9/25/2016 2:25 PM
5	The Marine Board needs to get some boats, hire some people to go out and interact with the boaters. Give them lights and a ticket book and a camera. Teach these "deputies" to educate boaters while representing the Marine Board.	9/16/2016 7:45 AM
6	Not sure of what is being asked here.	9/12/2016 1:59 PM
7	Education of each lake and etiquette . Maybe a host at each ramp	9/11/2016 9:14 PM
8	It is every boater's responsibility to know the rules and handle the necessary licensing, etc. You shouldn't need to spend a large portion of your resources on making it easier for boaters.	9/11/2016 6:14 PM
9	not at this time	9/8/2016 12:33 PM
10	I think it is important to partner with private industries that sell boats, related products, fishing/tackle stores, outdoor stores and use them as advocates to extend the messages of the Marine Board. I think it is critical that different stakeholder groups are considered and the messaging is tailored to them. Yacht club members and sport fisherman have different interests and thoughts about being on the water, despite that both are users of waterways.	9/8/2016 10:04 AM
11	see Paul Kuthe & Kate Ross videos	8/30/2016 8:54 PM
12	Enforce current rules and increase fees.	8/28/2016 3:50 PM
13	None at this time	8/28/2016 3:23 PM
14	Do nothing! Quit wasting taxpayer's money and trying to enlarge your bureaucracy. Don't you already inform when issuing boat registrations?	8/28/2016 12:48 PM
15	You are over reaching on this one...	8/25/2016 10:55 AM
16	No	8/24/2016 8:08 PM
17	It is hard to say just how big a problem this is. I doubt there would be much benefit in having a state agency try to manage whatever problem actually exists.	8/24/2016 5:34 PM
18	If someone buys a used boat from a friend and drives to the river and launches it, without the sense that any further action need be taken, what can you do? They will race around and endanger other boaters and their passengers with impunity. How do you address this? The bad boaters are those who don't care about rules, who feel that rules are not for them. They don't look for instruction or direction. More patrols are needed on the riverways.	8/24/2016 5:12 PM
19	2016 dudes. Social media! The internet! Put it all online. Discussion forums! Facebook pages.	8/24/2016 5:11 PM
20	Whitewater rivers have a strong set of user groups who are used to managing themselves and safety of users. Please identify the kinds of waterways that can best be served by these types of interventions (perhaps that could be cross-walked with your stakeholder analysis and some sort of matrix of waterway type).	8/24/2016 5:00 PM
21	The idea of an advisory committee makes my hair stand on end. Part of what you need to do is streamline some of this stuff and fast track some changes. Government is notorious for not evolving. This is a digital age - so yes, leveraging technology is great. But you need people who are actually connected and plugged-in to guide you, not a bunch of old people who've never heard of SnapChat, much less know how to use it.	8/24/2016 2:24 PM

22	Just maintain and market a twitter and fb presence, monitor online forums and contribute *in a human voice* and publish materials online. This is not rocket science and I'm not sure how a stakeholder advisory committee will help in this context.	8/24/2016 1:41 PM
23	No committees...inefficient. Do determine best technology to communicate. Work w/established organizations.	8/24/2016 11:15 AM
24	Need enormous increase in using social media to get out safe boating practices	8/24/2016 10:53 AM
25	First create an environment in which people will WANT to know, and then provide them with a variety of resources to learn.	8/24/2016 8:28 AM
26	I don't think the Marine board has enough people to establish all these courses of action. It's a lot of pie-in-the-sky unfortunately .	8/24/2016 8:06 AM
27	Text or email short education, reminders, information, events, requirements once a month? Regional specific?	8/24/2016 8:04 AM
28	Sounds expensive where and who are you getting the money from?	8/24/2016 7:28 AM
29	Facebook and other media for info and people can ask questions in a blog format	8/24/2016 6:48 AM
30	Communication? Start with incentives for ALL boaters to carry a VHF radio! This could make a huge improvement to water safety.	8/24/2016 6:38 AM
31	Stakeholder outreach seems like the most effective approach so far. Many of us use email to receive and disseminate information. Does OSMB have a listserv that interested parties can sign up on.	8/23/2016 11:47 PM
32	The amount of time you would spend on this may not give you enough return benefit	8/23/2016 10:26 PM
33	no	8/23/2016 8:41 PM
34	Tech messages are only good if you seek them. Not everyone carries a smart phone. Older boaters need direct messaging. Boat ramp signage is good. Public event kiosks for boating beyond the boat shows, malls, store displays	8/23/2016 8:04 PM
35	You are asking for money to put up adds and pop ups that no one reads. Stop now	8/23/2016 7:59 PM
36	You're at least using this online survey! Good job guys!	8/23/2016 6:34 PM
37	Social media is a waste of time. A good website and printed materials available in more places makes more sense. Having to pay attention to devices for boating safety information dissemination is a boating accident waiting to happen. Reliance on social media needs to be discouraged, not expanded.	8/23/2016 6:18 PM
38	encourage and support safety and training programs with paddle clubs and retailers	8/23/2016 5:46 PM
39	Since when is it a government agencies job to babysit idiots? Anyone who does their research ahead of time will be able to figure this out. Or at least should have the skills when the "shit hits the fan"	8/23/2016 4:56 PM
40	no	8/23/2016 3:41 PM
41	The Marine Boards "established organizations" are the problem, not the solution. The fast boat dealers want our waterways to remain the Wild West. Which will only cause more accidents, more noise, more conflict, more damage to waterways. These partners don't represent typical boaters anymore.	8/23/2016 3:29 PM
42	Also consider connect with boaters through their boat license - collect mail or email address and send them info and post through Facebook and easily accessible websites with boater info	8/23/2016 3:17 PM
43	Clueless is as clueless does.	8/23/2016 3:10 PM
44	No.	8/23/2016 2:49 PM
45	I don't believe advisory groups and panels are effective. Enforce laws already on the books and incidents will drop	8/23/2016 2:42 PM
46	The cops are the front line in this, and they don't live up to the challenge.	8/23/2016 2:32 PM
47	Encourage cooperation amongst user groups.	8/23/2016 2:31 PM
48	Have a speaker at one of the general meetings for local yacht clubs & sailing groups (such as the Oregon Women's Sailing Association, or Rose City Yacht Club, etc.)	8/23/2016 2:25 PM
49	No	8/23/2016 2:23 PM

50	I would guess that younger users are less likely to be part of stakeholder groups or to have representatives, much as many of the various clubs and social organizations in the nation are struggling for members. Online polls, petitions, and communication forums might have more effect when trying to reach unaffiliated individuals. As a boater, my consciousness is more place-based because I only use a half-dozen waterways in the state at most. I look for information specific to these waterways online before I launch. Integration of 2-way communication into the existing web-based information sources for Oregon waterways (e.g., oregonstateparks.org) would potentially be an effective way to keep users informed of the issues in the places we use most.	8/23/2016 2:13 PM
51	Often less is more, suggest reduction in typical news release and most frequent communications. Make what's announced worth time reading.	8/23/2016 2:10 PM
52	None	8/23/2016 1:43 PM
53	Use the internet and increase newsletters and address boating rules such as in the Boater Card test. Offer 5 quizzes in each newsletter.	8/23/2016 1:32 PM
54	don't be stupid. social media will beat your silly, rinkydink, committee bilge water. embrace it. the morons you're targeting have.	8/23/2016 1:27 PM
55	Start an email list for all licensees and permit holders.	8/23/2016 1:03 PM

Q19 Rank the Courses of Action in order of importance.

Answered: 207 Skipped: 60



	1	2	3	4	5	6	Total	Score
Reduce causal factors for boater conflict taking into account areas, activities and competing interests on Oregon's waterways	18.28% 34	24.19% 45	17.74% 33	17.74% 33	12.37% 23	9.68% 18	186	3.89
Improve boating access for all user types on Oregon's waterways	36.02% 67	15.05% 28	12.90% 24	10.22% 19	13.44% 25	12.37% 23	186	4.13
Improve collaboration between law enforcement and boaters on Oregon's waterways	10.31% 20	16.49% 32	23.71% 46	18.56% 36	15.98% 31	14.95% 29	194	3.42
Improve the proficiency and confidence of boaters on Oregon's waterways	21.35% 41	21.35% 41	22.40% 43	18.23% 35	13.54% 26	3.13% 6	192	4.09
Establish baseline knowledge and skills of boaters who rent from liveries and build a program to attain the baseline level prior to rental	9.60% 19	14.65% 29	11.62% 23	16.67% 33	21.72% 43	25.76% 51	198	2.96
Facilitate improved two-way dialogue with current and prospective boaters and other stakeholder groups through face-to-face interactions and social media	7.54% 15	8.04% 16	12.06% 24	16.08% 32	21.11% 42	35.18% 70	199	2.59