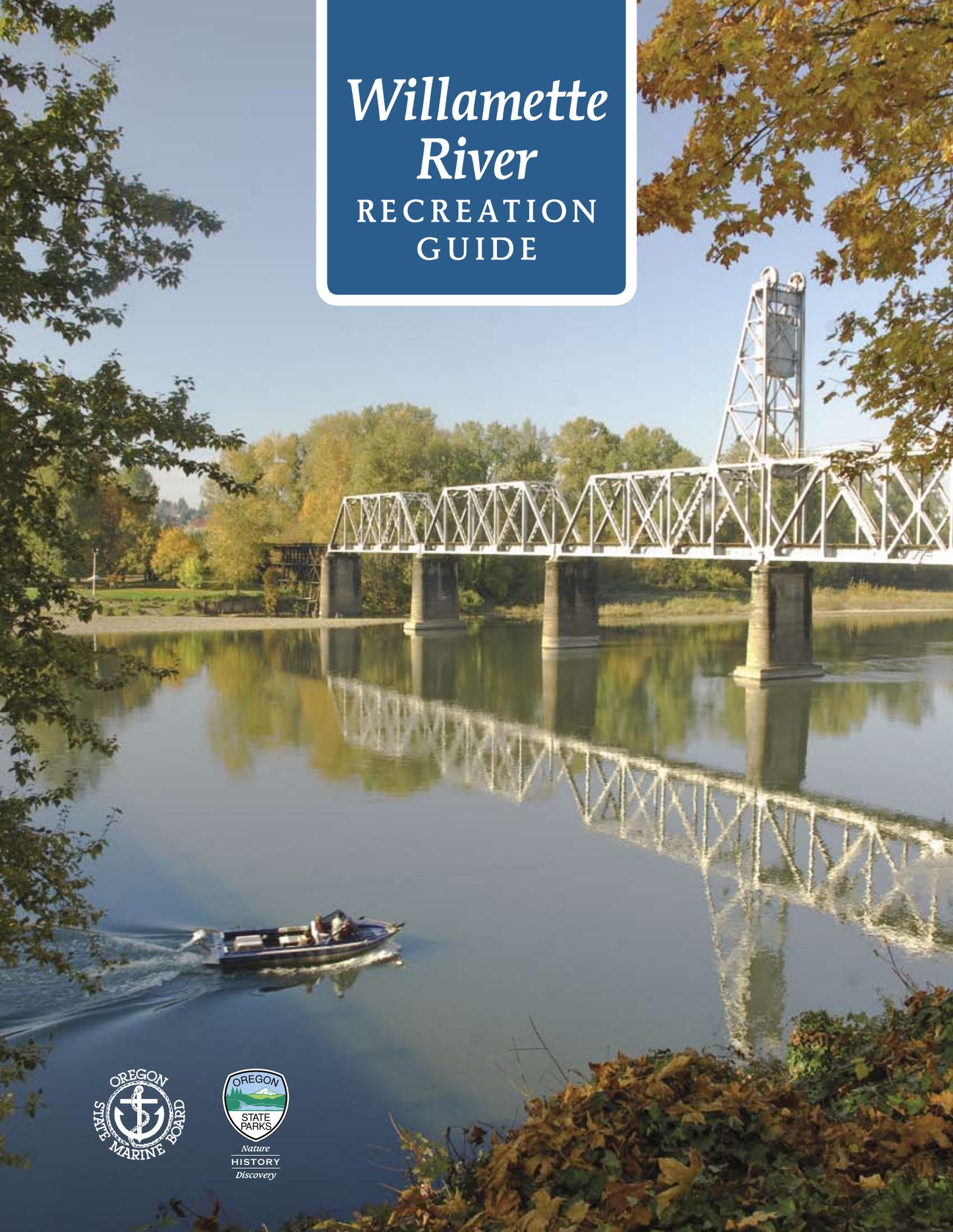


Willamette River

RECREATION
GUIDE







Bob Pool

Governor's MESSAGE



The Willamette River is a vital thread that weaves together the tapestry of the Willamette Valley and the 19 cities it flows through. The Willamette provides important irrigation for the agricultural

industry while supporting a variety of recreational opportunities – from boating and water skiing to fishing and nature viewing. You can expect to see something different around every bend of the river, from an osprey swooping in for lunch to a graceful blue heron surveying the scenery; a deer on the shoreline lapping up a drink of water to a beaver swimming along the shore. The Willamette is also home to a variety of fish including sturgeon, cutthroat trout and salmon.

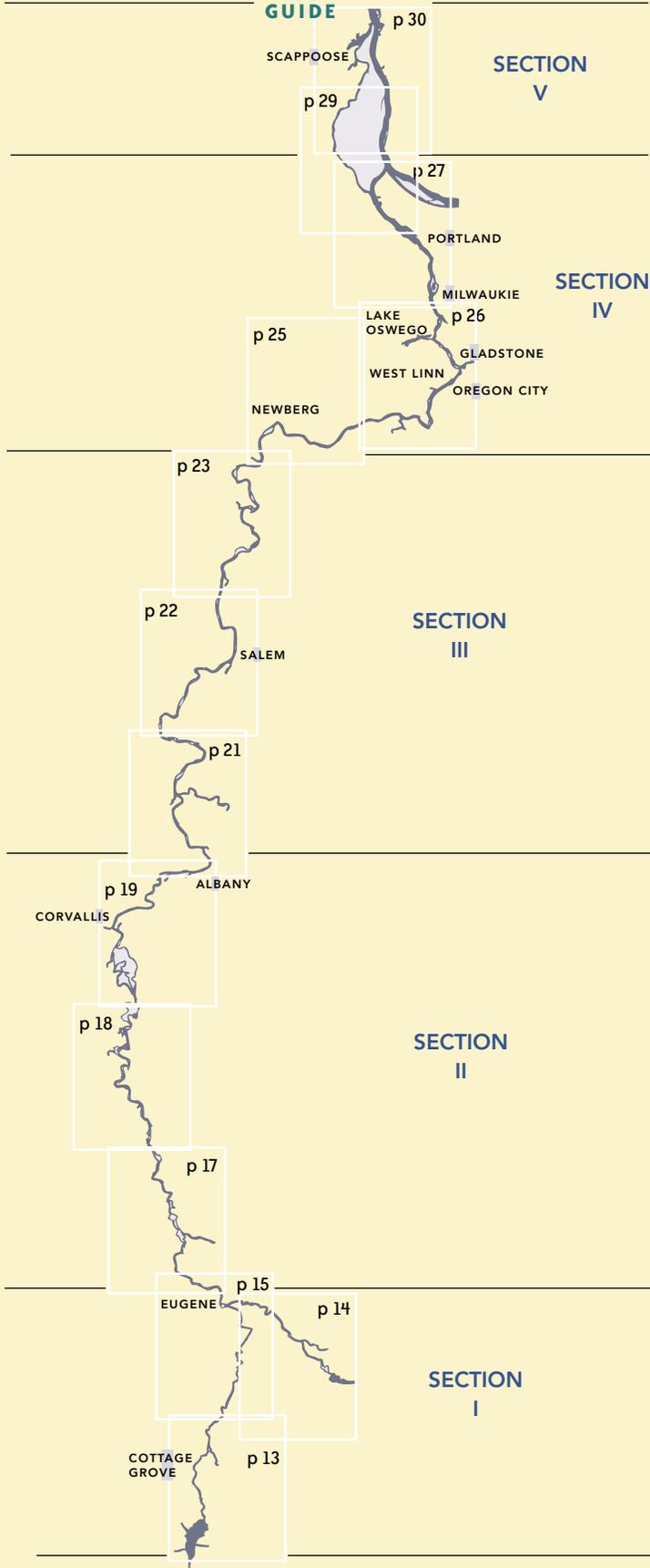
Not so visible is the importance of this beautiful river in our state's history. Early mills, ferries and numerous towns clung to the river for power and transportation. For centuries before the settlers arrived, Native Americans relied on the river's bounty as well.

I invite you to use this Willamette River Recreation Guide to discover this great resource and to connect with the richness it has to offer.

FRONT AND BACK COVER PHOTOS:
Wallace Marine Park, Salem, Oregon

LEFT: *Sunset over Willamette River near Salem*

WILLAMETTE RIVER MAP PAGE GUIDE



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PHOTO CREDITS

Oregon State Marine Board (OSMB)
 Oregon Parks and Recreation Department (OPRD)
 Willamette Riverkeeper (WR)
 Oregon Historical Society (OHS)

Front and back cover photos: Larry Andreasen

**To learn more about boating in Oregon go to:
www.boatoregon.com
 For detailed information on state parks in Oregon go to:
www.oregonstateparks.org**

Introduction

ABOUT THE WILLAMETTE

The Willamette is a vital, multi-purpose waterway that touches the lives of millions of people. It provides ports for commercial barges and oceangoing ships, irrigation for crops sold worldwide, an abundant fishery, and recreational opportunities.

Nearly 70 percent of Oregonians live within 20 miles of the Willamette River, and some may not even realize it. Although the river passes through nine counties and 19 cities, miles of its channels and backwaters cannot be seen from roads or towns. With many communities no longer economically dependent on it, the Willamette can be overlooked – so familiar a part of our landscape that it fades into the background.

Whether you're a veteran or a rookie on the Willamette, it is important to respect its waters. Although considerably tamer than the way explorers found it 200 years ago, the Willamette still changes with each season and even with the daily tides. Never disregard its power or dismiss its hazards.

HOW TO USE THE GUIDE

This guide is designed to make it easy to visit and safely experience the river, whether by boat, bicycle, motor vehicle or on foot. It begins with the Willamette's history, remembering the river's role in early settlement through modern times. With illustrations of diverse species, the wildlife section celebrates the abundance and beauty of the river's plants and animals. Next, the clean river section outlines sanitation concerns, waste issues and innovative programs like Clean Marina. The boating section offers safety tips and information about the rules and hazards of navigation. Finally, the guide highlights suggestions for planning a trip and the destinations which are best suited for boating, biking, hiking, fishing, or hunting.

The remainder of the guide provides detailed maps for each section of the Willamette. They include: state and local parks, state greenway and Division of State Land parcels, boat ramps, marinas, wildlife areas, public roads that lead to parcels or parks, and other points of interest. Finally, there is a list of contact information for additional resources. We hope this publication informs you and encourages you to enjoy the many facets of the Willamette.

The Willamette River begins its nearly 300-mile journey in the high Cascades southeast of Eugene. Winding through forest, farmland and city, it travels northward the length of the Willamette Valley before joining the Columbia River at Portland. Along the way, it changes from a rushing mountain stream into a substantial river more than a quarter-mile across.



OSMB

ABOVE: Canoeing on the Willamette

BELOW: Wakeboarding on the Willamette



OSMB

PUBLIC USES AND RECREATIONAL OPPORTUNITIES

A great many pastimes can be enjoyed on the Willamette. These include boating, camping, picnicking, swimming, hiking, bicycling, wildlife viewing, fishing, and hunting. There are ten state parks, three public ferries, and more than 170 Oregon State Willamette River Greenway parcels, city and county parks, boat ramps, and Division of State Lands parcels along the river and its major tributaries. The river provides habitat for hundreds of types of plants and many species of birds, fish, and animals.

A VAST RIVER SYSTEM

The Willamette River drains 12,000 square miles of land at an average rate of flow that would fill 175 buildings the size of Portland's tallest skyscraper every day.

History

OF THE WILLAMETTE

Perhaps for as long as 10,000 years, the Willamette River basin has been the wellspring of life for the people who have lived along its shores and ridden its waters. It has been a major source of food, water, transportation and commerce in the bountiful heartland of western Oregon—the Willamette Valley.



OSMB

HISTORY

For Oregonians, the “Beautiful Willamette” is more than just a lovely river. It is a key part of our colorful history, a vital economic resource, and a place to recreate or relax – to enjoy the many virtues Oregon has to offer.

The Willamette is one of the few major rivers in the U.S. that flows primarily north. So narrow and shallow in places that pioneers felled trees for bridges, it also widens to more than 2,000 feet across in Portland. Originally, the river meandered in a wide swath across the valley floor, changing channels frequently to form new islands and oxbows. Today, the Willamette is rather tame by comparison. Wing dams, revetments, dredging and flood control projects have altered the flow patterns to create a simpler, deeper channel.

NATIVE AMERICANS

There is evidence of human presence in the Willamette Valley as long as 10,000 years ago, several thousand years after the close of the Ice Age, when Asiatics from what is now Siberia crossed over an Alaskan land bridge into North America.

Most of the Willamette Valley Native American inhabitants were Kalapuyans – a collection of bands that shared the same dialect. They included the Calapooia, Tualatin, Santiam, Yamhill, and Luckiamute bands. Although these native bands in the valley subsisted mostly on nuts, berries and roots, they also were good hunters – using the snare and trap as effectively as the bow and arrow.

A smallpox epidemic in 1782–83, followed by a malaria epidemic from 1830–33, wiped out 80 percent of the native people. By 1856, surviving members of the various bands were resettled under treaty onto the Grand Ronde reservation near Valley Junction.

EARLY SETTLEMENT

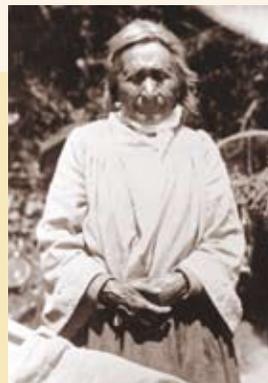
The Willamette River was first noted in 1792 by English navigator Lt. William R. Broughton, a member of Capt. George Vancouver’s expedition. Then in 1806, explorers Lewis and Clark ventured upriver for about seven miles on behalf of the United States. The first Euro-Americans were the fur trappers, mostly working for the Hudson’s Bay Company at Ft. Vancouver. They were followed by the missionaries, who tried mightily to convert Native Americans to Christianity. Finally, there came the settlers, mostly farmers, who crossed the Oregon Trail. 53,000 of them reached the valleys of Oregon between 1840 and 1860.

BEAUTIFUL WILLAMETTE

*From the Cascades’ frozen gorges,
Leaping like a child at play,
Winding, widening through the valley,
Bright Willamette glides away;
Onward ever,
Lovely river,
Softly calling to the sea.
Time, that scars us,
Maims and mars us,
Leaves no track or trench on thee.*
— Samuel L. Simpson, 1868

BRUSH BURNING

A common Native American practice was to burn preserves in the Willamette Valley each fall. This created and maintained the oak and grassland savanna that favored elk and deer as well as camas, tarweed, and acorn habitat—important foods for the native population. The cleared land helped in the gathering of seeds, roots, and bulbs, as well as creating exposed areas for easier hunting. The brush burning also created major areas of open prairie that attracted Euro-American settlers because the land was already cleared.



Mission Mill

EARLY TRADERS

The first large vessel to enter the Willamette was the “Owyhee,” a Boston trading ship that sailed to within a mile of Willamette Falls in 1829—the same year Hudson’s Bay Company established an outpost at Oregon City.

Oregon City became the first city incorporated west of the Rockies in 1844. It was established by Dr. John McLoughlin, chief factor for the Hudson's Bay Company, who is considered the "Father of Oregon." Along with Linnton, St. Johns, Portland, Milwaukie, and Linn City (now West Linn), Oregon City competed fiercely for dominance. However, Portland became the eventual winner, and the river itself helped settle the issue. A major flood in 1861 wiped out many promising settlements – such as Linn City and Champoeg – as well as their prospects.



OHS #67763

By the 1830s, settlement had gained a solid foothold above the falls. Many retired French-Canadians, who had worked for Hudson's Bay Company, settled around Champoeg and St. Paul in what became known as French Prairie. Their wheat and produce needed markets, and with the 1849 California gold rush came the need for a reliable system of river commerce.

STEAMBOAT ERA

From the 1850s to the early 1900s, the steamboat was king of the Willamette. Oregon City was initially the farthest upstream point of navigation. Over time, paddlewheelers began to operate above Willamette Falls. Occasionally, boats made it as far upriver as Eugene. Smaller steamboats even ventured up the Tualatin, Yamhill and Long Tom – small tributaries of the Willamette.

In 1873, the Willamette Falls Canal & Locks Company opened a 1,200-foot-long series of locks that lifted boats around the 41-foot-high falls at Oregon City. The locks hastened the growth and development of Oregon's fertile interior. At their peak in the 1880s, dozens of steamboats – their whistles sure to draw a crowd to the dock – moved tons of cargo and passenger traffic along the state's vital artery of commerce.

RAILS AND ROADS: THE TRANSFORMATION

By the 1880s, railroads had penetrated the Willamette Valley. River communities that were once thriving trade centers, such as Lincoln and Fairfield, were now bypassed. In 1883, the transcontinental railroad arrived in Portland, solidifying the iron link that would siphon away much of the steamboat trade.

The arrival of roads and gasoline-powered vehicles completed the transition away from riverboat trade. By the early 1900s, it was possible to maneuver a vehicle the full length of the valley, and in 1919 the state published its first official road map. Truck and rail transportation soon dominated shipping in the valley. The steamboat whistle was silenced.

OUR FORGOTTEN RIVER

Perhaps the most discouraging period in the river's history was the early 1900s, when the Willamette became heavily polluted and neglected. With the decline of river commerce, wharves and docks were torn down. In some cities, roads or freeways replaced them. In others, new industries located along the river.

These industries began dumping their wastes directly into the river. Cities and towns soon did the same. By the 1930s, the river was almost biologically dead – and certainly unsafe for swimming. This condition persisted until after World War II, when federally funded sewage treatment facilities and other pollution controls began to restore the river.

Helping with this turn-about was Oregon's Willamette River Greenway program. It was created by the Oregon Legislature in 1967 as a testament to the river's historic and natural resource significance and its recreational potential. The greenway program is a cooperative state and local government effort to enhance and maintain the scenic, recreational, historic, natural and agricultural qualities of the river and its adjacent lands.

By the early 1970s, the cleanup of the Willamette was a national success story. The river was declared safe for swimming in 1972, five years after the greenway program was initiated. These efforts not only made it possible for salmon and steelhead runs to rebound, they again made the river attractive for boating, angling and other recreation. Then in 1998, the Willamette was named an American Heritage River – a federal designation to assist in restoring and protecting the river.

THE MODERN WILLAMETTE

Today's river bustles with activity. Commercial tugs and barges navigate the locks to move chips, logs, sand, gravel, and other products to market. Huge freighters and oceangoing barges move tons of cargo through the Port of Portland and private docks in the Portland harbor.

Recreation is now the fastest-growing use of the river. Pleasure boating, skiing and angling are increasing. Portland, Lake Oswego, Salem, Albany, Corvallis, Harrisburg, Eugene, and Springfield are among the cities and towns that have greatly increased parklands and public access along the Willamette. The people are reclaiming their river.



OHS #1639

FIRST OREGON-BUILT STEAMER

On Christmas Day 1850, the 160-foot steamboat "Lot Whitcomb," left, was launched at the Milwaukie basin. The first steamboat built in Oregon, its sidewheels measured 18 feet in diameter. By 1878, some 52 sidewheel and sternwheel steamers had been built along the Willamette, most of them at Canemah just above Willamette Falls. In 1854, at Canemah, the boilers on the steamer "Gazelle" exploded, killing 24 people.

1861 FLOOD

The devastating 1861 flood wiped out scores of communities and landings, "sucking and sweeping everything into its path," according to one account. Historic Champoeg was among the casualties, inundated by more than 20 feet of water.

ABOVE: "Father of Oregon" John McLoughlin

LEFT: Sidewheeler "Lot Whitcomb"

Plant and Animal

L I F E

One of the remarkable qualities of the Willamette River is the amount of wildlife it supports even though it travels through Oregon's most populous region. It is possible—even likely—to come across bald eagles, osprey, great blue heron, Canada geese, deer, otter, beaver, rare turtles, salamanders and numerous other animals along the river.



OPRD

The largest black cottonwood in the United States survives in Willamette Mission State Park—a 250-year-old giant measuring more than 26 feet around and 155 feet in height.

ABOVE: Camas lily
RIGHT: Baby raccoon

WATCHABLE WILDLIFE

Oregon's Watchable Wildlife, a pamphlet of the Oregon Department of Fish & Wildlife, provides good information about where to go to enjoy animal life.



The variety of wildlife makes the Willamette a favorite location for nature viewing, fishing and hunting. These recreational opportunities are enhanced by having public land and wildlife refuges near the river. Care should always be taken to minimize human impact on this habitat and ensure the preservation of its natural beauty. Many migratory birds, for instance, are protected by state and federal law. In addition, some plant and animal species are listed as threatened or endangered. In particular, nesting areas should not be disturbed.

Any destruction of protected habitat, violation of fishing or hunting regulations, or any other threat to protected species should be reported to the Oregon Department of Fish & Wildlife (ODFW).

BIRDS

One of the most visible birds along the Willamette is the great blue heron. Nesting areas, called rookeries, are found in several locations, including: Ross Island, Oaks Bottom, Goat Island, Molalla River State Park, Luckiamute Landing, and Alton Baker Park in Eugene.

Six state and national wildlife refuges are located along or near the river (see map and refuge guide on page 5), representing 24,000 acres of important winter habitat for geese, ducks and swans. Below are some other species you may spot in the trees and meadows or along the river.



FISH

Chinook

The spring chinook run is the Willamette's dominant run of anadromous fish (species that spawn in fresh water after growing to adult size in the ocean). This run now contributes substantially to the Columbia River commercial and sport fisheries, and also supports a choice fishery in the Willamette and its tributaries.

The salmon enter the river as early as February, and typically pass over Willamette Falls in May and June. In case you miss the spring run, a smaller fall Chinook run occurs in mid-August to late September.

CANADA GEESE

The Willamette runs down the center of the Pacific migratory flyway. Canada geese begin showing up along the Willamette in mid-October, including the rare dusky Canada goose for whose protection the national wildlife refuges in the Willamette Valley were originally created.



WHITE STURGEON

The largest fish in the Willamette is the white sturgeon, growing to more than 8 feet in length. These giants are fished mostly in the lower river. Popular spots are below the falls in Oregon City, and near Sellwood Riverfront Park, the Steel Bridge, and the Rivergate industrial district in Portland. Upriver, the mouth of the Long Tom is one of the better-known holes.

Steelhead

Steelhead enter the river in summer and winter. The summer-run steelhead pass the falls from early March until October, while the winter-run steelhead pass the falls in early November to mid-May.



OSMB

Other Game Fish

Bass and panfish are found in many areas of the Willamette River, especially where the water slows or intersects with sloughs and inlets. Walleye are occasionally found downstream of Willamette Falls.

ANIMALS

Common mammals are black-tailed deer, raccoon and otter. Oregon's state animal is the beaver, chosen for its admirable qualities of intelligence, industry and ingenuity.



The river corridor features a variety of reptiles and amphibians, including garter snakes, long-toed salamanders, rough-skinned newts and tree frogs. The rare western pond turtle and painted turtle only remain in a few sloughs and oxbow lakes.

VEGETATION

Forests and Trees

The Willamette Valley contains a rich array of plant life. Early explorers found the river lined for up to two miles on each side with dense forests, featuring a variety of trees. Nearly all of it has been replaced by agriculture, gravel mining and urbanization. Forest remnants are located at Luckiamute Landing, Grand Island, and Scappoose Bay Landing.

Lowlands and Wetlands

The river's riparian and low wet areas along the river's shorelines are abundant with lush growth. Composed of trees, shrubs, grasses, wildflowers, and other herbaceous plants, these areas sustain the health of the river and support its wildlife. The vegetation filters and purifies water as it moves into and along the river, while large plant communities provide homes for animals and insects along the river. Such communities can be found on Sauvie Island, Oaks Bottom, Cardiani Bar near Yamhill Landing, Wells Island, and the Mt. Pisgah Arboretum near Springfield.

WILDLIFE REFUGES

ALONG THE WILLAMETTE

Sauvie Island Wildlife Management Area

Take Highway 30 to Sauvie Island bridge, proceed toward north end of Sauvie Island. Refuge is off Reeder Road.

12,000 acres of state-owned habitat for wintering waterfowl, swans, herons, sandhill cranes, bald eagles, and 250 other species. Access restricted during the hunting season and spring. Fishing allowed.

Tualatin River National Wildlife Refuge

Located along the Tualatin River east of Sherwood, about 12 miles upriver from its confluence with the Willamette.

Newest national wildlife refuge in Oregon.

Baskett Slough National Wildlife Refuge

From Rickreall (6 miles west of Salem), go west on Highway 22. Refuge is about 2 miles on the right.

The 2,492-acre area features migratory waterfowl. By mid-November, large number of Canada geese, tundra swans, ducks and white swans are present. The area now encompasses over 1,000 acres and may reach over 3,000 when acquisitions are complete. Public access limited Oct. 1 to April 15.

Ankeny National Wildlife Refuge

Exit I-5 10 miles south of Salem at the Ankeny Hill exit. Follow Wintel Road west (toward Sidney) about 2 miles to refuge boundary.

2,800 acres of floodplains that support large populations of wintering Canada geese and ducks. Two loop trails. Hunting not allowed. Public access limited Oct. 1 to April 1st.

E.E. Wilson Wildlife Area

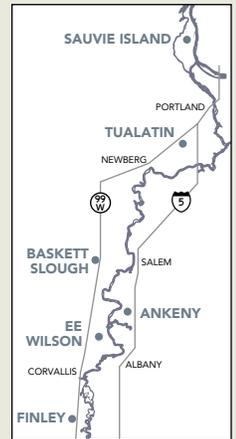
Between Highway 99W and the river, 10 miles north of Corvallis at former Camp Adair Army post.

State preserve features upland game birds, waterfowl, bald eagles, deer, and other species. Hunting permitted in fall and winter. Walk or bike on many miles of old military roads.

William J. Finley National Wildlife Refuge

Drive south from Corvallis on Highway 99W about 10 miles to entrance sign on west side of road. Turn west and follow signs about 4 miles to refuge office.

5,235-acre refuge supports large concentrations of Canada geese, including rare dusky Canada geese. Over 200 species of wildlife and numerous observation sites. Limited deer hunting opportunity. Public access limited Nov. 1 to April 1st.



OPRD

WILDLIFE VIEWING AREAS

There are many areas to enjoy the Willamette River's abundant wildlife. They include:

Burlington Bottom

A 428-acre area north of the Sauvie Island bridge along the west side of Multnomah Channel, set aside to benefit wintering waterfowl and associated wetland wildlife.

Oaks Bottom

160-acre preserve has a great diversity of water features and plant communities. Heavily used by heron, waterfowl, and smaller birds. Trailhead is at SE 7th Ave. and Sellwood Blvd. in Portland.

Luckiamute Landing

A good boat camping spot and Willamette Greenway parcel opposite the mouth of the Santiam River. Excellent

area for viewing remnants of the gallery forests that used to line the Willamette. Ospreys, turkey vultures and herons frequent the area.

Middle Fork

Osprey, red-tailed hawks and bald eagles grace the skies. At Dexter Dam, watch adult chinook salmon in fish ladder and holding ponds from May-October.

LEFT: Along the Willamette Greenway

Keeping Our River

C L E A N



OSMB

WHAT IS THE OREGON CLEAN MARINA PROGRAM?

The Oregon Clean Marina program recognizes marinas that go above and beyond environmental regulations by designating them as “Clean Marinas”. The program provides information to marina managers on how to protect against the release of polluting materials – such as oil, paint, cleaning chemicals, sewage, fish waste, and trash – into the environment.

The goal is to help protect and improve local water quality by promoting the usage of environmentally responsible practices.



WHO CAN BECOME CERTIFIED?

Marinas, boatyards, yacht clubs and floating home moorages with ten slips or more can become certified.

BOAT WASTE COLLECTION FACILITIES

Please help keep sewage out of Oregon’s waterways. The Marine Board has participated in the Clean Vessel Act program since 1993, providing grant funds to build pumpouts, dump stations and floating restrooms on the most heavily used waterways statewide. To encourage the use of these facilities, **no fees are charged**.

The Clean Vessel Act program is administered through the U.S. Fish and Wildlife Service on a national competitive basis. Please follow these simple practices:

- ◆ Use shore-side restroom facilities before casting off.
- ◆ Use pumpouts, dump stations and floating restrooms. Dumping any untreated sewage into inland lakes, rivers or coastal waters inside the three-mile limit is a Class B felony.
- ◆ Be a clean boating steward. Pass along information on pumpouts and dump stations. Notify the owners of malfunctioning equipment and encourage marina operators to install a pumpout and/or dump station through the Clean Vessel Act Grant program managed by the Marine Board.



OSMB

NUISANCE SPECIES

Many non-native nuisance species are threatening Oregon’s waterways with the potential to alter ecosystems and damage fisheries. Zebra mussels, mitten crabs and hydrilla are only a few. Here’s what you can do:

- ◆ Inspect your boat and trailer. Remove any plants and animals you see before leaving the waterbody.
- ◆ Drain your motor, live well and bilge on land before leaving the waterbody.
- ◆ Empty your bait bucket away from the water. Never release live bait into a waterbody or move aquatic animals from one waterbody to another.
- ◆ Rinse your boat, trailer and equipment. Home pressure washers or those found at self-service car washes are excellent. Air-dry your boat and equipment for as long as possible – five days is optimal.

ABOVE: Pump out station

REDUCE YOUR MOTOR'S EMISSIONS

Newer technology engines are at least 75% cleaner than carbureted two-stroke models. They produce fewer hydrocarbon emissions, which creates cleaner air and water. Look for the EPA sticker to ensure any engine you buy is efficient. Because these engines are 30-70% more fuel efficient than carbureted outboards, you'll save money in the long-term, too.

MARINE FUELING PRACTICES

Gas or diesel may spill while you are fueling your boat. Fuel spills harm aquatic life, waste money, can stain the hull, and damage your boat's gel coat and striping. Follow these tips to avoid problems:

- ◆ Fill tanks to no more than 90% full – gas that is drawn from cool storage tanks will expand as it warms and overflow the tank.
- ◆ To see when your tank is 90% full, listen to the filler pipe, use a sounding stick, and be aware of your tank's volume.
- ◆ Instead of filling up when you return to port, wait and fill up before you leave on your next trip.
- ◆ Fill portable tanks ashore, where spills are less likely and easier to clean.
- ◆ Use oil absorbent pads to catch all drips.
- ◆ Slow pump down at the beginning and end of fueling.

BILGE MAINTENANCE AND OIL CHANGES

Engine oil tends to accumulate in bilges. If precautions aren't taken, you may inadvertently pump waste oil overboard along with the bilge water. To protect water quality, follow these tips:

- ◆ Keep your engine well tuned to minimize the amount of oil that is released. Be sure there are no leaking seals, gaskets or hoses.
- ◆ If you change your own oil, purchase a non-spill pump to draw crankcase oils out through the dipstick tube and slip a plastic bag over used oil filters prior to their removal to capture any drips. Recycle the collected oil.
- ◆ Place oil absorbent materials or a bioremediating bilge boom in the bilge and put an oil absorbent pad under the engine. These pads need to be replaced regularly.
- ◆ Do not treat oily water with detergents. Soaps pollute and make cleanup difficult.

IN CASE OF A SPILL

- ◆ Stop the flow.
- ◆ Contain the spill.
- ◆ Call 1-800-OILS-911 and the U.S. Coast Guard at 1-800-424-8802

BOAT MAINTENANCE AND CLEANING

- ◆ When washing your boat's deck and hull, avoid using products that contain chlorine, phosphates and ammonia.
- ◆ Rinse your boat only with fresh water after each use.
- ◆ When cleansers are needed, use old-fashioned ingredients such as:
 - Baking soda, vinegar, lemon juice, borax and "elbow grease"
- ◆ Alternative products are available that are phosphate-free or biodegradable.



OSMB



HOW TO REPORT POLLUTION

If you see pollution being released in the river or along its shores, report it to the Oregon Emergency Management system at 1-800-452-0311. Effluent coming from pipes is already regulated and need not be reported. Any oil, fuel or other contaminant leaking from boats, docks, oil drums, industrial sites or other sources should be reported immediately.

POLLUTION ALERTS

The City of Portland posts alerts along the river whenever its combined sewer and storm drains overflow into the river. For information, call the River Alert Info Line, 503-823-2479.

"PLEASE PUMP, DON'T DUMP"

It is illegal to discharge any untreated sewage overboard from marine toilets into the river.

USE GOOD OUTDOOR ETHICS

In addition to handling human waste properly, observe good ethics at camping and picnicking spots. Only use dead and down driftwood for campfires. Use firepans at all fires, and cover fire pits at undeveloped sites after use. Better yet—use camp stoves for cooking.

ADOPT-A-RIVER

This program provides free garbage bags, buttons, window decals, how-to handbook and resource guide. Call 800-322-3326 for information.

TAKE THE PLUNGE! ADOPT A RIVER!



Boating

ON THE WILLAMETTE

BOATING

Boating activity on the Willamette includes ski boats and runabouts, yachts, sailcraft, rowing shells and skulls, canoes, kayaks, fishing boats, jet boats, and personal watercraft (such as jet skis). With so much potential traffic on the water, it is important to know the rules of navigation and to be familiar with the area where you are boating.

The *Oregon Boater's Handbook & Regulations* – published by the Oregon State Marine Board and updated yearly – contains a digest of all regulations and restrictions. In addition, there are a variety of publications available from the Oregon State Marine Board, boat dealers and fishing supply outlets.

BOATER'S EDUCATION CARDS

- ◆ Mandatory education is being phased in based on boat operator age and applies to all boaters operating powerboats over 10 hp.
- ◆ Youth must be 12 or older to operate any size powerboat and must have a boater education card.
- ◆ Call the Marine Board at (503) 378-8587 or check the website at www.boatoregon.com for current class listings or for more details on the Mandatory Boater Education Program.



The Willamette is one of Oregon's most popular waterways for boating. In 2005, approximately 387,000 boat use days were logged—most of that on the lower 18 miles of the river within Multnomah County.



OSMB



OSMB

BOATERS' CHECKLIST

Powerboaters and sailboaters must have on board at all times:

- Wearable U.S. Coast Guard-approved life jackets for each person on board
- Approved, fully charged fire extinguishers
- Bell or whistle (as required)
- A throwable cushion for boats over 16 ft

ABOVE: Kayaking near Armitage Park

RECOMMENDED LIST

- Paddles or oars
- Anchor
- Tool kit, spare parts, and flashlight
- Extra food, water, and survival equipment for trips longer than one day
- First aid kit
- Compass, fenders, line, bucket, bilge pump, two-way radio or mobile telephone

Those using canoes, kayaks, and rafts should have rescue throw bags, helmets, flashlights, first aid kits, and extra clothing. Be sure to bring waterproof containers.

Life jacket law

All boats—including all canoes, kayaks, and inflatables must carry a wearable life jacket for each person on board. Children 12 and younger must wear life jackets when on boats that are underway.



OSMB

BOAT SAFETY TIPS

- ◆ **Check your boat and equipment** prior to use, especially fuel systems, lights, horns, motors, and trailers. Be alert for leaks as well.
- ◆ **Check weather conditions.**
- ◆ **File a float plan** with a friend or neighbor if your trip will be for more than a day or in whitewater areas.
- ◆ **Avoid or limit alcohol consumption** – most fatal boating accidents involve alcohol.
- ◆ **Educate passengers** on operational and emergency procedures and don't overload your boat. It greatly increases the risk of capsizing.
- ◆ **Bring life jackets** – each person must have a properly fitted life jacket. Children and non-swimmers should wear a PFD at all times.
- ◆ **Ski, tube or tow** only between sunrise and sunset. You must have an observer with a red or orange "skier down" flag.
- ◆ **Know how to read buoys and markers** – many stretches have in-water hazard signs to identify dangers. It's important to know what they mean.
- ◆ **Be Aware Of:**
 - **Large commercial vessels** – avoid anchoring in the commercial shipping channel.
 - **Good boating etiquette** – observe Slow-No Wake zones and navigational rules.
 - **Swimmers, skiers and others** – keep a sharp eye out for all traffic. Don't follow boats or skiers too closely. Don't shift direction suddenly.
- ◆ **Don't boat alone** – especially on whitewater stretches.
- ◆ **Avoid boating after dark** – be sure to use proper lights if you do.

NAVIGATION HAZARDS

- ◆ **Natural hazards**
 - Changing currents, whitewater stretches, shallows, strainers, etc.
- ◆ **River traffic**
 - Boats, PWCs, swimmers, skiers, anglers
- ◆ **Weather**
 - Wind, precipitation, fog, sun glare, lightning
 - Cold water – hypothermia

The chart to the right describes the general character and types of hazards you may encounter on each river section.

RIVER CHARACTERISTICS

AND HAZARDS

Middle and Coast Forks

(Dexter, Cottage Grove dams to River Mile 185)

Swift water with many small rapids, rocks, shallow areas, and potentially dangerous side channels. Watch for fallen trees, limbs, and debris. Stretch above Jasper advised for experienced boaters only; scout river before you launch. Beware of dangerous I-5 rapids at Springfield. Coast Fork may be non-navigable during summer low-water periods.

BOATING OPTIONS: Drift or float in canoes, drift boats, kayaks, rafts. Jet-boats are allowed in most areas.

Springfield to Albany

(River Mile 185 to River Mile 118)

Fast water and four significant rapids through Eugene section; advisable only for experienced boaters. Below Eugene, current remains fast, river channel changes regularly and there are frequent shallows. Beware of trees, other in-water hazards and non-navigable side channels. Current slows downstream from Corvallis.

BOATING OPTIONS: Drift or float in canoes, drift boats, kayaks, or rafts. Jet-boats are allowed in all areas except Eugene area and shallow channels, sloughs. Small propeller-driven boats are allowed in Albany area. Watch for crew shells near Corvallis. Skiing is allowed in certain areas downriver from Corvallis, but local knowledge is important to avoid shallow stretches.

Albany to St. Paul/Newberg

(River Mile 118 to River Mile 50)

Relatively slow current but occasional shallow side channels and sloughs. Watch for log debris, rock benches, wing dams and shallow stretches.

BOATING OPTIONS: Drift or float in canoes, drift boats, kayaks or rafts. Jet-boats and personal watercraft are allowed in all areas except shallow channels and sloughs. Propeller-driven craft and waterskiing are acceptable near Newberg, Salem, and Albany, but local knowledge is important to avoid shallow stretches.

Newberg to Portland

(River Mile 50 to River Mile 0)

Slow current but many rocky shoals upriver from Portland. Maps show locations of major problem areas, but not all. Beware of Willamette Falls above Oregon City. Watch for logs, trees, and other in-water debris. Heavy commercial river traffic and recreational use create congestion. Watch for commercial tugs and barges below Newberg. Large ships frequent Portland harbor. Don't anchor in shipping channel. Observe buoys, channel markers and Slow-No Wake zones near floating homes and moorages. Watch for personal watercraft, swimmers, and waterskiers.

BOATING OPTIONS: Best for propeller-driven craft and jet-boats. Canoes, sculls, kayaks, and other small craft are allowed in localized areas away from congestion.

Multnomah Channel

(River Mile 21.5M to River Mile 0M)

Very slow moving. Occasional logs, trees, and other in-water debris. Channel is narrow; watch for other boaters, waterskiers. Slow down and watch your wake near floating homes and moorages.

BOATING OPTIONS: Acceptable to virtually all craft. Frequently congested area. Canoes and kayaks more suitable for Gilbert River and Sturgeon Lake areas on Sauvie Island.

NAVIGATION AIDS

It is important to know how to read waterway markers:

- ◆ **Boats Keep Out**
Special explanations may be printed on side of marker
- ◆ **Danger**
The nature of the danger may be indicated

○ **Controlled Area**
Type of control is indicated

□ **Information**
For displaying official information such as directions, distances, location

● **Left of Channel**
Green buoy marks left side of channel when proceeding upstream

● **Right of Channel**
Red buoy marks right side of channel when proceeding upstream



ABOVE: Polk county deputy & patrol boat

Excursions and OUTINGS

The Willamette River offers many options for recreational outings. These include boating, water skiing, fishing, hunting, birdwatching, hiking, bicycling, or just a pleasant cruise. Many can be done in a day. Consult the maps in this guide for more information.



OSMB

PLANNING AN OUTING

Travel Time and Stops

- Most destinations along the Willamette are only an hour or two apart by car, so outings can easily be day trips.
- It's a good idea to plan no more than two or three prime stopping points, including lunch.

How to Organize a Trip

- Trips can be planned around state and local parks, wildlife refuges, cities and towns, or historic sites.
- Trips can also be planned around themes such as history, ferries or a community festival.

Maps

- Show all public land along the river and major historical, cultural and natural points of interest.
- Indicate connecting roads, services provided at parks, waysides, access points, and marinas.
- Contain a brief summary of significant known hazards and their general location, signified by (NH).
- Cannot represent all hazards, and listed hazards may have changed. Please seek local guides and official navigation charts for the most current information.
- Known seasonal hazards and water levels are posted online at www.boatoregon.com.

DESTINATIONS

Camping

- Of the state parks, only Champoeg has overnight vehicular camping.
- Boater camping is allowed at several local parks and state greenway parcels (as indicated on the maps).
- Fires should be confined to fire rings on greenway or state park sites.
- It is wise to reserve a site ahead of time for both state and local parks.

Wildlife Observation

- There are state and national wildlife areas (see table on page 5) and special preserves such as Oaks Bottom in Portland.
- Areas accessible to boaters:
 - Harkens Lake Landing
 - The mouths of the Luckiamute
 - Santiam and McKenzie rivers
 - Middle Fork

Historic Sites

- Abandoned towns or landings that are difficult to locate include:
 - Fairview
 - Linn City
 - Canemah

EMERGENCY INFORMATION

The Oregon State Marine Board contracts with county sheriffs' departments to patrol the entire river. In case of an emergency, dial 9-1-1.

RIGHT: Aerial view of Willamette River

WILLAMETTE RIVER GREENWAY PROGRAM



The Willamette River Greenway program is administered by the Oregon Parks and Recreation Department (OPRD), which has acquired many parcels along the river. OPRD provides recreational opportunities on State Park and greenway lands while encouraging appropriate land use and natural resource stewardship on adjoining privately owned lands. Signs along the river denote specific Willamette River Greenway parcels that are available for public use.



OPRD

- Easily accessible sites include:
 - o The Bybee-Howell House on Sauvie Island
 - o Portland's Historic Yamhill and Old Town districts
 - o Oregon City and the Willamette Falls Locks
 - o Butteville
 - o Champoeg
 - o Buena Vista Ferry
 - o The lost town of Orleans east of Corvallis

RIVER OUTINGS

General Reminders

- Boat launches are shown on the maps.
- It is always a good idea to bring water, food and sunblock.
- Fatigue, sun, wind and alcohol can affect your judgment on the water.
- Limit or avoid alcohol consumption.

Accessibility

- By Road – parcels accessible by vehicle are signed at public roads.
- By River – parcels accessible by boat have river milepost signs.

Float Trips

- Above Corvallis – common to have a swift current.
- Below Newberg – current is very leisurely.
- There are few whitewater hazards EXCEPT in the upper forks and Eugene-Springfield area.
- The chart to the right offers estimates for float times. These estimates vary depending on the type of boat, ability of paddlers, weather, and water velocity.

Biking

- Try a short ride – in and around many of the parks along the river.
- Try a long ride – excursions take bicyclists along rural back roads, through small towns, past historic places, and to various river crossings.
- All three remaining ferries – Canby, Wheatland and Buena Vista – can be included on bicycle outings.

Hiking

- Most state parks are popular for hiking and nature walks.
- Here are some others: Sauvie Island, greenway trails in Eugene and Portland, George Rogers Park (Lake Oswego), Minto-Brown Island Park (Salem), and additional locations on the following maps.

HUNTING AND FISHING

Hunting

- Permitted at those greenway parcels with a hunting symbol ONLY during authorized seasons with a shotgun or bow and arrow.
- Always obey “no hunting” signs.
- Hunting on private lands is allowed only by permission of landowner and is still subject to state game rules.
- Special restrictions at:
 - o Lynx Hollow Access on the Coast Fork
 - o Truax Island Access (RM 128)
 - o Wapato Access on the Multnomah Channel
- More info:
 - o Specific restrictions on state greenway parcels: Southern Willamette Management Unit @ (541) 937-1173; Willamette Mission Management Unit @ (503) 393-1172; Champoeg Management Unit @ (503) 678-1251
 - o General hunting: Oregon Department of Fish & Wildlife (ODFW) @ (503) 947-6000



Fishing

- Most areas offer fishing year-round.
- Libraries and bookstores contain locally produced guides that point anglers to fishing holes, baits and lures, and conditions when fishing is best.
- Angling regulations vary, so check the angling synopsis for specifics on restrictions. It is available wherever fishing licenses are sold.
- See table on page 13 for fishing area suggestions.

RIVER MILEAGE

AND FLOAT TIMES *

River Segment	River Miles	Estimated Float Time
Dexter Reservoir-Springfield	18	4 hours
Armitage County Park-Harrisburg	21	4 hours
Harrisburg-Corvallis	29	8 hours
Corvallis-Albany	11	5 hours
Albany-Buena Vista	15	6 hours
Buena Vista-Independence	11	5 hours
Independence-Salem	12	5 hours
Salem-Wheatland Ferry	12	5 hours
Wheatland Ferry-San Salvador Park	15	5-6 hours
San Salvador-Champoeg State Park	11	5 hours
Champoeg State Park-West Linn	17	8 hours
West Linn-Willamette Park	12	6-7 hours
Willamette Park-Kelley Point Park	18	10 hours

*Estimates are based on a leisurely pace with rest and lunch stops. Add extra time for additional sightseeing. From *Canoe Routes of Northwest Oregon*, published by The Mountaineers, Seattle, Washington.

USING THE MAPS

Care has been taken to make all river maps faithful to the river alignment (based on 1993 aerial photography), but it must be understood that the Willamette is a dynamic river that changes and can be confusing and dangerous to navigate.

Don't count on the maps to depict every hazard or unpassable channel.



RIVER MILES 00

All river miles in this guide originate at the river's mouth, starting with River Mile (RM) 0, and increasing in value moving upstream. The left bank (L) and right bank (R) of all river locations in this guide are determined by facing downstream. At many points along the river, Willamette River Greenway signs indicate the appropriate river mile. When used with maps in this guide, these signs can help boaters identify their location on the river.



OSMB

Popular DESTINATIONS

Here's a sampling of places to go to enjoy the Willamette River system:

SAUVIE ISLAND (RM 0-21)

Popular for bicycle rides (Gillihan Loop Road is 12 miles), nature walks, and fruit and vegetable stands. More than 1,000 acres are cultivated each year. Grains seeded in the fall provide green forage for wintering ducks and geese. A parking permit is required in state wildlife areas.

TOM MCCALL WATERFRONT PARK (RM 11-12)

Offers a chance to walk, jog, or bicycle along several miles of Portland's urban waterfront. It also provides access on the south end to Riverplace, a complex of restaurants, shops, a hotel, and condominiums. The Hawthorne and Steel bridges connect pedestrians and bicyclists to the Eastside Esplanade and to a pathway to the Oregon Museum of Science and Industry.

OAKS AMUSEMENT PARK (RM 16)

Open to the public during the summer, this private park offers roller skating, thrill rides, and a children's theater. Built in 1905, the park features a 60-foot ferris wheel and the largest wood-floor skating rink on the West Coast.

WILLAMETTE FALLS LOCKS (RM 26)

Locks at West Linn were placed in service in 1873. The wooden locks are the oldest continuously operating multi-lock system in America. A museum exhibits many historic photographs and artifacts. Picnic area and restrooms are available.



VI BEAUCHAMP

FRENCH PRAIRIE (RM 35-70)

Butteville, St. Paul, and Champoeg were originally settled by French Canadian retirees of the Hudson's Bay Company. Hence, this area is sometimes referred to as "French Prairie." A riverbank marker denotes location of historic Butteville and its landing, founded in 1845.

WILLAMETTE RIVER FERRIES

The three remaining ferries on the Willamette can be enjoyed in a day outing or a longer bicycle excursion—the Canby Ferry (RM 34) is near Canby, the Wheatland Ferry (RM 72) is north of Salem, and the Buena Vista Ferry (RM 106) is south of Salem. Good picnic points would be Champoeg State Park, Willamette Mission State Park (at the Wheatland Ferry), or Minto-Brown Island Park in Salem.

EUGENE/SPRINGFIELD RIVERFRONT (RM 178-186)

This area offers a nice network of public bike paths and trails along both sides of the river, joined by several footbridges. An old canoe-way connects Alton Baker Park to the West D Street Greenway in Springfield.

MARY S. YOUNG PARK

Riverfront park features hiking trails, a short bicycle trail and athletic fields. A new footbridge connects to Cedar Oak Island, park and natural area managed by the city of West Linn. Located on Highway 43 in West Linn, about 9 miles southwest of Portland.

OREGON STATE PARKS

MOLALLA RIVER STATE PARK

Features a 1½-mile hiking trail along which waterfowl, frogs and songbirds can be viewed. The park also has a large great blue heron rookery; nesting activity occurs from February through July. Located along the Molalla and Willamette rivers near Canby.



OPRD

CHAMPOEG STATE PARK

The Champoeg site is most famous for being where the decisive vote for organizing the first provisional government in the Northwest was taken on May 2, 1843. The site is now a state park with grassy fields, boat tie-up, picnic areas, 85-site campground with six yurts and six cabins, as well as group camping, extensive bike trails and two museums. Located off Highway 99W, 7 miles east of Newberg.

DRIVING

An interesting mid-valley trip could include excursions across the Buena Vista and Wheatland ferries with a side visit to the State Capitol Building in Salem. A nice rest stop is Minto-Brown Island Park south of Salem which features picnic areas as well as excellent running, walking and bicycle paths. It is best to limit total driving time to 3-5 hours, especially with children.

WATERSKIING

Popular skiing points include Multnomah Channel, Sellwood to Willamette Park in Portland, the Milwaukie basin, above Willamette Falls, Newberg to Wilsonville, and the Salem, Albany and Corvallis areas. Remember, it is the law to wave a red or orange "skier down" flag while a skier is in the water.

BICYCLING

For a fall bike ride, try the 36-mile Junction City-Harrisburg loop timed to coincide with either the Junction City Scandinavian Festival or Harrisburg's Harvest Fest.

FESTIVALS AND EVENTS

A selected listing:

JUNE

- Rose Festival • *Portland/503-227-2681*
- Folklife Festival • *Corvallis/541-757-0205*
- Outdoor Concerts • *Lake Oswego/503-636-9673*
- Historical Pageant • *Champoeg/503-678-1649*

JULY

- Old Fashioned July 4th • *Harrisburg/541-998-6154*
- Riverfest • *Clackamette Park/503-650-5219*
- Oregon Trail Pageant • *Oregon City/503-657-0988*
- Victorian Days • *Albany/541-928-0911*

SUGGESTED FISHING

AREAS

WILLAMETTE MISSION STATE PARK

Original site of Rev. Jason Lee's Methodist mission. A 4-mile bike trail winds through river bottomlands. A small lake in the park offers a boat ramp and is good for panfishing. Located on Wheatland Ferry Road, 8 miles north of Salem.

SARAH HELMICK STATE PARK

Small park along the Luckiamute River. Offers picnicking and some good fishing holes. Located off Highway 99W, 6 miles south of Monmouth.

JASPER STATE RECREATION SITE

Shorter hiking trails, group picnicking sites, children's play area, volleyball court, horseshoe pits, softball fields, and fishing on the riverbank. Excellent birding opportunities. Located approximately RM 96.

LOWELL STATE RECREATION SITE

56-slip marina, boat ramps and a boathouse maintained by Oregon Association of Rowers. Swimming, a basketball court, and picnicking. Food concessionaire. Located approximately RM 202.

DEXTER STATE RECREATION SITE

Very popular with rowers, boaters and speedboaters. Located approximately RM 202.

ELIJAH BRISTOW STATE PARK

Sprawling day-use park with 16 miles of hiking, biking and equestrian trails, plus several miles of riverfront. Located along Middle Fork of the Willamette off Highway 58, 7 miles southeast of Eugene.

Multnomah Channel

(RM 0) Good spring chinook salmon fishery; also winter steelhead. Gilbert River and Sturgeon Lake fishing is mainly for warm-water game fish; primarily catfish, perch, and crappie. Bank fishing is possible in several areas. Success rates are best from March through June.

Cedar Oak Island

(RM 23) Hides a sheltered lagoon that offers good fishing for perch, crappie, bullheads, bluegill, and bass. It is especially good for winter angling because it is protected from the river's high-water winter currents.

Clackamas River

(RM 25) Particularly at its confluence with the Willamette, the Clackamas is among the top salmon and steelhead producers in the entire Columbia system. Featured species may include spring chinook, summer steelhead, coho, a small run of fall chinook, and a good run of winter steelhead.

Rock Island

(RM 30) Its sloughs and environs provide good habitat for bass and other warm-water fish. It is a popular fishing hole due to its proximity to Highway 99E. Popular for boat-in camping.

Molalla River

(RM 36) Channel catfish can be caught at the junction of the Molalla and Willamette, along with crappie, bass and bullheads, salmon, steelhead and trout in season. Large late steelhead run.

Yamhill River

(RM 55) Bass, crappie, bluegill, perch, catfish, trout and salmon frequent the Yamhill River area. A good smallmouth bass fishery also exists in the lower Yamhill.

Buena Vista/Luckiamute River

(RM 106) For two miles upstream of Buena Vista Park and ferry is a good stretch of the Willamette for smallmouth and largemouth bass, as well as crappie and bluegill. Nearby Luckiamute River offers a good population of large- and smallmouth bass and native cutthroat, with large migrating cutthroat arriving in winter for an additional fishery.

Calapoia River

(RM 119) The Calapoia River joins the Willamette at Bryant Park in Albany. Its inflow draws feeding fish such as bass, crappie, bluegill, and catfish. There's fishing for trout, steelhead and salmon in season. Largemouth bass and panfish are available.

Peoria

(RM 141) The 10 to 12 river miles from Peoria to Corvallis are filled with fishing opportunities. Sloughs surrounding a series of islands provide relatively unfished habitats for all of the fish species found in the river. Cutthroat trout are quite abundant from Peoria upstream.

Long Tom River

(RM 145) The Long Tom has largemouth bass, crappie, and brown bullhead in lower section. Also, a popular sturgeon hole exists at its confluence with the Willamette.

McKenzie River

(RM 175) The McKenzie is one of Oregon's best fishing rivers, with plump redbreasted rainbow trout, native cutthroat trout, summer steelhead and spring chinook providing anglers with plenty of action. Lower section is a catch and release zone.

Middle Fork

(RM 187- 203) A substantial hatchery release program has made spring chinook and summer steelhead fishery attractive below Dexter Dam. There is also a limited winter steelhead run. Fall Creek, which enters near Jasper, has a good trout fishery.

GUIDE TO OREGON STATE PARKS

River Mile (RM)	Boat Ramp	Fishing	Hiking	Biking	Swimming	Camping	Restrooms	Picnic
36 Molalla River	●	●	●		●			
46 Champoeg	●	●	●	●	●	●	●	●
73 Willamette Mission	●	●	●	●	●			
Sarah Helmick (Luckiamute River)	●	●	●		●			
202 Lowell State Recreation Site	●	●			●			
202 Dexter State Recreation Site	●	●			●			
203 Elijah Bristow	●	●	●	●	●			

AUGUST

Crawfish Festival
Tualatin/503-692-0780
Waterfront Festival
West Salem/503-581-4325
Filbert Festival
Springfield/541-744-2628

SEPTEMBER

Eugene Celebration
Eugene/541-687-5215
Indian Summer Folk Life Festival
St. Paul/503-678-1649
Bybee-Howell House Wintering-In
Sauvie Island/503-222-1741

OCTOBER

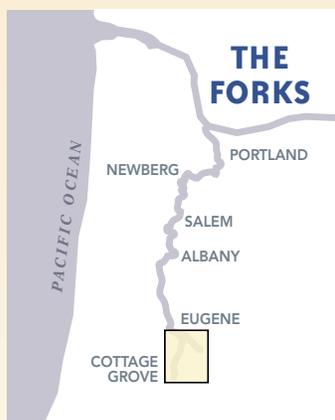
Sternwheeler Race
Portland/503-223-3928
Sauerkraut Festival
Scappoose/503-543-7991



OPRD

MIDDLE AND COAST FORKS

Officially, the Willamette River begins where the Middle Fork emerges from Lake Timpanogas high in the Oregon Cascades. However, the river is considered navigable only below Dexter Dam at River Mile 203, some 58 miles downstream from Lake Timpanogas. The smaller second fork—the Coast Fork—begins above Cottage Grove to the west. The two forks join at Springfield.



OSMB

Swirling through small channels, over and around downed trees, and creating myriad small whirlpools, the Middle Fork is a swiftly moving stream as it sets off below Dexter Reservoir and through Elijah Bristow State Park. On its journey to the Columbia, the Willamette will change complexion many times. Here it is a remarkably clear stream that is popular with anglers and rafters alike as it flows over rocky beds and boulders. It is common to see osprey, hawks and an occasional eagle flying above, while waterfowl work the shores and eddies. Anglers in drift boats or in waders vie for spring chinook salmon, steelhead and native cutthroat trout.

Above the town of Jasper, the Middle Fork is challenging—especially for canoes. Drift boats and rafts have an easier time. Jet boats usually can get all the way to Dexter Dam, but they must pay heed to shallows opposite Jasper Park and elsewhere. Snags and strainers (fallen trees) make some channels difficult or impassable; conditions change frequently. Keep alert at all times for strainers and underwater debris. Before navigating these upper reaches, it is best to scout the river or get current local information from the Lane County Sheriff's office, the City of Eugene Outdoor Program or local river outfitters.

The Coast Fork, similarly, is a challenging stretch. During high water in the spring, it can be swift and demanding even for the experienced rafter. During low water most of the rest of the year, rocks and shallows make this fork difficult, if not unpleasant, to float. Check local water conditions before venturing out.

RIVER MILEPOSTS

MIDDLE FORK

The **Dexter Holding Ponds** (RM 203) are immediately below Dexter Dam. There are several launch points:

(1) downriver 100 yards from the Dexter holding ponds, (2) on the opposite bank at Dexter County Park, or (3) from the **Pengra Access** (RM 201) greenway parcel further downriver. Pengra Access is a good launch point that avoids some upriver hazards. Just below the mouth of **Fall Creek** (RM 198.5) are some hazardous channels.

The **Southern Pacific Railroad Bridge** (RM 197) alerts you that **Jasper State Recreation Site** (RM 195) and its river shallows are just a mile or so ahead. Further, on the left, is the **Jasper Bridge** boat launch (RM 194) that attracts many rafters bound for one of Springfield's riverside parks, such as **Clearwater Park** (RM 191) or **Island Park** (RM 185).

COAST FORK

The Coast Fork flows from **Cottage Grove Reservoir** northward for 29 river miles, paralleling the route of Interstate 5. Several public access points, landings and launch locations exist along this fork. At river mile 187, it joins the Middle Fork, forming the mainstem Willamette.

MAJOR FEATURES

206 Lowell Covered Bridge

Built by Lane County in 1945, it crosses the mid-section of Dexter Reservoir.

204 Dexter Holding Ponds

Watch adult chinook salmon in fish ladder and holding ponds from May to October. Osprey and wood ducks nest in area April to September.

203 Elijah Bristow State Park

A large day-use park with hiking, picnicking, and horseback riding.

201 Pengra Access

Launch point named for Bynon Pengra, a surveyor of the Oregon Central Military Road.

191 Clearwater Park

A popular put-in and take-out point in Springfield.

EXCURSIONS



WR, Travis Williams

A challenging day trip is to float a canoe, drift boat or raft from Dexter Reservoir to Springfield—12 to 18 river miles depending on your put-in and take-out points. There are hazards along the way; only the experienced should try this run above Jasper Bridge.

Estimated float time: 3 to 5 hours.

A shorter trip would be to launch at Clearwater Park and exit at Island Park, 6 miles downriver.

Estimated float time: 2.5 hours.

RIGHT: Canoe along the Willamette

RM 29 C to 17 C



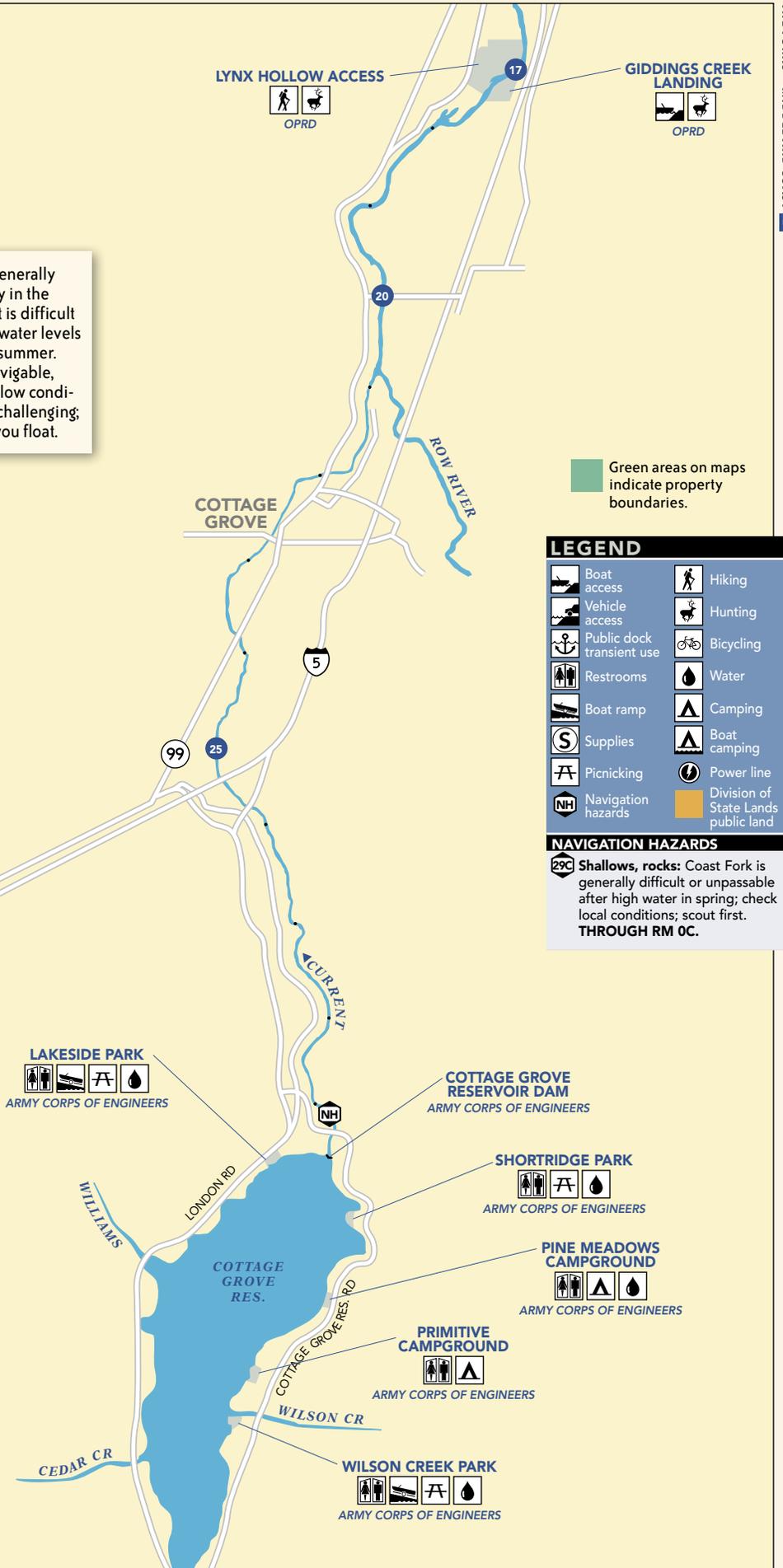
ONE MILE
SCALE: 1"=8000'

RIVER MILES

River miles are indicated by a **00** at 5 mile intervals as well as at the top and bottom of each map. River mileage mile-by-mile is indicated by small dots in the river channel. There are three **zero points** for river miles; at the confluences of Multnomah Channel with the Columbia River at St. Helens, the main-stem Willamette with the Columbia at Kelley Point in Portland, and the Coast Fork with the Middle Fork at Springfield. River miles increase proceeding upriver. Major **navigation hazards** are shown with a **NH**. Specific hazards are described in the legend on each map and are listed by river mile. Be alert for other hazards as well.

Coast Fork: Generally navigable only in the early spring. It is difficult to float when water levels drop in early summer. Even when navigable, swift and shallow conditions make it challenging; scout before you float.

Cottage Grove Reservoir: Cottage Grove Reservoir, completed in 1942, is an Army Corps of Engineers project about five miles south of Cottage Grove. It is used primarily for flood control, irrigation, and recreation. The three-mile-long lake and its shoreline are used for boating, swimming, water skiing, fishing, picnicking, and camping. Three day-use parks provide opportunities for water-oriented recreation.



Green areas on maps indicate property boundaries.

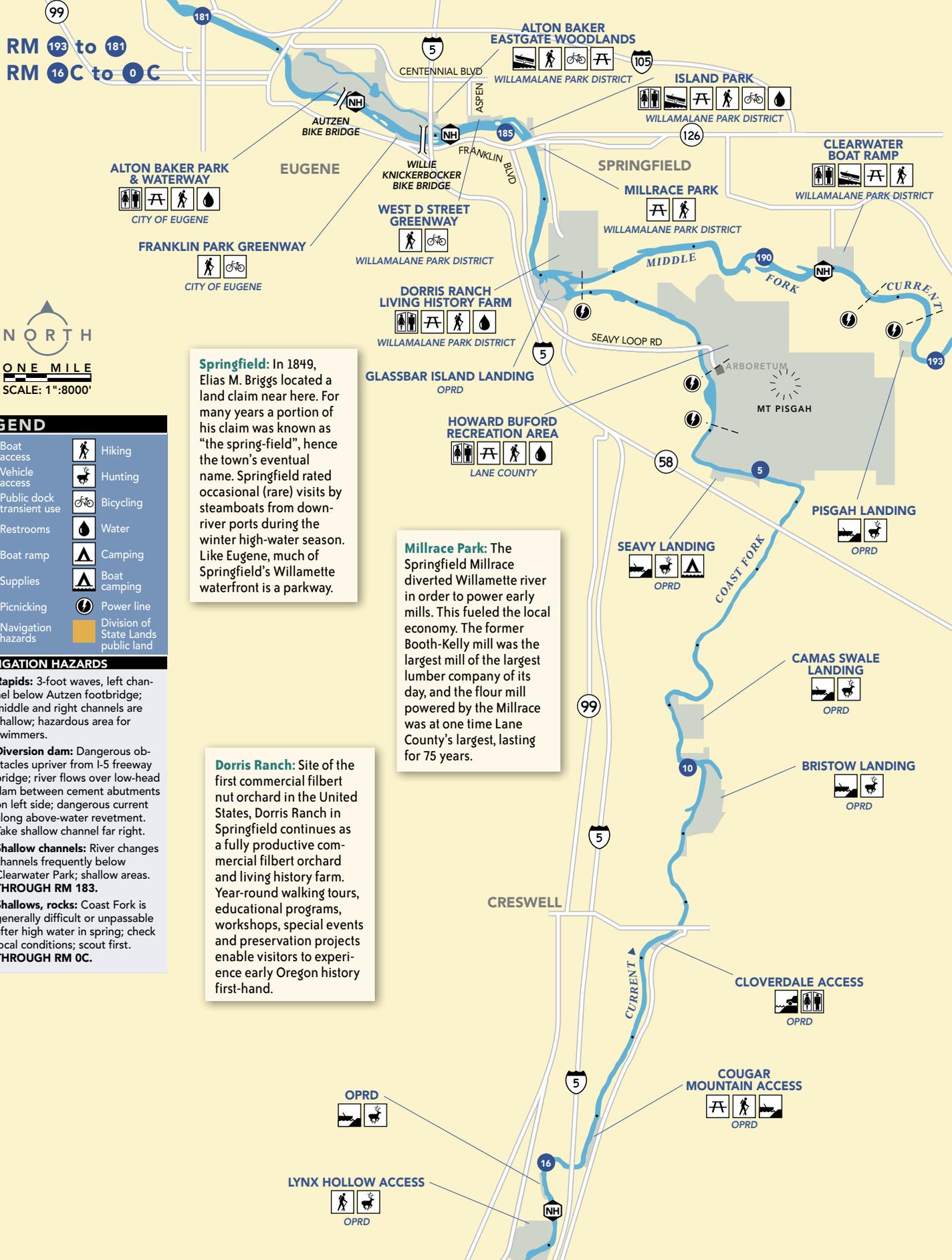
LEGEND

	Boat access		Hiking
	Vehicle access		Hunting
	Public dock transient use		Bicycling
	Restrooms		Water
	Boat ramp		Camping
	Supplies		Boat camping
	Picnicking		Power line
	Navigation hazards		Division of State Lands public land

NAVIGATION HAZARDS

29C Shallows, rocks: Coast Fork is generally difficult or unpassable after high water in spring; check local conditions; scout first. **THROUGH RM 0C.**

Maps are generally accurate, but do not display all navigational hazards, including impassable channels, in-water obstructions or rapids. **Boaters beware: river conditions change frequently.**



RM 193 to 181
RM 16C to 0C

NORTH
ONE MILE
SCALE: 1" : 8000'

LEGEND

- Boat access
- Vehicle access
- Public dock transient use
- Restrooms
- Boat ramp
- Supplies
- Picnicking
- Navigation hazards
- Hiking
- Hunting
- Bicycling
- Water
- Camping
- Boat camping
- Power line
- Division of State Lands public land

NAVIGATION HAZARDS

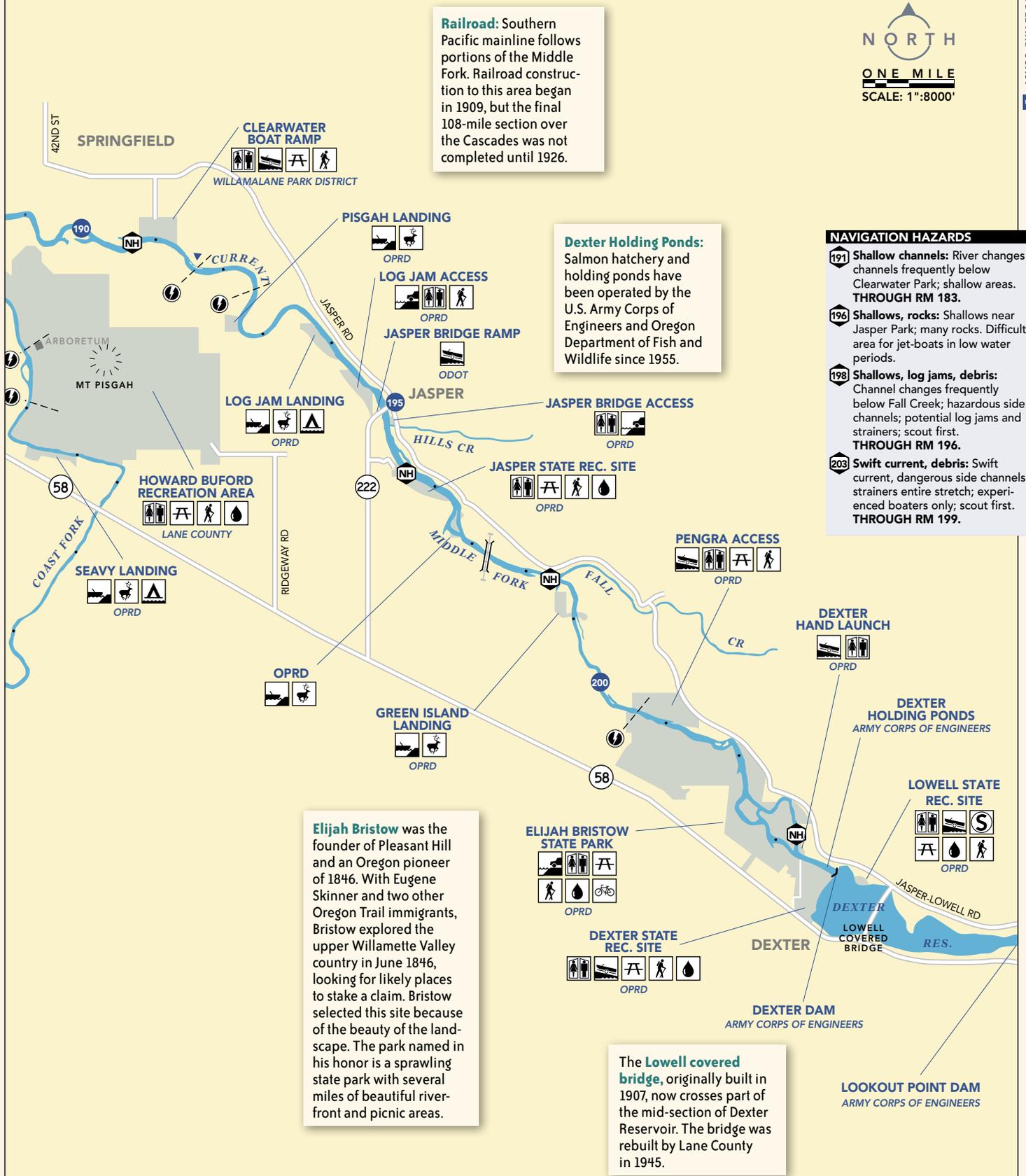
- 183 Rapids:** 3-foot waves, left channel below Autzen footbridge; middle and right channels are shallow; hazardous area for swimmers.
- 184 Diversion dam:** Dangerous obstacles upriver from I-5 freeway bridge; river flows over low-head dam between cement abutments on left side; dangerous current along above-water revetment. Take shallow channel far right.
- 191 Shallow channels:** River changes channels frequently below Clearwater Park; shallow areas. **THROUGH RM 183.**
- 16C Shallows, rocks:** Coast Fork is generally difficult or unpassable after high water in spring; check local conditions; scout first. **THROUGH RM 0C.**

Springfield: In 1849, Elias M. Briggs located a land claim near here. For many years a portion of his claim was known as "the spring-field", hence the town's eventual name. Springfield rated occasional (rare) visits by steamboats from down-river ports during the winter high-water season. Like Eugene, much of Springfield's Willamette waterfront is a parkway.

Millrace Park: The Springfield Millrace diverted Willamette river in order to power early mills. This fueled the local economy. The former Booth-Kelly mill was the largest mill of the largest lumber company of its day, and the flour mill powered by the Millrace was at one time Lane County's largest, lasting for 75 years.

Dorris Ranch: Site of the first commercial filbert nut orchard in the United States, Dorris Ranch in Springfield continues as a fully productive commercial filbert orchard and living history farm. Year-round walking tours, educational programs, workshops, special events and preservation projects enable visitors to experience early Oregon history first-hand.

Maps are generally accurate, but do not display all navigational hazards, including impassable channels, in-water obstructions or rapids. **Boaters beware: river conditions change frequently.**

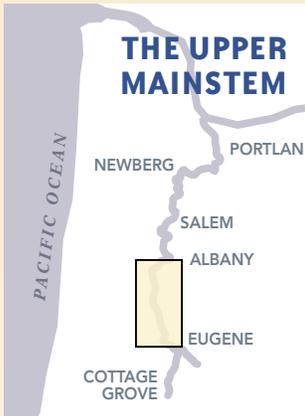


Maps are generally accurate, but do not display all navigational hazards, including impassable channels, in-water obstructions or rapids. **Boaters beware: river conditions change frequently.**

II

SPRINGFIELD TO ALBANY

After the two major forks of the Willamette join forces near Springfield, the mainstem river begins its final 185-mile, 420-foot-in-elevation descent to Portland. Not yet a full-sized river, this upper mainstem of the Willamette still has a few exciting twists, turns and rapids in store.



The current is typically fast through Springfield and Eugene. At least five rapids will be encountered, offering both challenge and a likelihood of getting wet. Of most concern to boaters is the diversion dam encountered just above the I-5 crossing in Springfield. This stretch is recommended only for experienced kayakers and canoeists.

Downstream from Eugene, the Willamette maintains its energy and rapid flow. Between Eugene and Harrisburg, the river flows in many intertwined or “braided” channels marked by occasional snags and strainers—but no real rapids. It is wise to stay alert for shallows, obstructions, strainers, and unnavigable side channels. Here, the river is naturally unstable in a wide floodplain, often spilling over its shallow channels during high water to create new ones. What is depicted as a channel on the map might now be a gravel bar or marsh. Even after Harrisburg, the fickle river can lure a boater down a shallow side-channel or through some unexpected water hydraulics. Only after Corvallis does the Willamette begin to slacken its pace and form itself into a more reliable single channel with intermittent islands.

RIVER MILEPOSTS

Island Park (RM 185), on the right bank, has a good boat launch. Beware of the dangerous diversion dam and rapids at the I-5 bridge about a mile downriver. Boaters should follow the shallow right channel to avoid treacherous currents along a mid-river revetment or a three-foot plunge over the dam itself. At the **Autzen footbridge** (RM 183), the main channel (left) sports three-foot standing waves. Middle and right channels can be shallow.

West D Street Greenway (RM 184) was created by re-routing a local street. **Alton Baker Park** (RM 184-182), the major regional metropolitan park, runs along the right bank to the **Ferry Street Bridge**. It contains a popular canoe way. About 150 yards above the **Washington Street Bridge** are additional rapids.

The **McKenzie River** joins the Willamette at RM 175. **Armitage County Park**, which has a good boat ramp, is about seven miles upstream on the McKenzie, offering an interesting side trip.

Whitely (RM 175.5) is a maintained boat ramp, but is not on the main channel and is difficult to locate from the river. It also may require portage.

At **Harrisburg** (RM 160), look for the new gazebo at the riverfront park and a boat ramp just downriver from it. A recently formed gravel bar may limit access for larger boats. Call for local condition updates. Landing hand-powered craft at **McCartney Park** (RM 156) is difficult because of strong currents. However, it's another 15 miles to the next boat ramp at **Peoria Park** (RM 141).

The river above **Corvallis** (RM 140-132) is filled with snags and strainers. The **Crystal Lake Boat Ramp** (RM 133) is at the downriver end of **Willamette Park**. A boat landing is at **Michael's Landing** (RM 131), north of the **Harrison Street bridge**.

The remaining 11-mile run to Albany is pleasant and easy. The best boat ramp above Albany is at **Hyak Park** (RM 122).



OSMB

MAJOR FEATURES

185 Island Park and boat launch

These are adjacent to the historic Springfield railway station and the Springfield millrace. Island Park is the site of the annual Filbert Festival.

183 Alton Baker Park and Eastgate Woodlands

These comprise much of the major public greenway in Springfield and Eugene.

175 McKenzie River

One of Oregon's great whitewater fishing streams for which the famed McKenzie riverboat (drift boat) is named.

149 Long Tom River

Unpassable by boat today, but was once used by steamboats as far upriver as Monroe.

Greenway parcels

A number of which are located between Corvallis and Albany.

EXCURSIONS

Try a good one-day float trip from Armitage Park to Harrisburg (19 river miles). Drift boat fishing is popular in this stretch.

Estimated float time: 4 hours.

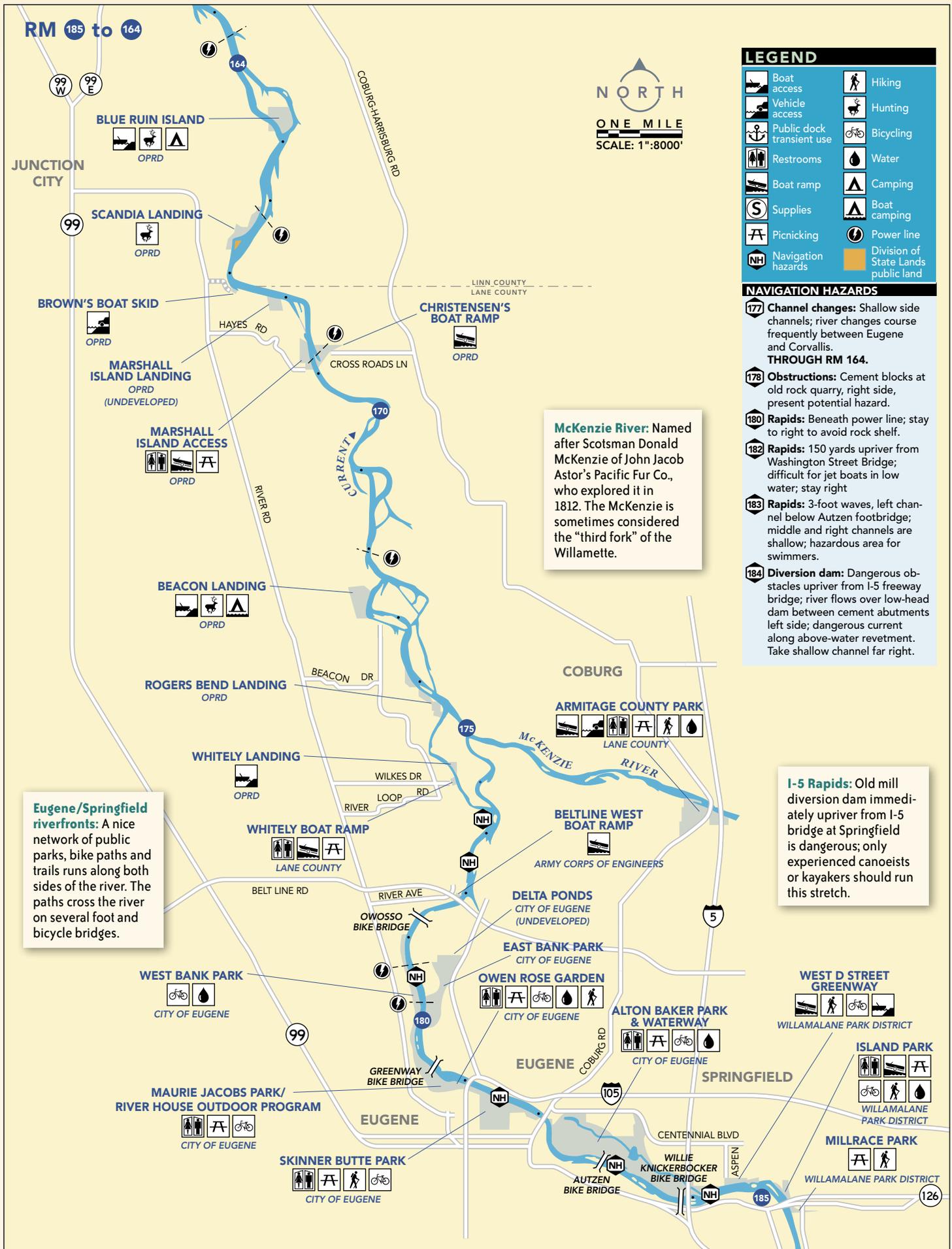
Or take a two-day run to Corvallis (49 miles), pulling out at Willamette Park (Crystal Lake boat ramp).

Estimated float time: 10 hours.

A popular half-day outing is the 11 miles from Crystal Lake boat ramp in Corvallis to Hyak Park upriver from Albany.

Estimated float time: 3 hours.

ABOVE: Crew team near Corvallis



LEGEND

NAVIGATION HAZARDS

177 Channel changes: Shallow side channels; river changes course frequently between Eugene and Corvallis.
THROUGH RM 164.

178 Obstructions: Cement blocks at old rock quarry, right side, present potential hazard.

180 Rapids: Beneath power line; stay to right to avoid rock shelf.

182 Rapids: 150 yards upriver from Washington Street Bridge; difficult for jet boats in low water; stay right

183 Rapids: 3-foot waves, left channel below Autzen footbridge; middle and right channels are shallow; hazardous area for swimmers.

184 Diversion dam: Dangerous obstacles upriver from I-5 freeway bridge; river flows over low-head dam between cement abutments left side; dangerous current along above-water revetment. Take shallow channel far right.

McKenzie River: Named after Scotsman Donald McKenzie of John Jacob Astor's Pacific Fur Co., who explored it in 1812. The McKenzie is sometimes considered the "third fork" of the Willamette.

Eugene/Springfield riverfronts: A nice network of public parks, bike paths and trails runs along both sides of the river. The paths cross the river on several foot and bicycle bridges.

I-5 Rapids: Old mill diversion dam immediately upriver from I-5 bridge at Springfield is dangerous; only experienced canoeists or kayakers should run this stretch.

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RM 163 to 142



WILLIAM L FINLEY NATIONAL WILDLIFE REFUGE

Sam Daws Landing: This state greenway parcel is on the current river channel but is a mile or so away—due to the river's changes—from where the original Daws homesite is located.

Long Tom River: The steamboat "Ann" initially ventured into the Long Tom River in 1869. Later the "Echo" operated out of Monroe for several years before river traffic there proved impractical.

BUCKSKIN MARY LANDING

 OPRD

SAM DAWS LANDING

 OPRD

IRISH BEND

 BENTON COUNTY

HARKENS LAKE LANDING

 OPRD

MCCARTNEY PARK

 LINN COUNTY

HARRISBURG PARK

 CITY OF HARRISBURG

ANDERSON PARK
 BENTON COUNTY
 (UNDEVELOPED)

LEGEND

	Boat access		Hiking
	Vehicle access		Hunting
	Public dock transient use		Bicycling
	Restrooms		Water
	Boat ramp		Camping
	Supplies		Boat camping
	Picnicking		Power line
	Navigation hazards		Division of State Lands public land

NAVIGATION HAZARDS

145 Shallows: Shallow, swift current on side channel around Hoacum Island. Canoe, kayak access only; can be treacherous.

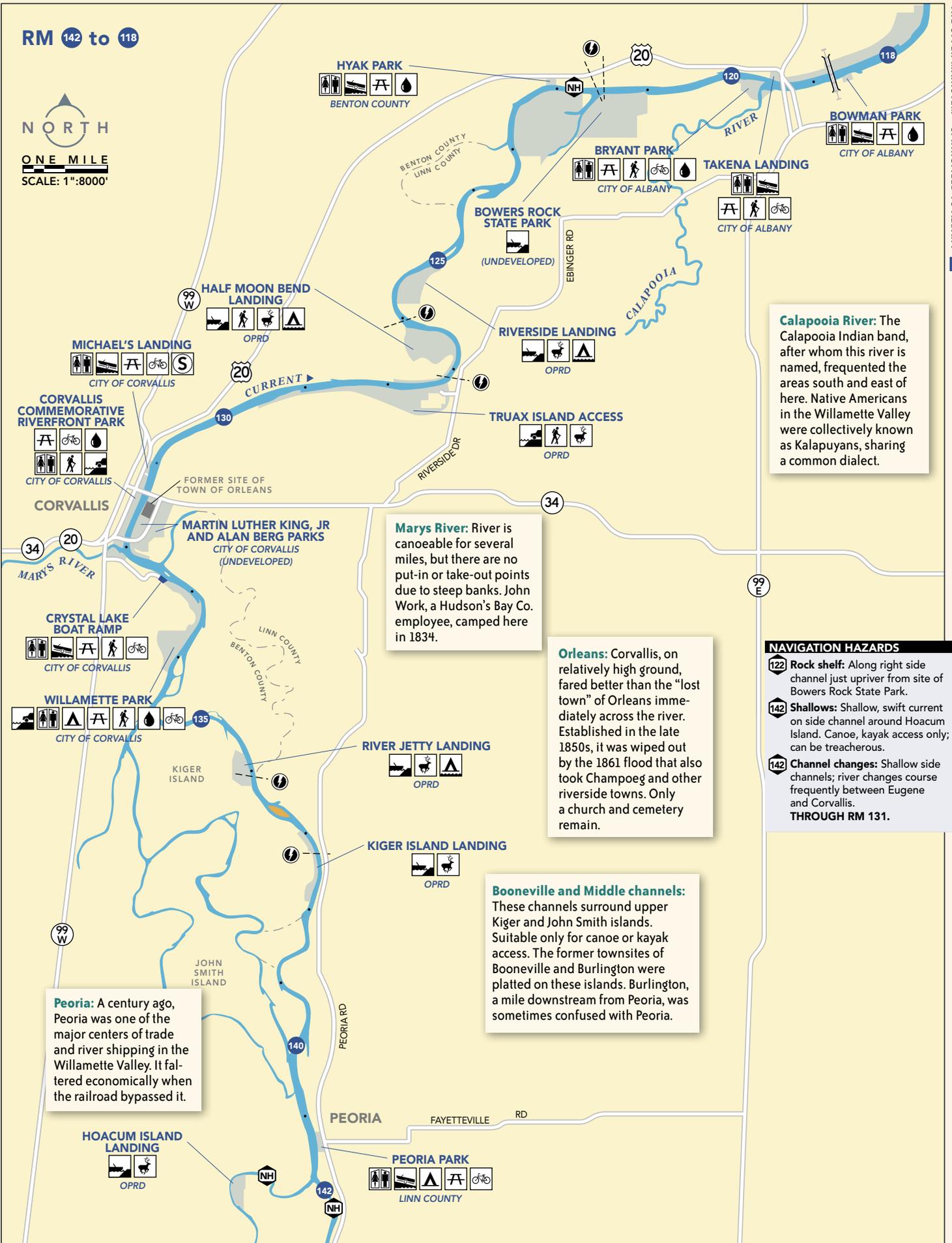
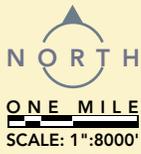
161 Water hydraulics: Swift current, eddy left side of channel approaching Highway 99E bridge upriver from Harrisburg.

163 Channel changes: Shallow side channels; river changes course frequently between Eugene and Corvallis.
THROUGH RM 132.

Harrisburg: Originally named Prairie City. Incorporated in 1866 and re-named after Harrisburg, Penn. Generally the upper-most point of navigation during the steamboat era.

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RM 142 to 118



Calapooia River: The Calapooia Indian band, after whom this river is named, frequented the areas south and east of here. Native Americans in the Willamette Valley were collectively known as Kalapuyans, sharing a common dialect.

Marys River: River is canoeable for several miles, but there are no put-in or take-out points due to steep banks. John Work, a Hudson's Bay Co. employee, camped here in 1834.

Orleans: Corvallis, on relatively high ground, fared better than the "lost town" of Orleans immediately across the river. Established in the late 1850s, it was wiped out by the 1861 flood that also took Champoeg and other riverside towns. Only a church and cemetery remain.

Booneville and Middle channels: These channels surround upper Kiger and John Smith islands. Suitable only for canoe or kayak access. The former townsites of Booneville and Burlington were platted on these islands. Burlington, a mile downstream from Peoria, was sometimes confused with Peoria.

Peoria: A century ago, Peoria was one of the major centers of trade and river shipping in the Willamette Valley. It faltered economically when the railroad bypassed it.

- NAVIGATION HAZARDS**
- 122 **Rock shelf:** Along right side channel just upriver from site of Bowers Rock State Park.
 - 142 **Shallows:** Shallow, swift current on side channel around Hoacum Island. Canoe, kayak access only; can be treacherous.
 - 142 **Channel changes:** Shallow side channels; river changes course frequently between Eugene and Corvallis.
- THROUGH RM 131.**

Maps are generally accurate, but do not display all navigational hazards, including impassable channels, in-water obstructions or rapids. **Boaters beware: river conditions change frequently.**

III

ALBANY TO ST. PAUL/NEWBERG

This midsection of the Willamette Valley, tamed by settlers during the 1850s through 1880s, became the fertile heartland that fueled Oregon's growth and development. Many prosperous towns and landings sprang up along the river, but today are gone—as faint a memory as the sternwheel's rotation.



OSMB

The middle section of the mainstem Willamette continues to slow and no longer actively creates new channels. River depths average 12–15 feet, although there are occasional shallows and strong currents—especially near obstructions—that can upset a careless boater. In other places, the river slows and deepens to as much as 80 feet. Many sloughs and side channels lure anglers in search of bass, crappie and other panfish. Angling for spring chinook near Willamette Mission State Park can be productive during late April and May.

Scores of abandoned landings, as well as some major settlements of the steamboat era—Fairfield, and Buena Vista among them—have long since declined or disappeared altogether into Oregon's past. Of the early river towns, Salem, Corvallis, Albany, Independence and a few others remain.

This section is particularly bucolic, and features two of the remaining three Willamette River ferries—Buena Vista and Wheatland. Both have been in operation since the early 1850s. Buena Vista was site of important clay pipe and cooking ware kilns that served early Willamette Valley farms. Wheatland was opposite where Rev. Jason Lee founded his Methodist mission in 1834.

RIVER MILEPOSTS

Albany (RM 120–117) has three easily accessible city parks—**Takena Landing** (RM 119–117), **Bryant Park** (RM 120), and **Bowman Park** (RM 119).

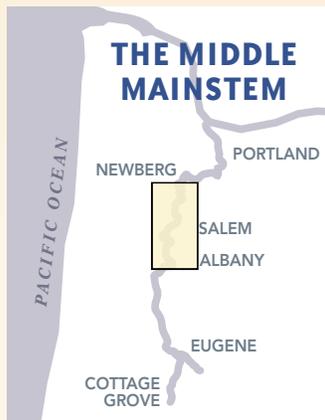
The Santiam River joins opposite Luckiamute Landing (RM 108–107). This is a good fishing and wildlife viewing area. Remnants of the old gallery forest can be seen around Luckiamute Landing, which is frequented by bald eagles and wild turkeys.

The **Buena Vista Ferry** (RM 106) is next to **Buena Vista Park**. Just downriver, **Wells Island Park** (RM 106–105) is an undeveloped island popular for boat camping.

At **Independence Riverfront Park** and boat ramp (RM 95.5), the town's old ferry landing is still visible. Further on, **Salem**, Oregon's capital, has an excellent riverfront park, **Wallace Marine Park** (RM 84–83), with two boat ramps—the downstream one for hand-launch only. Salem's downtown riverfront is being developed as a major public recreation park.

A **transient tie-up** (RM 84) provides access to Salem's Riverfront Park and downtown Salem. Next are **Wheatland Ferry** (RM 72) and **Willamette Mission State Park**. The park has a boat ramp for non-motorized craft, below the ferry landing on the right bank.

San Salvador Park (RM 57) has a boat ramp (not accessible by road – from river only). Beyond it, the **Yamhill River** (RM 55) joins the Willamette. The Yamhill can be navigated upriver to a boat ramp at **Dayton** (RM 5 on the Yamhill)—and sometimes to Lafayette. Be careful of shoals.



MAJOR FEATURES

103 Ankeny Refuge

One of three national wildlife refuges that provide important winter habitat for geese and other waterfowl in the Willamette Valley.

84 Salem

In 1852, the steamer “Canemah” transported lawmakers from Oregon City to Salem to unite with the rest of the territorial government after Congress settled the territorial capital dispute. Salem then became the state capital when Oregon achieved statehood in 1859.

77 Lincoln Access

Once the largest shipping port on the river above Portland, Lincoln is now just a small rural community.

73 Willamette Mission State Park

Site of the Northwest's first Indian mission station in 1834.

EXCURSIONS



OPRD

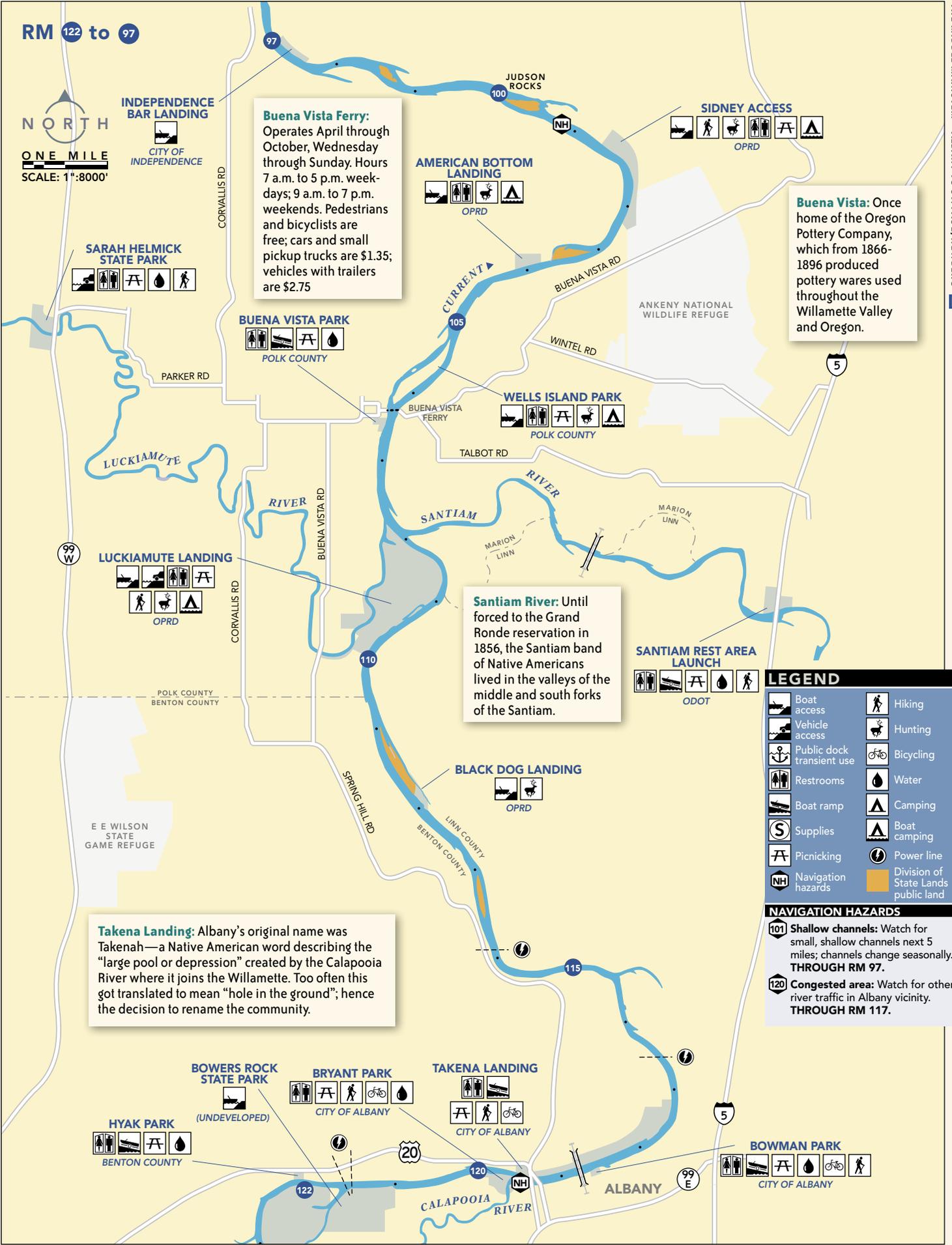
A good float trip is to put in at the Santiam boat ramp at the I-5 Santiam bridges rest area (freeway mile 241). Float the five miles to the Willamette and then to either

Independence Park (18 river miles) or Wallace Marine Park in Salem (28 miles).

Estimated float time: 4 to 6 hours.

A good car or bicycle trip is to take country roads to and across the Wheatland or Buena Vista ferries.

ABOVE: Willamette Mission State Park
RIGHT: Relaxing at Willamette Mission State Park



RM 122 to 97

NORTH
ONE MILE
SCALE: 1"=8000'

Buena Vista Ferry:
Operates April through October, Wednesday through Sunday. Hours 7 a.m. to 5 p.m. weekdays; 9 a.m. to 7 p.m. weekends. Pedestrians and bicyclists are free; cars and small pickup trucks are \$1.35; vehicles with trailers are \$2.75

Buena Vista: Once home of the Oregon Pottery Company, which from 1866-1896 produced pottery wares used throughout the Willamette Valley and Oregon.

Santiam River: Until forced to the Grand Ronde reservation in 1856, the Santiam band of Native Americans lived in the valleys of the middle and south forks of the Santiam.

Tadena Landing: Albany's original name was Takenah—a Native American word describing the "large pool or depression" created by the Calapooia River where it joins the Willamette. Too often this got translated to mean "hole in the ground"; hence the decision to rename the community.

LEGEND	
	Boat access
	Vehicle access
	Public dock transient use
	Restrooms
	Boat ramp
	Supplies
	Picnicking
	Navigation hazards
	Hiking
	Hunting
	Bicycling
	Water
	Camping
	Boat camping
	Power line
	Division of State Lands public land

- NAVIGATION HAZARDS**
- 101** **Shallow channels:** Watch for small, shallow channels next 5 miles; channels change seasonally. **THROUGH RM 97.**
 - 120** **Congested area:** Watch for other river traffic in Albany vicinity. **THROUGH RM 117.**

Maps are generally accurate, but do not display all navigational hazards, including impassable channels, in-water obstructions or rapids. **Boaters beware: river conditions change frequently.**

RM 97 to 76



Lincoln Access: One of the Willamette's most successful early-day towns—named after President Lincoln—won fame for shipping out a record 350,000 bushels of wheat one year. It boasted a half-mile-long waterfront of warehouses and wharves, none of which remains.

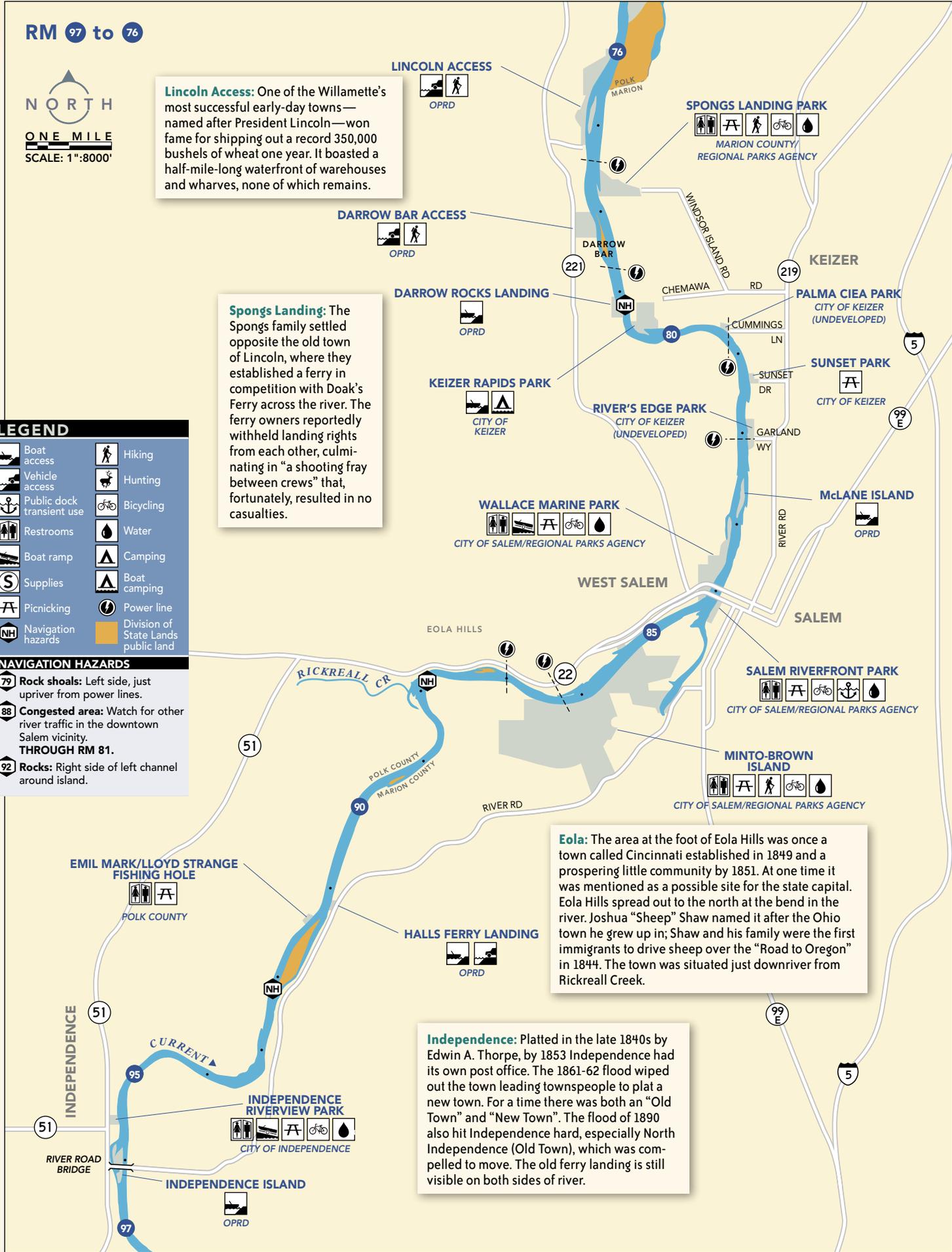
Spongs Landing: The Spongs family settled opposite the old town of Lincoln, where they established a ferry in competition with Doak's Ferry across the river. The ferry owners reportedly withheld landing rights from each other, culminating in "a shooting fray between crews" that, fortunately, resulted in no casualties.

LEGEND

	Boat access		Hiking
	Vehicle access		Hunting
	Public dock transient use		Bicycling
	Restrooms		Water
	Boat ramp		Camping
	Supplies		Boat camping
	Picnicking		Power line
	Navigation hazards		Division of State Lands public land

NAVIGATION HAZARDS

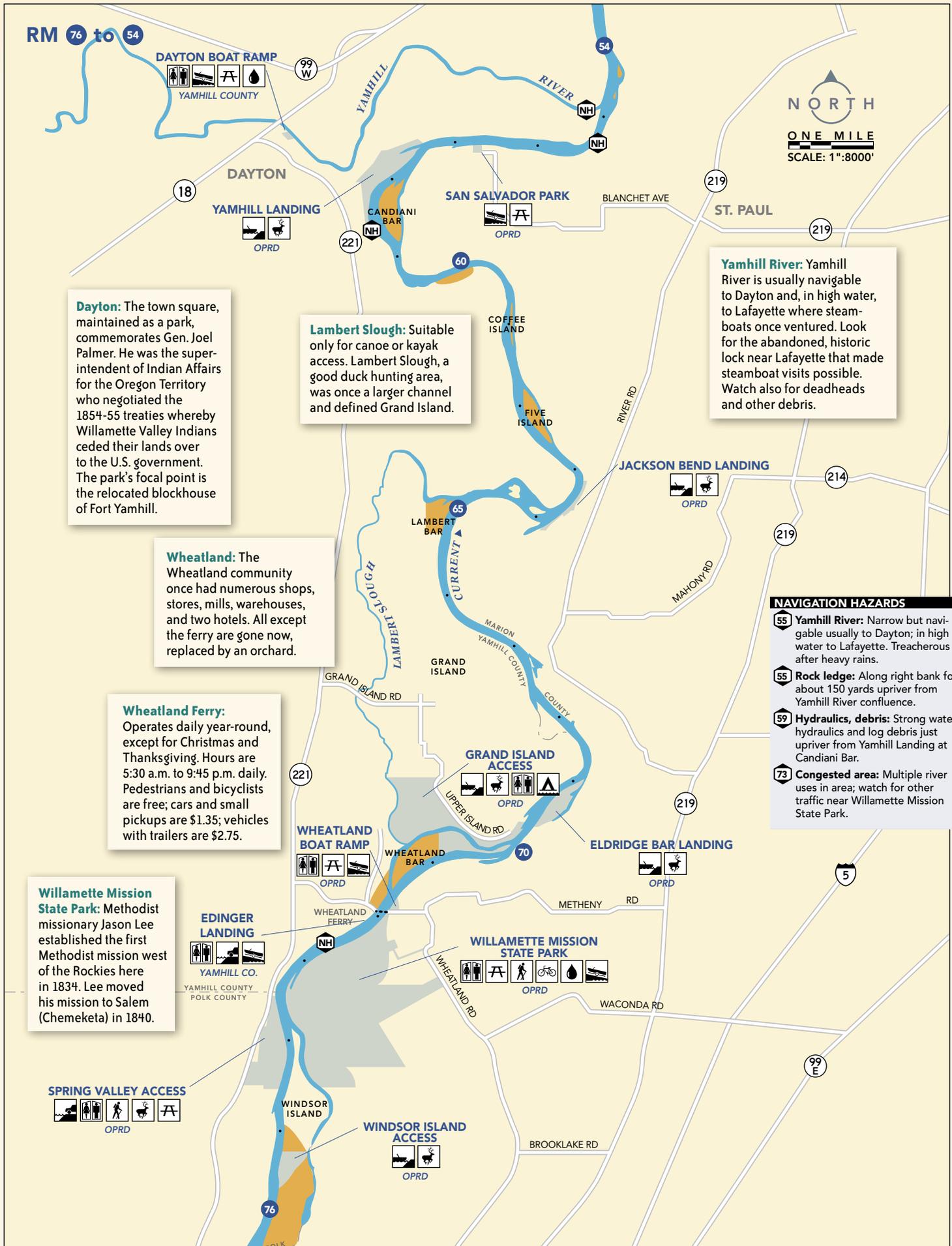
- 79 Rock shoals:** Left side, just upriver from power lines.
- 88 Congested area:** Watch for other river traffic in the downtown Salem vicinity. **THROUGH RM 81.**
- 92 Rocks:** Right side of left channel around island.



Eola: The area at the foot of Eola Hills was once a town called Cincinnati established in 1849 and a prospering little community by 1851. At one time it was mentioned as a possible site for the state capital. Eola Hills spread out to the north at the bend in the river. Joshua "Sheep" Shaw named it after the Ohio town he grew up in; Shaw and his family were the first immigrants to drive sheep over the "Road to Oregon" in 1844. The town was situated just downriver from Rickreall Creek.

Independence: Platted in the late 1840s by Edwin A. Thorpe, by 1853 Independence had its own post office. The 1861-62 flood wiped out the town leading townspeople to plat a new town. For a time there was both an "Old Town" and "New Town". The flood of 1890 also hit Independence hard, especially North Independence (Old Town), which was compelled to move. The old ferry landing is still visible on both sides of river.

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Dayton: The town square, maintained as a park, commemorates Gen. Joel Palmer. He was the superintendent of Indian Affairs for the Oregon Territory who negotiated the 1854-55 treaties whereby Willamette Valley Indians ceded their lands over to the U.S. government. The park's focal point is the relocated blockhouse of Fort Yamhill.

Lambert Slough: Suitable only for canoe or kayak access. Lambert Slough, a good duck hunting area, was once a larger channel and defined Grand Island.

Wheatland: The Wheatland community once had numerous shops, stores, mills, warehouses, and two hotels. All except the ferry are gone now, replaced by an orchard.

Wheatland Ferry: Operates daily year-round, except for Christmas and Thanksgiving. Hours are 5:30 a.m. to 9:45 p.m. daily. Pedestrians and bicyclists are free; cars and small pickups are \$1.35; vehicles with trailers are \$2.75.

Willamette Mission State Park: Methodist missionary Jason Lee established the first Methodist mission west of the Rockies here in 1834. Lee moved his mission to Salem (Chemeketa) in 1840.

Yamhill River: Yamhill River is usually navigable to Dayton and, in high water, to Lafayette where steamboats once ventured. Look for the abandoned, historic lock near Lafayette that made steamboat visits possible. Watch also for deadheads and other debris.

- NAVIGATION HAZARDS**
- 55 Yamhill River:** Narrow but navigable usually to Dayton; in high water to Lafayette. Treacherous after heavy rains.
 - 55 Rock ledge:** Along right bank for about 150 yards upriver from Yamhill River confluence.
 - 59 Hydraulics, debris:** Strong water hydraulics and log debris just upriver from Yamhill Landing at Candiani Bar.
 - 73 Congested area:** Multiple river uses in area; watch for other traffic near Willamette Mission State Park.

Maps are generally accurate, but do not display all navigational hazards, including impassable channels, in-water obstructions or rapids. **Boaters beware: river conditions change frequently.**

IV

NEWBERG TO PORTLAND

No other section of the Willamette is more steeped in Oregon history than the lower river, which begins a 20-mile long eastward bend at Newberg, then presses northward once again at Canby for its final run to the Columbia. En-route, it passes through a metropolitan area where the vast majority of Oregon's population lives.

From Newberg to its confluence with the Columbia 50 river miles later, the Willamette is mostly placid and slow-moving. In this section, the river runs through a beautiful wooded gorge with narrow segments that make navigation challenging at points, especially around islands and rocky shoals.

At Oregon City, the riverbed is a basalt shelf that creates the impressive 41-foot Willamette Falls. Turbulent waters near the base of the falls are unsafe for small boats (boats are prohibited immediately below the falls). Observe the boating and fishing deadline (yellow markers).

Below the falls, the river is often congested with recreational and commercial river traffic. Still, you'll see great blue heron, waterfowl, vegetation and wetlands along the way. The fishing, especially for salmon and sturgeon, is very popular.

RIVER MILEPOSTS

Rodgers Landing (RM 50) has a boat ramp and tie-up with a park and restrooms. Champoeg State Park (RM 46-43), also has a tie-up. Nearby is historic Butteville Landing (RM 43).

Boones Ferry Park (RM 39) has a boat ramp and Wilsonville Memorial Park (RM 38) offers a transient tie-up facility. Molalla River State Park (RM 36-34), which has a large blue heron rookery, is just upstream from the Canby Ferry. From here to Rock Island (RM 30), beware of narrow chutes and rocky reefs. Observe marker buoys and range boards.

Bernert Landing (RM 28) has both a boat ramp and tie-up. West Linn's **Willamette Park** (RM 28) is at the mouth of the Tualatin River.

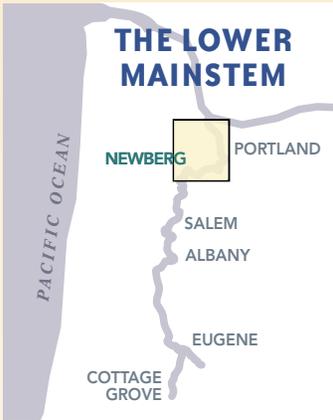
To enter **Willamette Falls Locks** (RM 27) from upriver, keep to the far left bank. The locks are open during the summer Thursday - Monday from 9 a.m. to 5 p.m. Weekends are best due to the amount of commercial traffic—which has priority—during the week. Allow about an hour for passage each way.

Below the old **Oregon City Bridge** (RM 26), remnants of the historic Oregon City steamboat landing are visible. A series of public parks, islands and other access points, including **Goat, Cedar and Hogg Islands, and Meldrum Bar**, follow. **Mary S. Young State Park** (RM 24) no longer has a boat ramp. Roehr Park (RM 20) features a public boat dock connected to an outdoor amphitheater. **Elk Rock Island** (RM 19) is accessible by boat.

The **Sellwood Bridge** (RM 17) is the first of 10 vehicle bridges crossing the Willamette within Portland. **Oaks Bottom** (RM 16) and **Ross Island** (RM 15) represent important wildlife habitat. Just beyond the **Ross Island Bridge** is the **Oregon Museum of Science and Industry** (R) and the **U.S.S. Blueback** submarine. **Riverplace** (RM 13), which has a 24-hour public dock (reservations required), is within walking distance of downtown Portland.

The 27-foot-high **Portland Seawall** (L) runs along much of **Tom McCall Waterfront Park** (RM 14-12). Beware of large commercial vessels in the Portland harbor.

The **Fremont Bridge** (RM 11) and the majestic **St. Johns Bridge** (RM 6.1) follow. The spires of the St. Johns bridge rise to an imposing 418 feet, forming the northern river gateway to Portland.



OSMB

MAJOR FEATURES

46 Champoeg State Park
Site of the settlers' convention of May 2, 1843, which determined formation of the provisional government of the Oregon country.

34 Canby Ferry
Ferry was established in 1911; often called the "Clackamas County Navy."

27 Willamette Falls
A 41-foot-high falls passable only using the adjacent locks.

26 Oregon City
First incorporated city west of the Rockies (1844) and terminus of the Oregon Trail.

8 Waud Bluff
Site of the University of Portland and furthest upriver landing of Lewis and Clark's expedition in 1806.



WR, Travis Williams

EXCURSIONS

A day-long round-trip boat excursion can be enjoyed by putting in at Clackamette Park and proceeding upriver through the Willamette Falls Locks

to Molalla or Champoeg state parks. At cruise speed (15 knots), river travel time is about 3 hours for the round trip. Add 4 hours for passage through the locks, a lunch break, and sightseeing.

Estimated round trip: 7 hours.

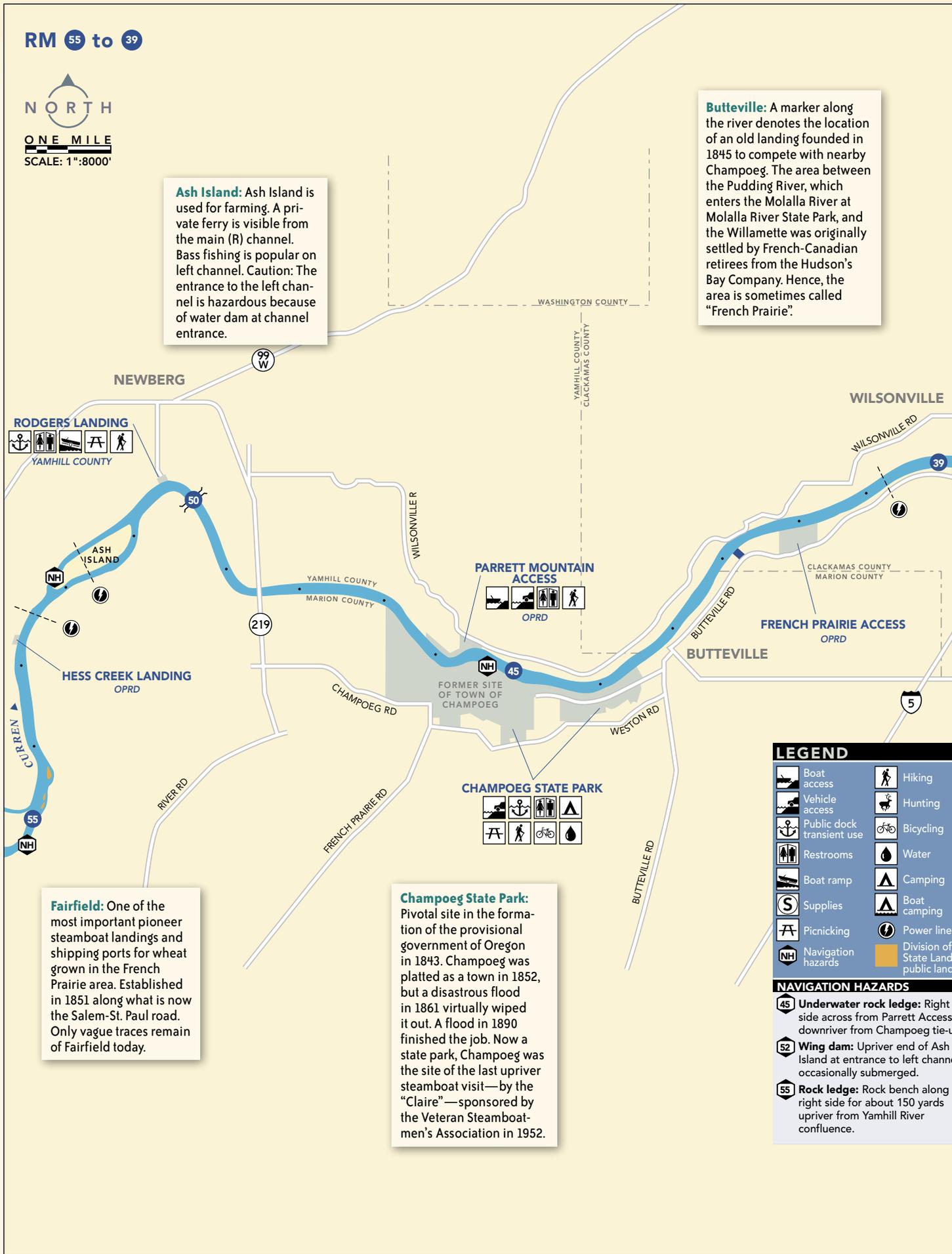
ABOVE: Downtown Portland waterfront

RM 55 to 39



Ash Island: Ash Island is used for farming. A private ferry is visible from the main (R) channel. Bass fishing is popular on left channel. Caution: The entrance to the left channel is hazardous because of water dam at channel entrance.

Butteville: A marker along the river denotes the location of an old landing founded in 1845 to compete with nearby Champoeg. The area between the Pudding River, which enters the Molalla River at Molalla River State Park, and the Willamette was originally settled by French-Canadian retirees from the Hudson's Bay Company. Hence, the area is sometimes called "French Prairie".



Fairfield: One of the most important pioneer steamboat landings and shipping ports for wheat grown in the French Prairie area. Established in 1851 along what is now the Salem-St. Paul road. Only vague traces remain of Fairfield today.

Champoeg State Park: Pivotal site in the formation of the provisional government of Oregon in 1843. Champoeg was platted as a town in 1852, but a disastrous flood in 1861 virtually wiped it out. A flood in 1890 finished the job. Now a state park, Champoeg was the site of the last upriver steamboat visit—by the "Claire"—sponsored by the Veteran Steamboatmen's Association in 1952.

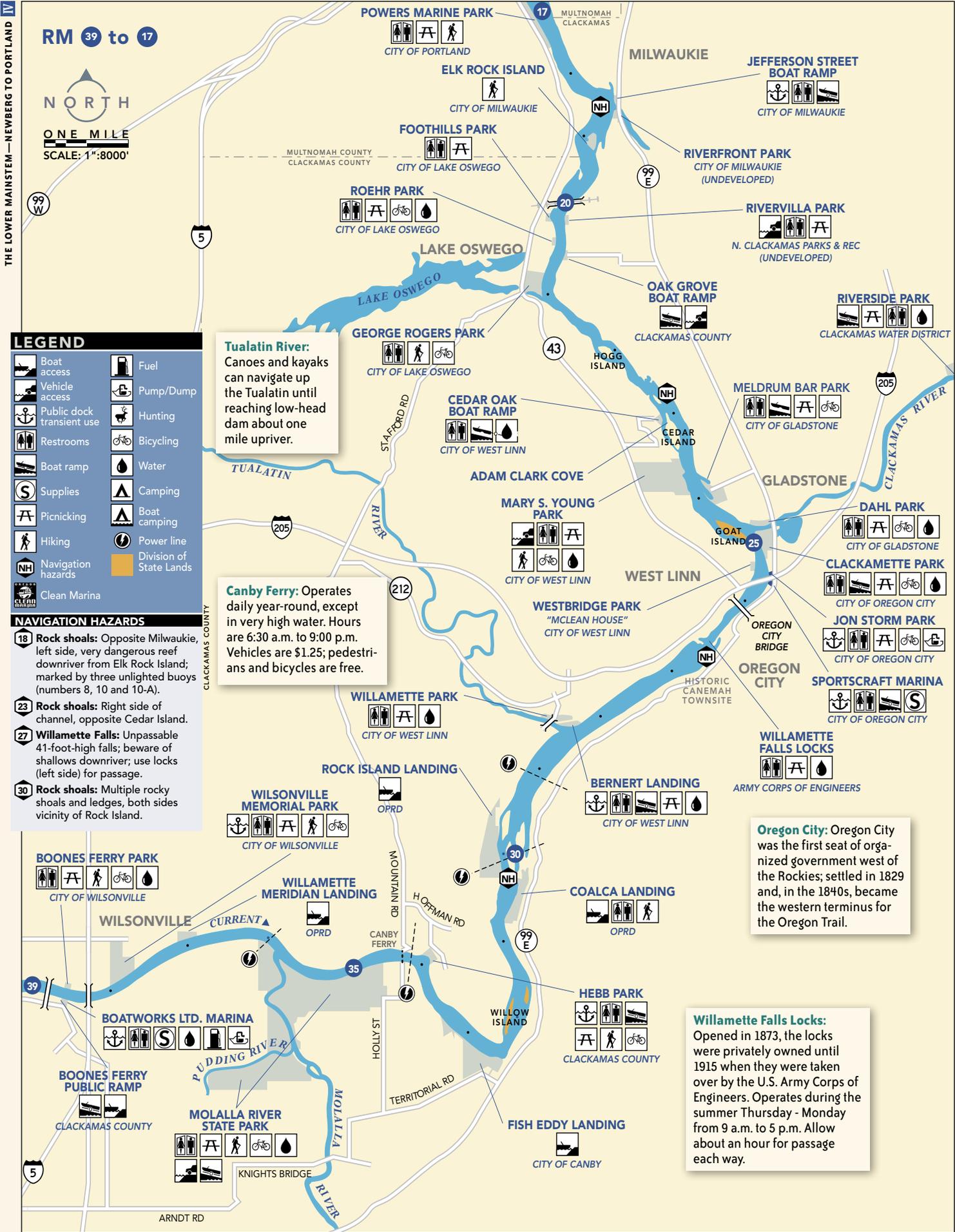
LEGEND

	Boat access		Hiking
	Vehicle access		Hunting
	Public dock transient use		Bicycling
	Restrooms		Water
	Boat ramp		Camping
	Supplies		Boat camping
	Picnicking		Power line
	Navigation hazards		Division of State Lands public land

NAVIGATION HAZARDS

- 45** **Underwater rock ledge:** Right side across from Parrett Access; downriver from Champoeg tie-up.
- 52** **Wing dam:** Upriver end of Ash Island at entrance to left channel; occasionally submerged.
- 55** **Rock ledge:** Rock bench along right side for about 150 yards upriver from Yamhill River confluence.

Maps are generally accurate, but do not display all navigational hazards, including impassable channels, in-water obstructions or rapids. **Boaters beware: river conditions change frequently.**



RM 39 to 17



ONE MILE
SCALE: 1"=8000'

LEGEND

NAVIGATION HAZARDS

- 18 Rock shoals:** Opposite Milwaukie, left side, very dangerous reef downriver from Elk Rock Island; marked by three unlighted buoys (numbers 8, 10 and 10-A).
- 23 Rock shoals:** Right side of channel, opposite Cedar Island.
- 27 Willamette Falls:** Unpassable 41-foot-high falls; beware of shallows downriver; use locks (left side) for passage.
- 30 Rock shoals:** Multiple rocky shoals and ledges, both sides vicinity of Rock Island.

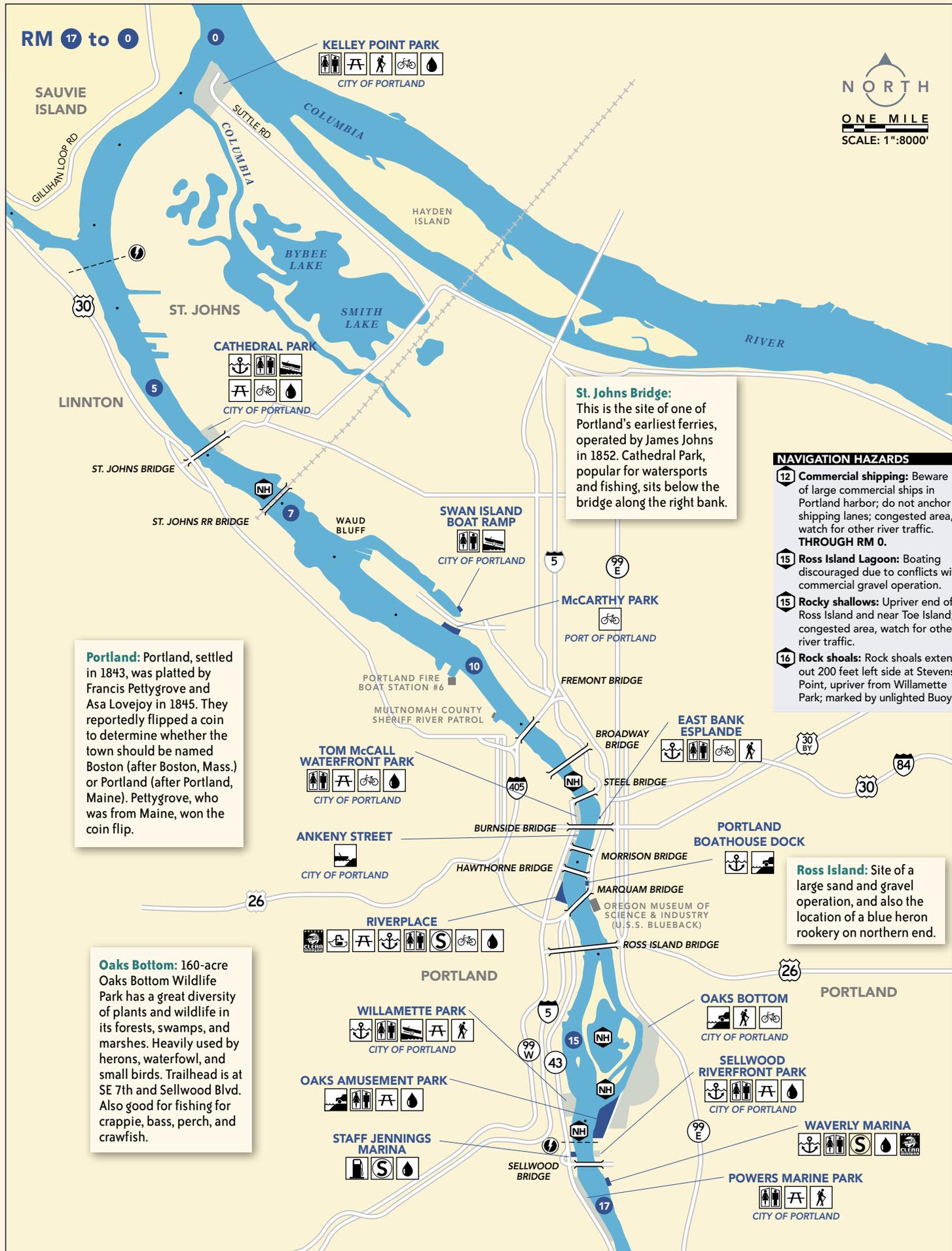
Tualatin River: Canoes and kayaks can navigate up the Tualatin until reaching low-head dam about one mile upriver.

Canby Ferry: Operates daily year-round, except in very high water. Hours are 6:30 a.m. to 9:00 p.m. Vehicles are \$1.25; pedestrians and bicycles are free.

Oregon City: Oregon City was the first seat of organized government west of the Rockies; settled in 1829 and, in the 1840s, became the western terminus for the Oregon Trail.

Willamette Falls Locks: Opened in 1873, the locks were privately owned until 1915 when they were taken over by the U.S. Army Corps of Engineers. Operates during the summer Thursday - Monday from 9 a.m. to 5 p.m. Allow about an hour for passage each way.

Maps are generally accurate, but do not display all navigational hazards, including impassable channels, in-water obstructions or rapids. **Boaters beware: river conditions change frequently.**



St. Johns Bridge:
This is the site of one of Portland's earliest ferries, operated by James Johns in 1852. Cathedral Park, popular for watersports and fishing, sits below the bridge along the right bank.

NAVIGATION HAZARDS

- 12 Commercial shipping:** Beware of large commercial ships in Portland harbor; do not anchor in shipping lanes; congested area, watch for other river traffic. **THROUGH RM 0.**
- 15 Ross Island Lagoon:** Boating discouraged due to conflicts with commercial gravel operation.
- 15 Rocky shallows:** Upriver end of Ross Island and near Toe Island; congested area, watch for other river traffic.
- 16 Rock shoals:** Rock shoals extend out 200 feet left side at Stevens' Point, upriver from Willamette Park; marked by unlighted Buoy 4.

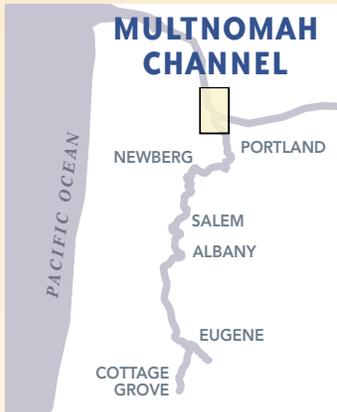
Portland: Portland, settled in 1843, was platted by Francis Pettygrove and Asa Lovejoy in 1845. They reportedly flipped a coin to determine whether the town should be named Boston (after Boston, Mass.) or Portland (after Portland, Maine). Pettygrove, who was from Maine, won the coin flip.

Oaks Bottom: 160-acre Oaks Bottom Wildlife Park has a great diversity of plants and wildlife in its forests, swamps, and marshes. Heavily used by herons, waterfowl, and small birds. Trailhead is at SE 7th and Sellwood Blvd. Also good for fishing for crappie, bass, perch, and crawfish.

Ross Island: Site of a large sand and gravel operation, and also the location of a blue heron rookery on northern end.

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Once plied by paddlewheel steamers churning toward Portland or St. Helens, Multnomah Channel is now a lazy byway marked by quiet houseboat moorages and a major wildlife sanctuary—a delightful getaway from the marine congestion that otherwise dominates the lower Willamette.



OPRD

V

MULTNOMAH CHANNEL

Multnomah Channel begins three miles upstream from the Willamette’s main confluence with the Columbia. It traverses the west flank of Sauvie Island for 21 miles until it, too, connects with the Columbia River (at St. Helens).

Meriwether Lewis and William Clark, explorers for the young republic of the United States, noted the island during their 1804–06 expedition, calling it Wapato Island after the large beds of arrowhead, or wild potato, growing there. The Native American name for the plant is wapato. The island was once a center of trade for Native Americans stretching from the Willamette Valley to Idaho and Wyoming.

A French-Canadian employee of the Hudson’s Bay Company, Laurent Sauve, for whom Sauvie Island is now named, established the first non-native settlement in 1838—a dairy. Since then, little other than agricultural development has occurred on the island. The channel is mostly a peaceful waterway featuring quiet moorages, lush vegetation, plentiful songbirds and waterfowl.

RIVER MILEPOSTS

A series of moorages and marinas greets the boater between Multnomah Channel’s confluence with the Willamette and the **Sauvie Island Bridge** (RM 20). Several moorages have boat ramps available to the public, usually for a small fee.

Pastoral **Sauvie Island**, on the right, is popular for bicycle rides, nature walks, swimming beaches, and its fruit and vegetable stands. Just inland is the historic **Bybee-Howell House**, a fine classical revival house built in 1856 and restored by the Oregon Historical Society and maintained by metro. It is open to the public during the summer.

The **Sauvie Island Public Boat Ramp** (RM 18) is just upriver from **Wapato Access** (RM 17–18), near one of the sites where Nathaniel Wyeth maintained an outpost called Ft. William from 1834–1836. At Wapato Access is **Hadley’s Landing** (RM 17.5), a transient tie-up and trail.

About halfway down the channel, the **Sauvie Island Wildlife Management Area** (RM 11–0) begins. It is a major wintering and resting area for more than 300,000 ducks and geese. The refuge also features swans, great blue herons, sandhill cranes, purple martins and bald eagles. Access is by road or by boat via the **Gilbert River Boat Ramp** (RM 6). Check rules on wildlife viewing restrictions during hunting season and in the spring.

Several parks and a marina can be found at the channel’s confluence with the Columbia. These include **Sand Island Marine Park** at St. Helens in the Columbia River, **St. Helens Landing** and **Columbia View Park**. **Scappoose Bay**, a 6-mile-long backwater parallel to the channel, also contains a boat ramp and marina. **Scappoose Bay Landing** is a large state greenway parcel between the bay and Multnomah Channel.

MAJOR FEATURES

21M Sauvie Island

An important Native American trading grounds.

11M Bybee-Howell House

A fine 1856 classical revival home on Sauvie Island; its ample grounds and orchards are ideal for picnics.

0M Sauvie Island Wildlife Management Area

Contains 12,000 acres of shallow lakes and sloughs suitable for canoeing, fishing, and nature viewing.

0 St. Helens

Established in 1847 by Henry M. Knighton. Just upriver, the little town of Milton was washed away in the 1861 flood.

EXCURSIONS



Take Multnomah Channel to the Sauvie Island boat ramp or Hadley’s Landing. Take a stroll—or ride bikes—on the island. Gillihan Loop

Road is a flat 12-mile loop through farmland, past vegetable stands and the historic Bybee-Howell House. *Estimated time: About an hour by bicycle.*

Hike to Wapato Access or walk northeasterly to the Sauvie Island Wildlife Management area (about 3 miles). Great for birdwatching, but observe seasonal restrictions.

ABOVE: Rocky Pointe Marina

RIGHT: Tree Swallow near the Willamette River

RM 21 M to 8 M



Sturgeon Lake and other waters in Sauvie Island Wildlife Management area offer good panfish fishing. Bank fishing can be done from Oak Island along the southwestern shore of Sturgeon Lake. Footbridges along Pete's Slough, south of Big McNary Lake, provide additional access for fishing and wildlife viewing.

LEGEND

	Boat access		Fuel
	Vehicle access		Pump/Dump
	Public dock transient use		Hunting
	Restrooms		Bicycling
	Boat ramp		Water
	Supplies		Camping
	Picnicking		Boat camping
	Hiking		Power line
	Navigation hazards		Division of State Lands
	Clean Marina		

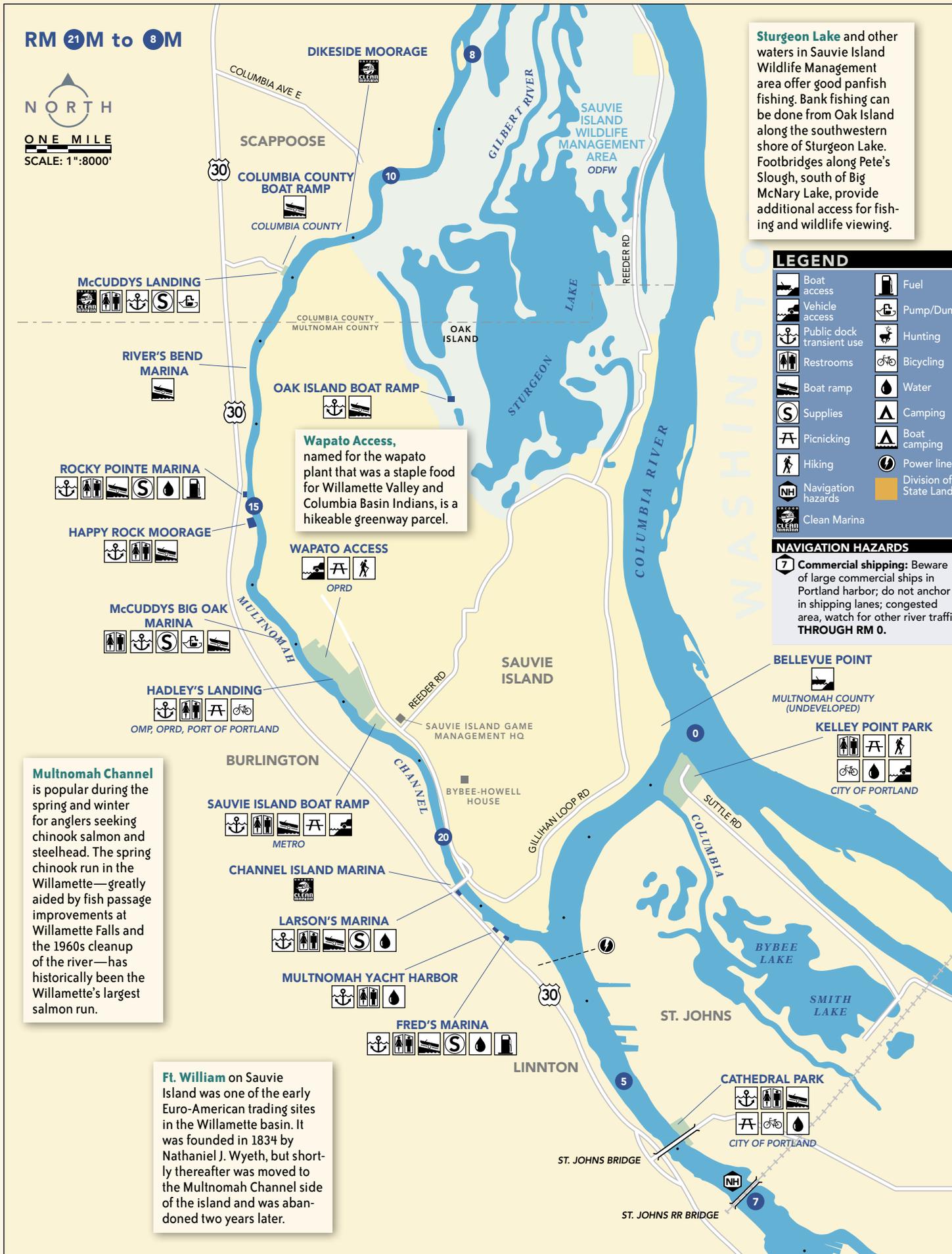
NAVIGATION HAZARDS

7 Commercial shipping: Beware of large commercial ships in Portland harbor; do not anchor in shipping lanes; congested area, watch for other river traffic. **THROUGH RM 0.**

Wapato Access, named for the wapato plant that was a staple food for Willamette Valley and Columbia Basin Indians, is a hikeable greenway parcel.

Multnomah Channel is popular during the spring and winter for anglers seeking chinook salmon and steelhead. The spring chinook run in the Willamette—greatly aided by fish passage improvements at Willamette Falls and the 1960s cleanup of the river—has historically been the Willamette's largest salmon run.

Ft. William on Sauvie Island was one of the early Euro-American trading sites in the Willamette basin. It was founded in 1834 by Nathaniel J. Wyeth, but shortly thereafter was moved to the Multnomah Channel side of the island and was abandoned two years later.



Maps are generally accurate, but do not display all navigational hazards, including impassable channels, in-water obstructions or rapids. **Boaters beware: river conditions change frequently.**

RM 16 M to 0 M



LEGEND

Wildlife viewing: The Sauvie Island Wildlife Management Area is an excellent place to enjoy bird watching and partake in other recreational activities. Check rules on viewing restrictions during the hunting season and spring. Picnicking and other day-use activities are allowed provided they do not conflict with fish and wildlife needs. Sites are not developed for these uses, drinking water is not available, and restrooms are primitive.

Public access: Users of the game management area must purchase and display an annual or daily parking permit while parked on state lands on Sauvie Island. Annual permits cost \$25.00 and daily permits cost \$3.00. Several local vendors near or on Sauvie Island sell permits. It should be remembered that the State of Oregon does not own all of the land on the north end of the island and none on the southern end. Care should be taken not to trespass on private property.

Coon Island, JJ Collins Park on Coon Island is one of the few places on the channel where camping is permitted.



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THE Willamette River WATER TRAIL



WR, Travis Williams

The Willamette River Water Trail was an idea originated by Governor Ted Kulongoski's 2004 Willamette River Legacy, adopted as a prime water trail in the 2005 Oregon Parks and Recreation State Trails Plan, and formally dedicated in June 2007.

A water trail is a stretch of river, a shoreline, or an ocean that has been mapped out with the intent to create an educational, scenic, and environmentally-rewarding experience for boaters, especially recreational canoers and kayakers. Water trails and hiking trails have a lot in common: they can be short or long; historic or scenic; remote or populated; or challenging or relaxing. Water trails are characterized by good, well-signed access to especially interesting public properties, usually described through user-friendly maps or guide books.

There are already over 100 publicly-owned properties that are well-distributed along the River's entire length—many with easy public access. About 70 percent of Oregonians live within 20 miles of the Willamette. The most recent studies indicated that Oregonians are seeking more natural recreation opportunities (nature viewing alone grew by over 250% in the Willamette Valley from 1987–2002) through travel to destinations closer-to-home.

The Willamette River Water Trail is an opportunity that has been waiting to happen – the land and water base is ready-to-go, and it comes with a booming population right next to it that's becoming more interested in paddling every day. This means that the Willamette River Water Trail represents a resource that benefits both local economies and the environment. The Water Trail can become a signature Oregon recreation experience, and offers promising opportunities for public-private partnerships. The Willamette River Water Trail creates new opportunities for experiencing Oregon – for example, the chance for a paddler to canoe from Eugene to the sea, as the Willamette River Water Trail links up with the Lower Columbia River Water Trail.

A key objective of the water trail is to encourage more people to visit the river and recreate respectfully. Once they personally experience its natural beauty, history, and charm – taking care of the river and its watershed will become second-nature. State and local agencies are scheduling improvements to make sure the Willamette River Water Trail offers a quality experience for all who travel on it. Water trail guide books are available that will help new visitors and old-timers alike enjoy and protect the river. For more information, visit www.willamettewatertrail.org and click on the Water Trail link.

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Preservation Office

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City of Eugene
Outdoor Program

Willamalane Park District

Nature Conservancy

CG White Cartography

RESOURCES

“The rivers are our brothers, they quench our thirst. The rivers carry our canoes and feed our children. If we sell you our land, you must remember and teach your children that the rivers are our brothers and yours, and you must henceforth give the rivers the kindness you would owe any brother.”

—Chief Seattle, Suquamish tribe

EMERGENCY

All locations 9-1-1
Oregon Emergency Management System (pollution spills) 1-800-452-0311

TOWING SERVICES (PRIVATE)

Rocky Pointe Marina (Ch. 16) 1-503-543-7003
1-866-838-2628
Seatow – Lower Columbia River 1-503-452-1189

SHERIFF’S MARINE PATROLS

Columbia County Sheriff’s Office (St. Helens) 1-503-366-4614
Multnomah County Sheriff’s Office (Portland) 1-503-988-6788
Clackamas County Sheriff’s Office (Oregon City) 1-503-655-8218
Yamhill County Sheriff’s Office (McMinnville) 1-503-434-7506
Polk County Sheriff’s Office (Dallas) 1-503-623-9251
Benton County Sheriff’s Office (Corvallis) 1-541-766-6858
Lane County Sheriff’s Office (Eugene) 1-541-682-8599

CITY PARKS/BOAT RAMPS

City of St. Helens 1-503-397-3532
City of Portland 1-503-823-2525
City of Lake Oswego 1-503-636-9673
City of West Linn 1-503-557-4700
City of Gladstone 1-503-656-5225
City of Oregon City 1-503-496-1201
City of Hillsboro 1-503-681-6120
City of Wilsonville 1-503-570-1584
City of Salem Parks Operations Division 1-503-588-6336
City of Independence 1-503-838-1212
City of Albany 1-541-917-7777
City of Corvallis 1-541-766-6918
City of Harrisburg 1-541-995-6655
City of Eugene 1-541-682-4800
City of Eugene Parks & Open Space 1-541-682-4800
Willamalane Park District Parks Services 1-541-736-4104

COUNTY PARKS/BOAT RAMPS

Columbia County (St. Helens) 1-503-397-2353
Port of St. Helens 1-503-397-2888
Metro (Portland) 1-503-797-1850
Multnomah County (see Metro)
North Clackamas Park District 1-503-794-8002
Clackamas County 1-503-353-4414
Clackamas River Water (Clackamas) 1-503-722-9220
Yamhill County (McMinnville) 1-503-434-7463
Marion County Wheatland Ferry Only 1-503-588-5036
Polk County (Dallas) 1-503-623-8172
Linn County (Albany) 1-541-967-3917
Benton County (Corvallis) 1-541-766-6871
Lane County (Eugene) 1-541-682-2000

FISHING

Fishing Report (ODFW) 1-503-947-6000
Oregon Bass and Panfish Club (Portland) 1-503-282-2852
Oregon Trout (Portland) 1-503-222-9091
Northwest Steelheaders (Milwaukie) 1-503-653-4176
Willamette Falls Fish Count (Oregon City) 1-503-657-2000 ext. 399

MULTNOMAH COUNTY BRIDGES

Bridge operations and maintenance (Monday-Friday, 9 a.m. - 5 p.m.) 1-503-248-3757

NATIONAL WEATHER SERVICE

Oregon River Forecast (recorded) 1-503-261-9246
Portland Weather Bureau 1-503-326-2340

NON-PROFIT ORGANIZATIONS

Oregon Historical Society (Portland) 1-503-222-1741
Nature Conservancy (Portland) 1-503-230-1221
Audubon Society of Portland 1-503-292-6855
Tualatin Riverkeepers 1-503-620-7507
Cascade Canoe Club of Salem 1-503-361-7824
Willamette Kayak and Canoe Club (Corvallis) www.wkcc.org
Oregon Kayak and Canoe Club (Portland) www.okcc.org

Pacific Rivers Council (Eugene) 1-541-345-0119
River Network (Portland) 1-503-241-3506
Willamette Riverkeeper (Portland) 1-503-223-6418
Lower Columbia Canoe Club, Inc. (Portland) www.l-ccc.org
End of the Oregon Trail Interpretive Center (Oregon City) 1-503-657-9336

OREGON STATE MARINE BOARD

OSMB web site www.boatoregon.com
Boating information, classes, boat registration (Salem) 1-503-378-8587
Oregon Adopt-A-River (Statewide) 1-800-333-SOLV

OREGON PARKS & RECREATION DEPARTMENT

Camping, reservations only (statewide) 1-800-452-5687
Camping and recreation, information only (statewide) 1-800-551-6949
State Historic Preservation Office (Salem) 1-503-986-0671
Willamette Greenway program (Salem) 1-503-986-0707
Headquarters Office 1-503-986-0707

OREGON DEPARTMENT OF FISH & WILDLIFE

Fish & wildlife report, general information (Salem) 1-503-947-6000

U.S. COAST GUARD

Portland (Swan Island) 1-503-240-9310
Customer Infoline (Boating Safety Hotline) 1-800-368-5647
Search & Rescue, emergency (Portland) 1-503-240-9300

U.S. ARMY CORPS OF ENGINEERS

Willamette Falls Locks 1-503-656-3381
Information Center 1-503-808-5150

EM 8598

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