CITY OF OREGON CITY
CITY COMMISSION JOINT WORK SESSION WITH PRAC
AGENDA

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Tuesday, May 10, 2022 at 6:00 PM

Typically there are no public comments at work sessions, but written comments are accepted by:

- *Email recorderteam@orcity.org (deadline to submit written testimony via email is 3:00 PM on the day of the meeting)*
- *Mail to City of Oregon City, Attn: City Recorder, P.O. Box 3040, Oregon City, OR 97045*

CONVENE WORK SESSION AND ROLL CALL

DISCUSSION ITEMS

1. Clackamette Park Site Plan Options

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City Commission does not engage in discussion with those making comments.

Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.

CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: City Commission **Agenda Date:** 05/10/2022

From: Parks and Recreation Director, Kendall Reid

SUBJECT:

Clackamette Park Master Plan Site Options

STAFF RECOMMENDATION:

Staff recommend the City Commission and Parks & Recreation Advisory Committee provide input on the three site plan options to help shape the future design of Clackamette Park.

EXECUTIVE SUMMARY:

The City of Oregon City, Oregon is conducting a public master planning and design process for Clackamette Park. The Clackamette Park site is a 25-acre property, located at 1955 Clackamette Drive, Oregon City. Clackamette Park is a charter park located at the confluence of the Willamette and Clackamas Rivers. It is Oregon City's only park designated as a regional park and due to the park location and types of facilities located on the property, it sees heavy use from residents of Oregon City and people throughout the region. Facilities at the site include an RV Park, playground area, shelter buildings, horseshoe pits, picnic areas, boat ramp, skate park, RV dump station, pathways, restrooms, and parking facilities.

BACKGROUND:

The City of Oregon City, Oregon is working with Lango Hansen Landscape Architects on the master plan as described above. The team has conducted numerous stakeholder interviews. At the first public open house, held on March 1st, the design team shared the existing conditions of Clackamette Park. This was followed by a public survey to solicit input on the existing conditions of the park. At the second open house, held on April 26th, three site design options were presented to the public. The public was given the opportunity to comment on the three design options. A second public survey that solicits comments on the three site design options is open through May 17th.

OPTIONS:

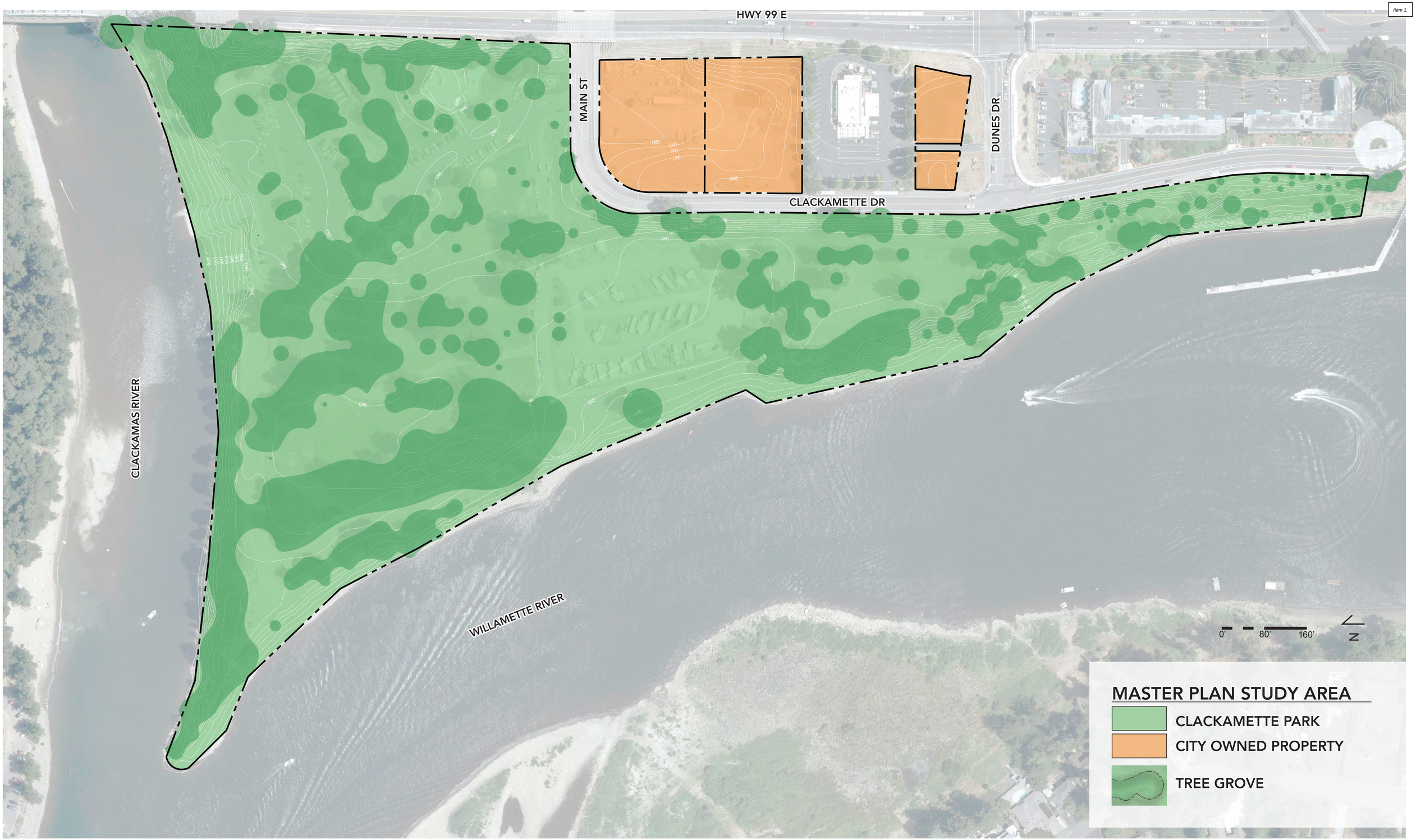
Option 1 keeps the same general parking layout that currently exists at Clackamette Park, increasing overall parking to 138 car parking spaces and 61 boat trailer parking spaces. Parking is also provided along the previous RV park entry drive. The existing closed boat ramp is retained and provides a launching point for human powered watercraft. A new boat launch is located approximately 350 feet downstream of the existing launch. The play area is located to the east of the parking near an expanded skate park. The RV park has been relocated to the east side of Clackamette Drive, out of the floodplain. The overflow parking lot provides 18 car and 16 boat trailer spaces adjacent to the RV park.

Option 2 realigns the park entry into a 3-way stop and the number of car and boat trailer parking spaces have been increased to 83 car and 61 trailer spaces. The existing closed boat ramp is retained and enhanced with built-in concrete benches, stairs and ramp features that provide a gathering space and launching point for human powered watercraft. A new boat launch is located approximately 350 feet downstream of the existing launch. Overlooking the Clackamas River, a public plaza with canopy structures provides an event gathering space. The looping trail system includes extensive riparian habitat restoration and a boardwalk. The play area is centrally located near the open lawn.

Option 3 realigns the park entry into a 3-way stop and provides a distinct gateway into the park. 155 parking spaces are provided. The existing closed boat ramp is removed, and an accessible series of ramps provide access to a launching point for human powered watercraft. Overlooking the Clackamas River, a public plaza with canopy structures provides an event gathering space. To the east of the parking lot a series of sport courts provide a variety of recreation opportunities. The looping trail system meanders in and out of restored habitat areas and open lawn areas, providing access to the entire park. The play area is centrally located in the park. To the east of Clackamette Drive, an RV park is located outside the floodplain.

Clackamette Park Master Plan

Joint PRAC/City Commission Planning Session - May 10, 2022



CLACKAMETTE PARK MASTER PLAN

5.10.2022

lango.hansen LANDSCAPE ARCHITECTS PC

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VEHICULAR CIRCULATION

- A BOAT LAUNCH & PARKING
- B AUTO PARKING
- C RV DUMP STATION
- D OVERFLOW PARKING LOT
- E RV PARK
- VEHICULAR ACCESS POINT

SITE AMENITIES

- 1 SKATE PARK
- 2 HORSESHOE PITS
- 3 RESTROOMS
- 4 OPEN SPACE LAWN
- 5 PLAYGROUND
- 6 COVERED HORSESHOE PITS
- 7 PICNIC SHELTER
- 8 INTERPRETIVE KIOSK
- 9 RV PICNIC SHELTER

56 car parking spaces, 46 boat trailer parking spaces, 36 RV spaces

CLACKAMETTE PARK MASTER PLAN

5.10.2022

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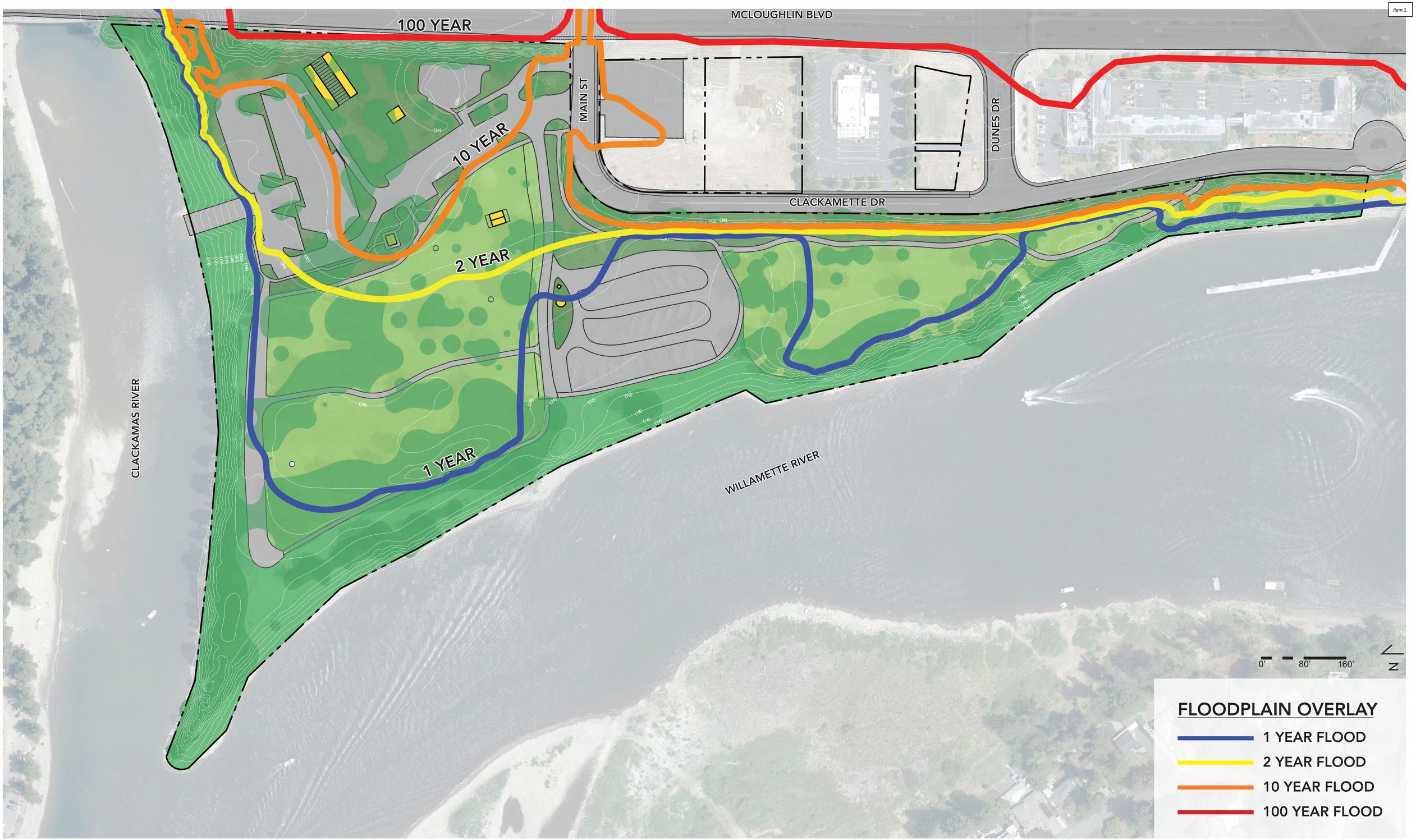

CLACKAMETTE PARK MASTER PLAN

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Project Overview

REVIEW PROJECT SCHEDULE

OPEN HOUSE #1 - MARCH 1ST √

SURVEY #1 √

OPEN HOUSE #2 - √

SURVEY #2 - IN PROCESS

JOINT CITY COMMISSION + PARKS & REC ADVISORY COMMITTEE MEETING - MAY 10

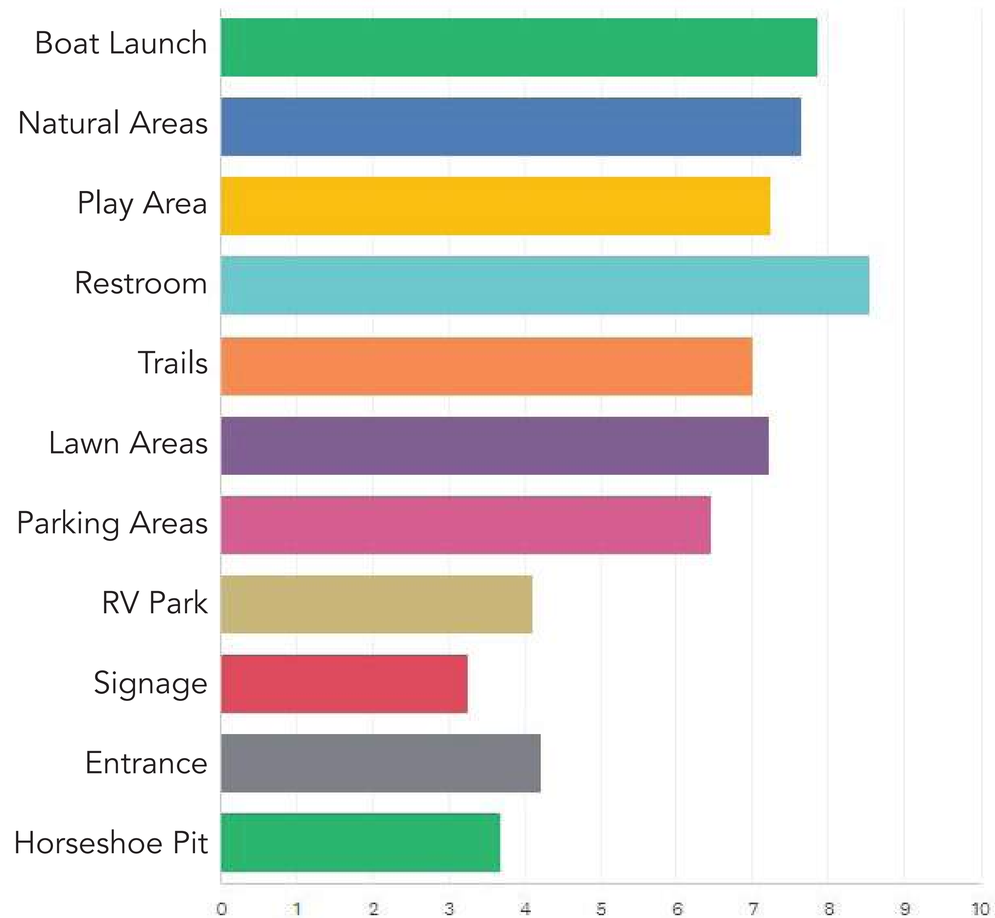
OPEN HOUSE #3 - LATE SPRING

STAKEHOLDER INTERVIEWS / DISCUSSIONS

- MAYOR √
- CITY COMMISSIONERS √
- PRAC √
- OREGON DEPT OF FISH & WILDLIFE √
- OREGON STATE MARINE BOARD √
- CONFEDERATED TRIBES √
- WILLAMETTE FALLS TRUST √
- RIVER KEEPERS √
- SAVE THE WAVE√
- CLACKAMAS COUNTY SHERIFF √
- CLACKAMAS RIVER BASIN COUNCIL √

Survey #1

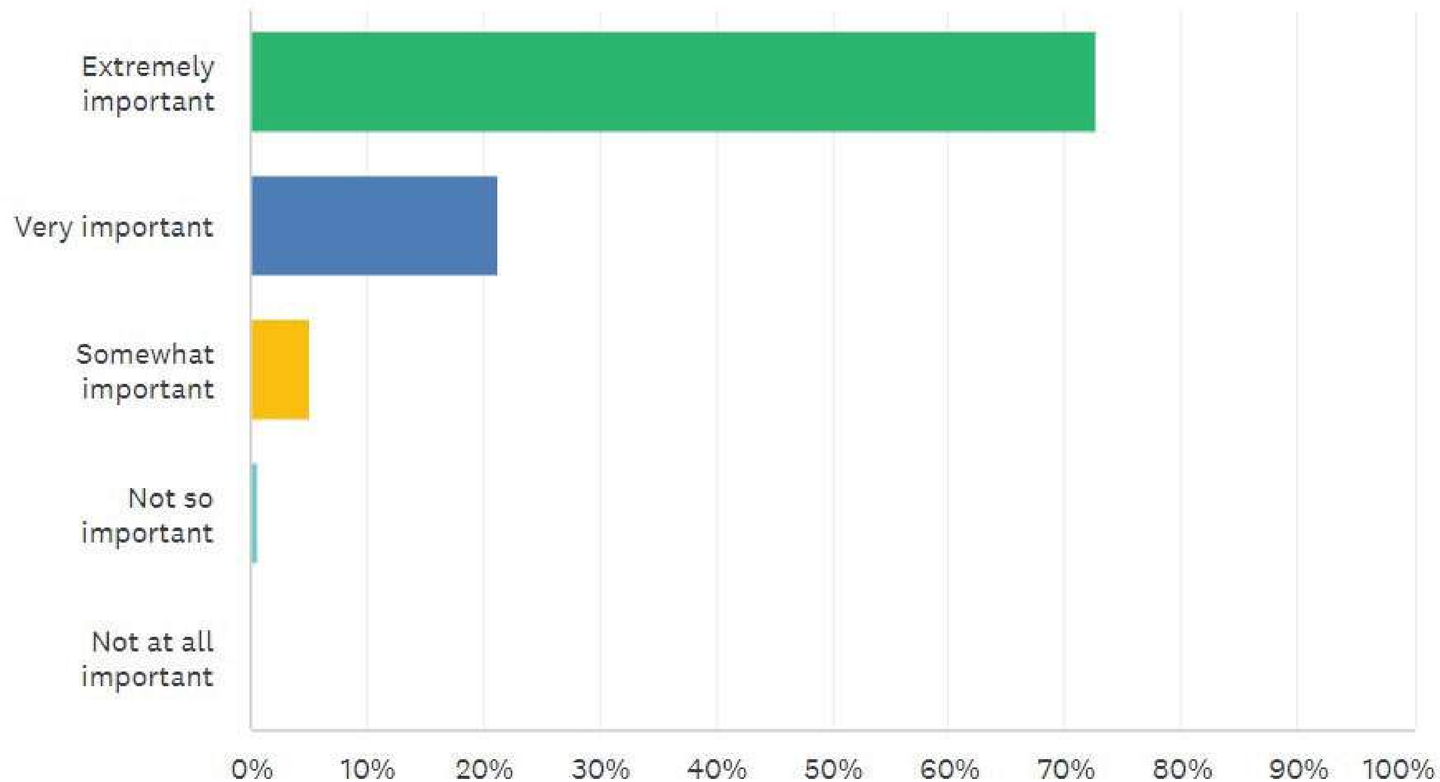
Enhancing what elements should be a priority in the new master plan? Rank the elements below from 1 - most important to 11 - least important.



Survey #1

How would you rate the importance of the open space to the community?

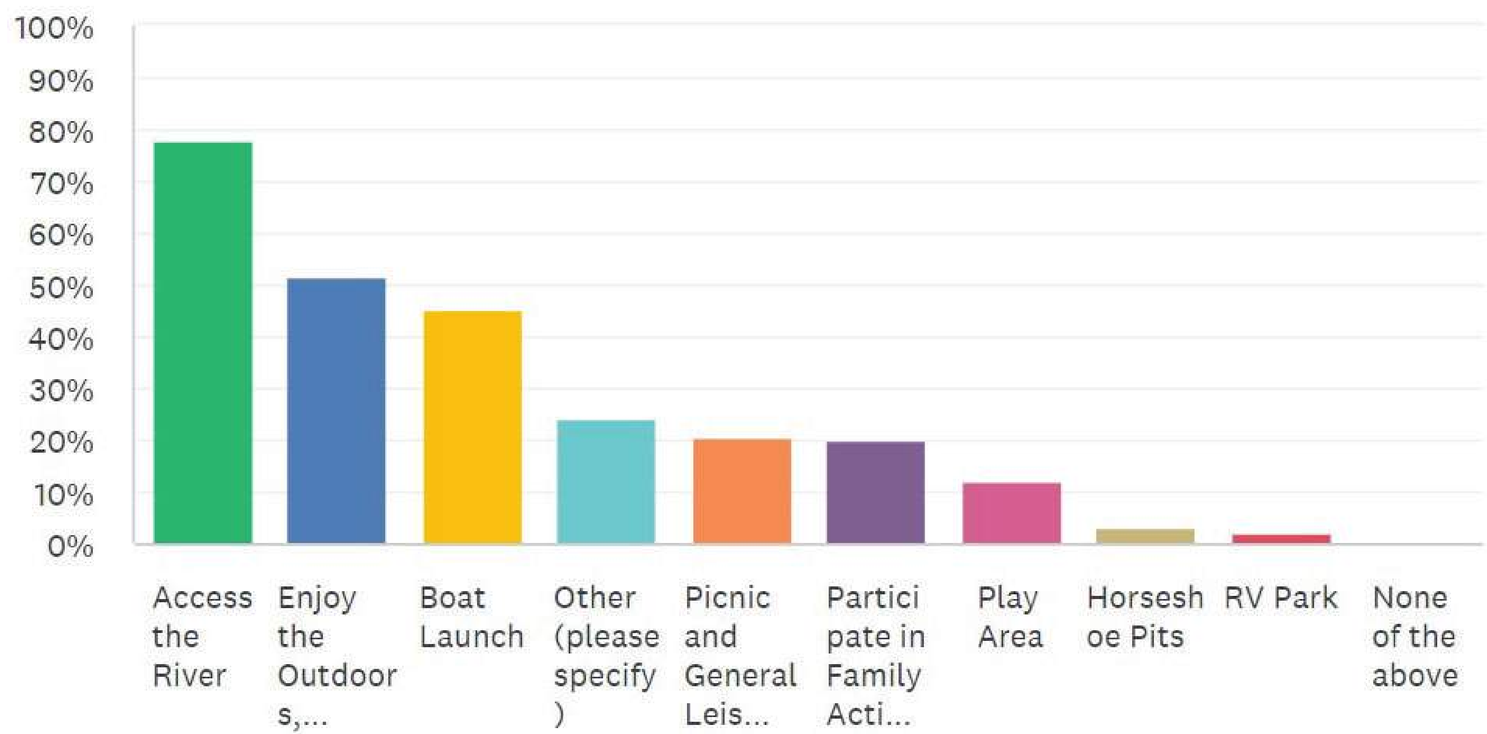
Answered: 454 Skipped: 45



Survey #1

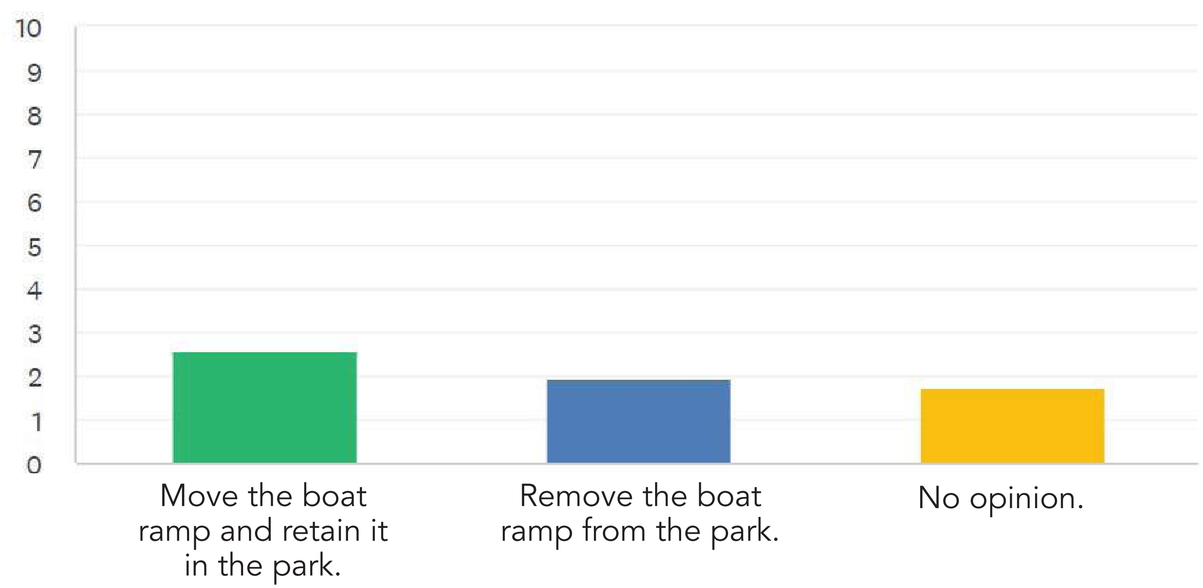
What are the primary reasons that you visit Clackamette Park?

Answered: 458 Skipped: 41



Survey #1

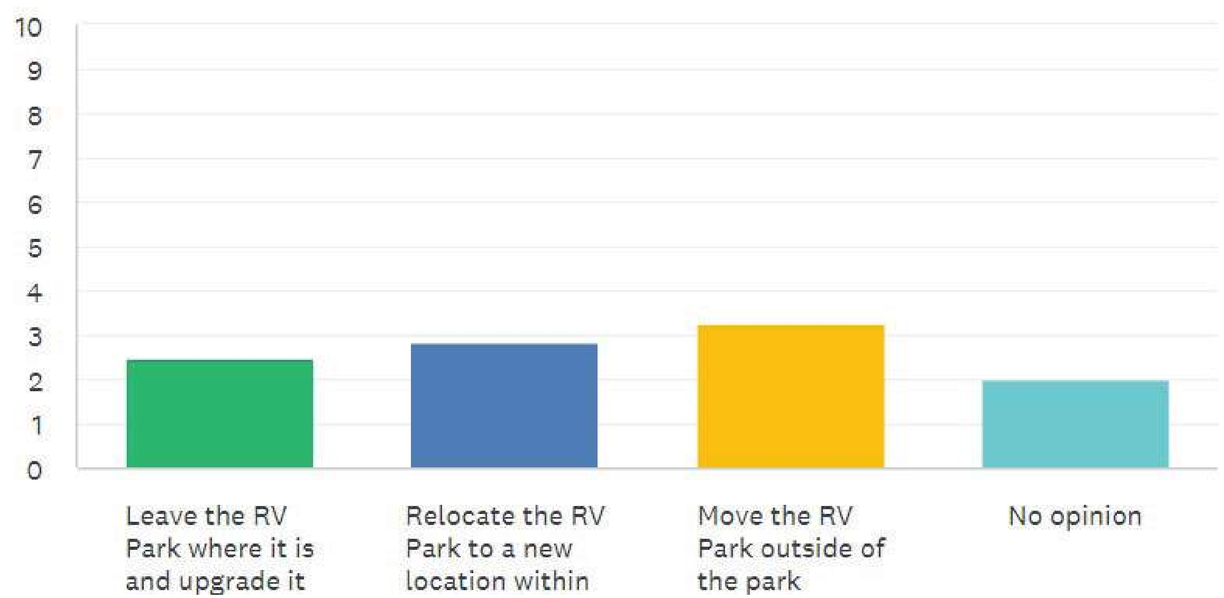
Due to the erosive forces of the river, the existing boat ramp has become unsafe and to use and is permanently closed. The master plan will include a number of considerations including providing a new launch location downstream of its current location on the Clackamas River. Any option will involve time and investment to develop. Please rank your preference of treatment for the boat ramp.



Survey #1

Due to its current location within the flood plain, the RV park floods several times each winter season. This forces the RV park to be closed for periods of time and requires ongoing repairs and maintenance. The master plan will include consideration of whether the existing RV Park should remain or be relocated. Please rank your preference of treatment for the RV Park.

Answered: 422 Skipped: 77



PEDESTRIAN PATH

PLAY AREA

HABITAT RESTORATION

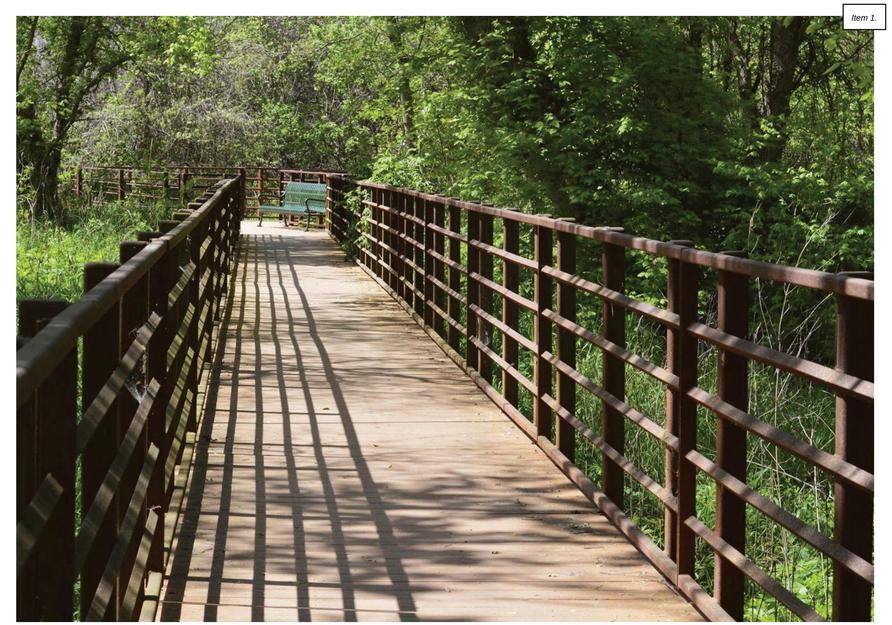
NON-MOTORIZED LAUNCH

BOAT LAUNCH

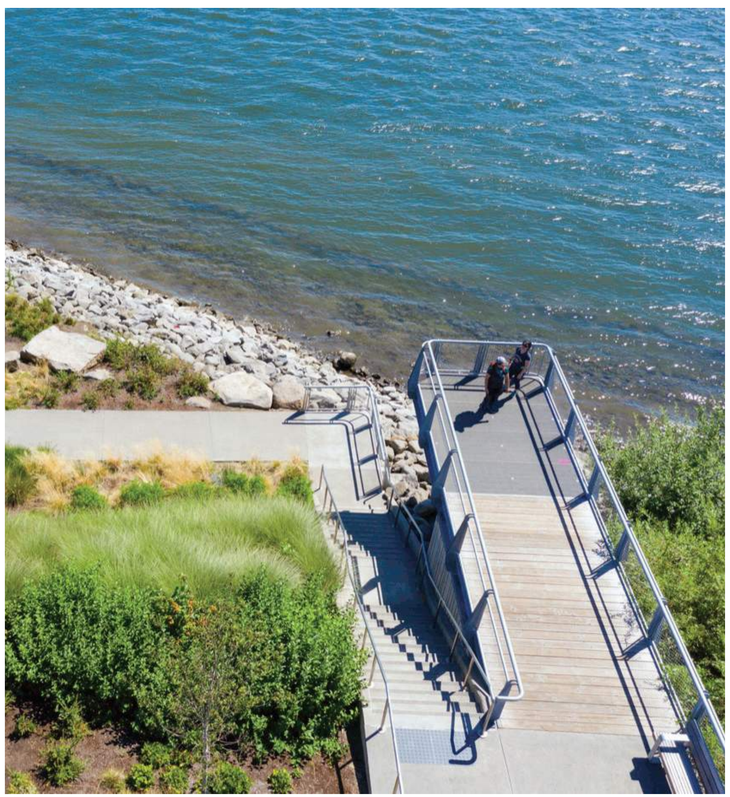
OPEN LAWN

HABITAT RESTORATION

PICNIC SHELTER



BOARDWALK



RIVER OVERLOOK

NON-MOTORIZED LAUNCH

HABITAT RESTORATION

CLACKAMETTE PARK MASTER PLAN 5.10.2022

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NATURE TRAIL

INTERPRETIVE SIGNAGE

SPORT COURTS

RV PARK

PICNIC TABLES

LARGE PLAY AREA

PLAZA WITH ART

SITE PLAN OPTION 1

SITE AMENITIES

1. PLAY AREA
2. EXPANDED SKATE PARK
3. RESTROOMS
4. NON-MOTORIZED LAUNCH
5. BOAT LAUNCH
7. OPEN SPACE LAWN
8. PICNIC SHELTER
9. RIVER BEACH ACCESS
10. RV PARK
11. OVERFLOW PARKING
12. PEDESTRIAN PATH

LAWN | PLANTINGS/ NATURAL HABITAT | RIVER ACCESS

Option 1 keeps the same general parking layout as currently exists at Clackamette Park, increasing overall parking to 138 car parking spaces and 61 boat trailer parking spaces. Parking is also provided along the previous RV park entry drive. The existing closed boat ramp is retained and provides a launching point for human powered watercraft. A new boat launch is located approximately 350 feet downstream of the existing launch. The play area is located to the east of the parking near an expanded skate park. The 20 space RV park has been relocated to the east side of Clackamette Drive, out of the floodplain. The overflow parking lot provides 18 car and 16 boat trailer spaces adjacent to the RV park.

0' 80' 160' N

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CLACKAMETTE PARK MASTER PLAN 5.10.2022

SITE PLAN OPTION 2

SITE AMENITIES

1. PLAY AREA
2. EXPANDED SKATE PARK
3. RESTROOMS
4. NON-MOTORIZED LAUNCH
5. BOAT LAUNCH
6. PUBLIC PLAZA
7. OPEN SPACE LAWN
8. PICNIC SHELTER
9. RIVER BEACH ACCESS
10. RIPARIAN RESTORATION
11. RIVER OVERLOOK
12. PEDESTRIAN PATH

LAWN | PLANTINGS/ NATURAL HABITAT | RIVER ACCESS

Option 2 realigns the park entry into a 3-way stop and the number of car and boat trailer parking spaces have been increased to 83 car and 61 trailer. The existing closed boat ramp is retained and enhanced with built-in concrete benches, stairs and ramp features that provide a gathering space and launching point for human powered watercraft. A new boat launch is located approximately 350 feet downstream of the existing launch. Overlooking the Clackamas River, a public public plaza with canopy structures provides an event gathering space. The looping trail system includes extensive riparian habitat restoration and a boardwalk. The play area is centrally located near the open lawn.

0' 80' 160' N

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CLACKAMETTE PARK MASTER PLAN 5.10.2022

SITE PLAN OPTION 3

SITE AMENITIES

1. PEDESTRIAN ENTRY
2. PLAY AREA
3. RESTROOMS
4. NON-MOTORIZED LAUNCH
5. EXPANDED SKATE PARK
6. PUBLIC PLAZA
7. GATEWAY ELEMENT
8. OPEN SPACE LAWN
9. PICNIC SHELTER
10. RIVER BEACH ACCESS
11. RV PARK
12. RIVER OVERLOOK
13. PEDESTRIAN PATH
14. SPORT COURT

LAWN | PLANTINGS/ NATURAL HABITAT | RIVER ACCESS

Option 3 realigns the park entry into a 3-way stop and provides a distinct gateway into the park. 155 parking spaces are provided. The existing closed boat ramp is removed and an accessible series of ramps provide access to a launching point for human powered watercraft. Overlooking the Clackamas River, a public public plaza with canopy structures provides an event gathering space. To the east of the parking lot a series of sport courts provide a variety of recreation opportunities. The looping trail system meanders in and out of restored habitat areas and open lawn areas, providing access to the entire park. The play area is centrally located in the park. To the east of Clackamette Drive, an RV park is located outside the floodplain.

CLACKAMETTE PARK MASTER PLAN

5.10.2022

0' 80' 160' N

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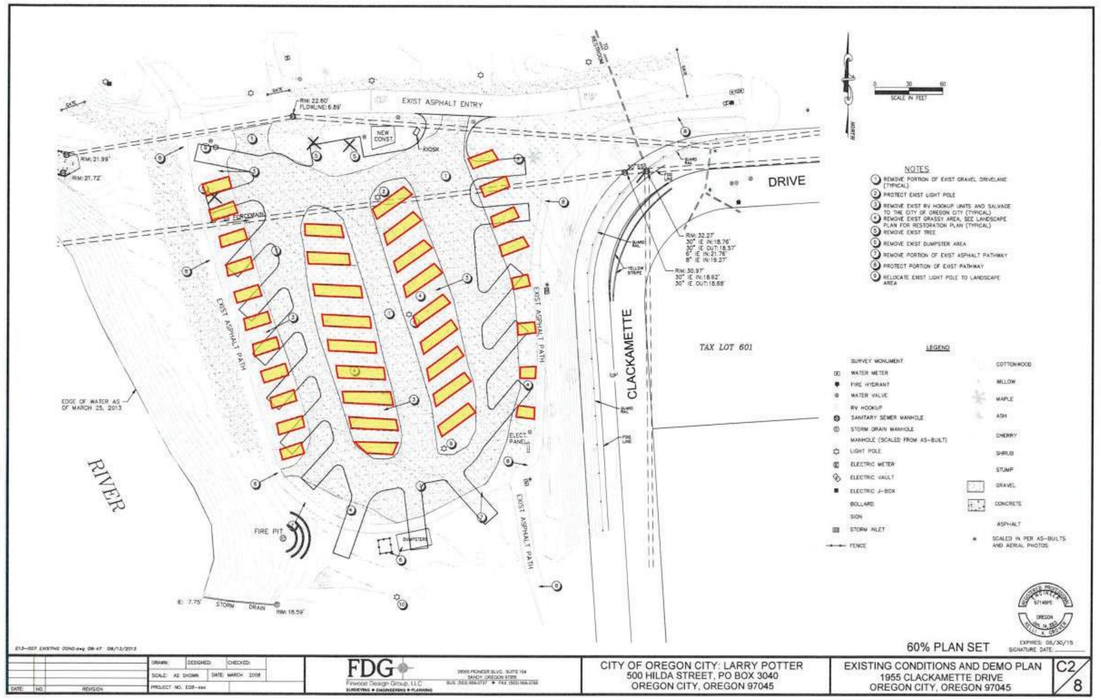
ALTERNATE OPTIONS

- Increased risk of erosion (location more susceptible to hydraulic impacts created by expanding gravel bar)
- Would require increased scour protection requirements
- User functionality would decrease at a higher rate
- At low river water levels, less area with sufficient depth to navigate
- Would require more extensive bank erosion protection

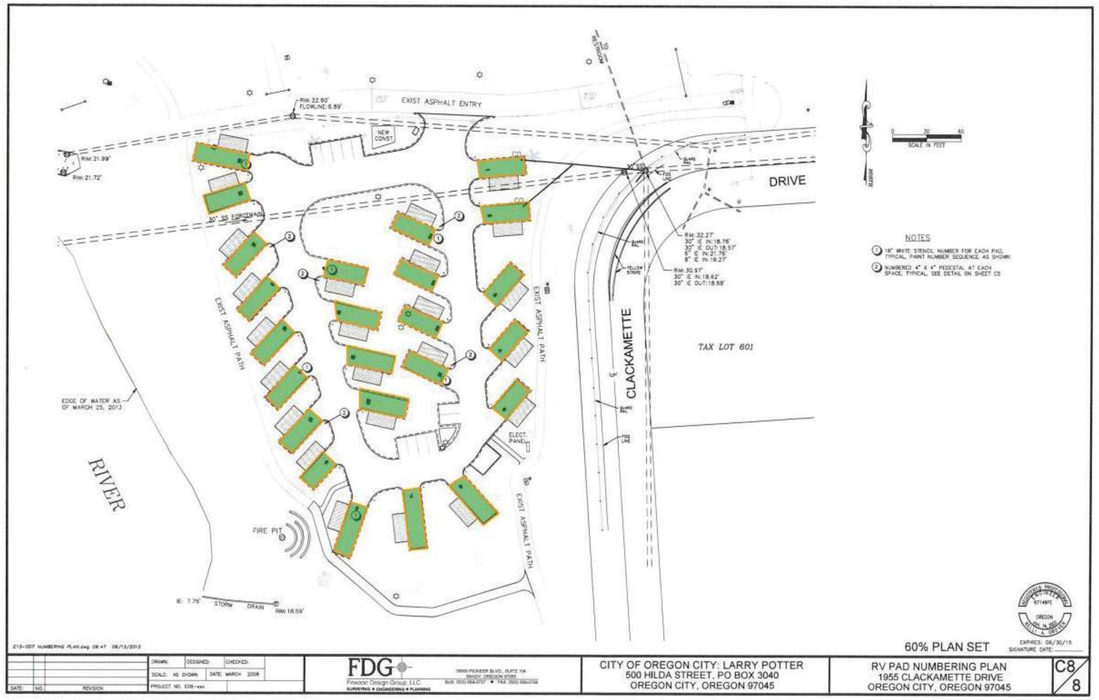
PREFERRED LAUNCH OPTION

- Sufficient distance from eroding beach area
- Protected by existing upstream riprap armored bank.
- Riprap armor for ram ties into existing riprap armored bank
- Ramp ties into deeper portion of the Clackamas River Channel
- Sufficient distance from the confluence of the willamette to avoid woody debris build-up



EXISTING RV PARK

- existing RV park with 36 spaces



RECONFIGURED LAYOUT DESIGN (2015)

- reconfigured layout with 24 spaces
- incorporated picnic tables, landscaping, increased space between sites

Project Website - https://bit.ly/ClackametteMasterPlan

Contact - parksinfo@orcity.org

SITE PLAN OPTION 1

- BOAT LAUNCH & TRAILER PARKING
- DEDICATED HUMAN POWERED CRAFT LAUNCH POINT
- INCREASED OPEN SPACE
- MEANDERING PEDESTRIAN PATHWAYS
- PLAYGROUND
- EXPANDED SKATE PARK
- HABITAT RESTORATION
- EXPANDED AUTO PARKING
- IMPROVED VEHICULAR CIRCULATION
- RV PARK
- OVERFLOW PARKING LOT

SITE PLAN OPTION 2

- BOAT LAUNCH & TRAILER PARKING
- DEDICATED HUMAN POWERED CRAFT LAUNCH POINT
- PUBLIC PLAZA GATHERING SPACE
- REALIGNED PARK ENTRY DRIVE
- INCREASED OPEN SPACE
- LOOPING PEDESTRIAN PATHWAYS
- EXTENSIVE RIPARIAN HABITAT RESTORATION
- EXPANDED AUTO PARKING
- IMPROVED VEHICULAR CIRCULATION
- EXISTING OVERFLOW PARKING LOT

SITE PLAN OPTION 3

- DEDICATED HUMAN POWERED CRAFT LAUNCH POINT
- INCREASED OPEN SPACE
- PUBLIC PLAZA GATHERING SPACE
- ENHANCED PEDESTRIAN ENTRY
- REALIGNED PARK ENTRY WITH GATEWAY
- MEANDERING PEDESTRIAN PATHWAYS
- PLAYGROUND
- EXPANDED SKATE PARK
- RV PARK
- SPORT COURT
- HABITAT RESTORATION
- EXPANDED AUTO PARKING
- IMPROVED VEHICULAR CIRCULATION

Oregon
Kate Brown, Governor

Department of Fish and W
Fish Division
4034 Fairview Industrial Drive SE
Salem, OR 97302
(503) 947-6201
FAX (503) 947-6202
www.dfw.state.or.us/

May 4, 2022

Kendall Reid, Parks and Recreation Director
City of Oregon City Parks Department
500 Hilda Street
Oregon City, OR 97045

Kendall,

The Oregon Department of Fish and Wildlife (ODFW), Oregon State Marine Board (OSMB) and the City of Oregon City (City) have been working jointly on Clackamette Boating Access project for many years to complete minor repairs, design, compliance and permitting to keep this regionally important site open for recreational boaters and anglers in Oregon. ODFW previously sent a letter on November 5, 2019, so that your staff and the City Commissioners had the best information available as you moved forward towards a decision on how to proceed with the Clackamette Park Boat Ramp. The upcoming Master Plan decision has rejuvenated the planning process, so we wanted to again relay information on the 68 years of previous funding and partnership between ODFW and the City that provides motorized boating access at this park.

ODFW has funded many previous projects at the Clackamette Park boat ramp site:

- 1954: City gave 25-year access easement to the Oregon Game Commission (a predecessor of ODFW) to promote fishing/boating, expired in 1979;
- 1979-81: ODFW paid $18,750 (USFWS pass through funds) to the City to improve ramp and parking;
- 1979: ODFW and City entered a 10-year Access Agreement to maintain the boat ramp and facilities including ODFW providing maintenance funds to the City;
- 1995-1997: ODFW paid $71,000 (USFWS pass thru funds) to the City to improve restroom at boat ramp area;
- 2002-2003: ODFW funded boarding docks ($28,700) that were installed at the boat ramp;
- 2002-2003: ODFW and City entered into a 20-year Cooperative Agreement #0347.129, effective through 2023, which included all terms and conditions of the ODFW/City sub-agreement as well as any applicable federal laws under federal grant F14AF00355 (since this was funded with USFWS dollars):

  III. TERM OF AGREEMENT

  Facilities constructed or improved with Federal Aid funds must continue to serve the purpose for which acquired or constructed by the Recipient. The Recipient must insure that the facilities will continue to serve their intended purposes throughout their useful life.

  The Recipient shall, within thirty (30) days of its receipt of a notice of default reimburse by check payable to the Department all funds contributed by the Department to the Project.

- 2015: ODFW and City agreement 063-14 signed by the City on 02/03/15 and expires in 2036, including $85,000 in funding, which included all below terms and conditions of the ODFW/City sub-agreement as well as any applicable federal laws under federal grant F14AF00355 (since this was paid for with USFWS pass thru funds):

  II. TERM OF AGREEMENT

  This Agreement takes effect on the date of last signature below and unless terminated or extended, this Grant Agreement expires twenty (20) years after project completion. Recipient's Period of Performance during which the project must be completed is March 7, 2014 through June 30, 2016. ODFW will make no payment for any service performed or expenses incurred before the beginning date or after the expiration date of the period of performance.

  IV. B. Maintain Project. The Recipient is responsible for the term of this agreement to maintain the public boating access facility that results from the implementation of the project (Facility). If Recipient fails to maintain the Facility, Recipient agrees to relinquish its interest in the Facility to ODFW via appropriate legal instrument.
  C: Ensure the public boating access facility is used for its authorized purpose.
  The Recipient is responsible for the term of this agreement to ensure that the Facility is used as a public boating access facility. If Recipient fails to maintain this use, then Recipient agrees to relinquish its interest in the Facility to ODFW via appropriate legal instrument.

VI. G: FOR CAUSE (REMEDIES FOR NON-COMPLIANCE BY RECIPIENT) - H Recipient materially fails to comply with any term of this Agreement, whether stated in a federal statute or regulation, in an application, or elsewhere, ODFW may take one or more of the following actions, as appropriate in the circumstances:

a. Temporarily withhold cash payments pending correction of the deficiency by the Recipient or more severe enforcement action by ODFW;

b. Disallow (deny both use of funds and matching credit for) all or part of the cost of the activity or action not in compliance;

c. Wholly or partly suspend or terminate this Agreement;

d. Withhold further grant awards for Recipient's project; or

e. Take other remedies that may be legally available.

J. Compliance with Applicable Law.

Recipient agrees to comply with all federal, state and local laws, regulations, executive orders and ordinances applicable to this Agreement or to Recipient's obligations under this Agreement, as those laws, regulations and ordinances may be adopted or amended from time to time and as identified in Exhibit B.

ODFW recommends consulting these or any other prior active agreements for commitments with ODFW or other partners since much of the funding we have provided has been federal pass-through funding that may have federal commitments spanning 20-25 years of useful life for facilities.

In our review of the above most recent and active agreements between ODFW and the City, it appears that the City is responsible to provide public boating access at this facility for 20 years past project completion on 6/30/2016 (i.e. thru 6/30/2036) or relinquish its interest in the facility to ODFW through an appropriate conveyance instrument. Also, since ODFW provided federal USFWS Sport Fish Restoration funds to the City for these projects, we are required to monitor your compliance with keeping the site open for public boater access under federal rule 2 CFR 200.331 and enforce remedies for non-compliance described in 2 CFR 200.338.

ODFW encourages your staff and the Commission to review these agreements, so they have the best information to reach an informed final decision on how they want to proceed with the site.

Our agency's history of funding of this boating access site and its partnership with the City in maintaining the site demonstrates our commitment and the value of this access to the public. The Clackamette Park site is important to recreational anglers and other boaters due to its ample parking, easy accessibility, amenities, and proximity to the Rivershore Hotel that make it a particularly desirable launch/retrieval location in comparison to other nearby ramps like Meldrum Bar, CedarOak and Sportcraft. As shown in pictures taken 5/04/22 by ODFW (attached), these other facilities are already at full capacity during peak Spring Chinook and busy shad fisheries, as well as during peak recreational boating season.

ODFW has conducted creel surveys of the Spring Chinook salmon fishery that include counts of boater trips on this popular stretch of river from 1980 to present. Data from 1980 through 2021 is attached. These counts represent boat angling trips over a period of only about 3-1/2 months each year (typically March through mid-June). The data from the last ten-year average (2010-19) shows an average of 23,322 boat angler days during this period for Spring Chinook fishing. A peak of 67,610 boat angler days was observed in 1991. In 2021 there were an additional 7,925 shad boater angler trips. The Clackamette boat ramp is very important to shad anglers as the majority launch in this section of river (versus other downstream boating access sites) and target shad which concentrate in this stretch of the Willamette River.

ODFW encourages the City to reach out directly to affected users of this boat ramp to solicit additional perspectives before making a decision to potentially close or not maintain this popular long time recreational boating and angling site in the future. Many of our constituents have reached out to us with concerns about closing the boat ramp, and the recent public survey shows the same results. Based on responses of 436 people in the recently conducted public opinion survey #1 for Clackamette Park, conducted by the City and its consultant, results showed that second only to restroom facilities people valued having a boat launch. Additionally, most responses on the question for treatment of boat ramp in the Master Plan said they would like to move the motorized boat ramp and retain it in the park.

ODFW funded the 2015 conceptual design and temporary fix project to the existing boat ramp with the understanding that the City would use the information to develop a boat ramp that would have a safe and long-term useful life for park users. At that time there was never any question 'if' a boat ramp would be at this park moving forward and the City was advised

the temporary fix would only last five to six years. At that time, permitting agencies like US Army Corps of Engine waived mitigation and permit requirements since the fix was temporary, and a more permanent solution would be done at the site, so there may also be obligations in that permit to adhere to for this site. The boat ramp was closed to the public for over 2.5 years after damage in December 2013 (reopened 9/19/16) and has again been closed to vehicle/motor boat launch/retrieval use since October of 2021. We would like to work with the City to promptly get plans in motion for a permanent solution to relocate the ramp based on the 2016 hydrology analysis so that motorized boating access is restored at this location as soon as possible to help the City move back into compliance with existing ODFW agreements and continue to provide boating access to the public.

Your website currently states "*We are committed to finding the best path forward to provide boater access at Clackamette Park.*" Previous grants and funding have been awarded to the City based upon past support letters from PARC Chairs and constituents supportive of ensuring motorized boating access at this regionally important site. As always, we appreciate the partnership between ODFW and your agency to work together to implement priority projects like this one that provide important facilities for many boaters and anglers in Oregon.

Please let me know if you have questions or contact our local Clackamas ODFW office (Ben Walczak- District Fisheries Biologist or Jeff Boechler- Watershed Manager, 971-673-6000).

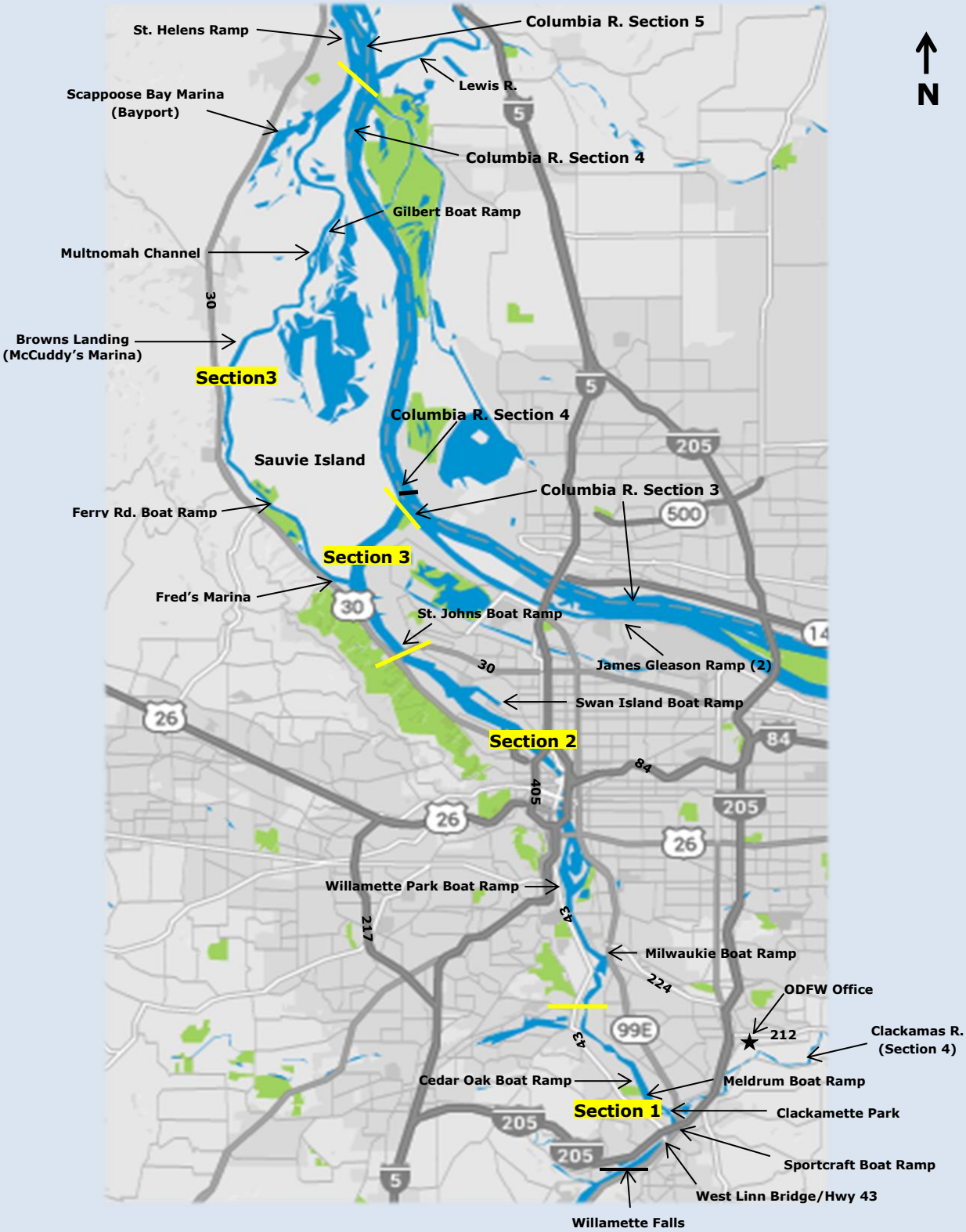
Sincerely,

Holly Huchko
Sport Fish Restoration Coordinator
541-464-2185
Holly.A.Huchko@odfw.oregon.gov

Cc: Colbert, Kern, Boechler, Walczak- ODFW, Belleque- OSMB

Nearby access sites, as photographed by ODFW on 5/04/22:

Willamette River Boat Ramp Locations and Fishing Sections



Willamette Section 1: Oak Grove Railroad Bridge to Willamette Falls
Willamette Section 2: St. Johns Bridge to Oak Grove Railroad Bridge
Willamette Section 3: Mouth to St. Johns Bridge, including Multnomah Channel

Table 11. Angler Days Fished for Spring Chinook in the Lower Willamette and Lower Clackamas Rivers by Section, 1980-2021.

					Upper River Section				Lower Clackamas[1]				
	Lower Section		Middle Section		Boat		Bank		Boat		Bank		Total Angler Days Fished
Year	Angler days	%	Angler days	%	Angler days	%	Angler days	%	Angler days	%	Angler days	%	L. Will. & L. Clack.
10-Year Avg. 1980-89	76,311	44	26,545	23	39,516	23	12,671	7	11,082	6	7,381	4	173,506
1990	95,730	43	39,760	24	53,400	24	11,482	5	13,175	6	8,876	4	222,393
1991	100,225	38	43,682	26	67,610	26	24,166	9	12,100	5	13,628	5	261,420
1992	99,964	48	31,401	22	45,269	22	11,802	6	8,795	4	9,502	5	206,733
1993	71,323	35	31,541	25	49,898	25	21,285	11	11,155	5	15,388	8	200,590
1994	74,176	43	24,841	24	41,344	24	15,299	9	6,861	4	10,807	6	173,328
1995	61,073	38	22,883	28	44,323	28	16,979	11	8,610	5	5,986	4	159,854
1996	20,265	26	11,547	31	24,606	31	7,349	9	7,435	70	7,106	9	78,308
1997	4,252	15	3,070	19	5,320	19	2,402	9	6,961	25	5,995	21	28,000
1998	9,305	19	5,663	12	13,257	27	6,277	13	7,900	16	6,358	13	48,760
1999	15,112	26	8,179	14	16,516	28	5,737	10	7,278	12	5,653	10	58,484
10-Year Avg. 1990-99	55,143	38	22,257	15	36,154	25	12,278	9	9,027	6	8,930	6	143,787
2000	27,433	31	12,993	15	27,307	31	8,390	9	6,201	7	6,138	7	88,462
2001	43,618	39	14,155	13	34,224	31	9,537	9	4,081	4	6,375	6	111,990
2002	29,408	29	15,470	15	35,354	35	9,131	9	9,641	10	8,572	9	99,859
2003	28,921	28	22,698	22	31,809	31	7,938	8	5,781	6	5,888	6	103,035
2004	32,283	27	25,502	21	44,287	37	8,688	7	5,686	5	4,173	3	120,619
2005	26,751	30	16,069	18	27,147	31	8,710	10	5,959	7	3,833	4	88,469
2006	24,877	32	16,405	21	25,659	33	8,026	10	1,736	2	1,794	2	78,497
2007	27,957	35	15,556	19	24,197	31	7,089	9	2,413	3	2,555	3	79,467
2008	16,025	34	12,113	26	13,039	27	6,141	12	0 [1]	0	0	0	47,318
2009	12,616	32	8,618	22	8,407	22	2,828	7	2,444	6	4,083	10	38,996
10-Year Avg. 2000-09	26,989	32	15,958	19	27,143	31	7,648	9	4,394	5	4,341	5	85,671
2010	34,570	30	26,835	23	35,783	31	10,836	9	3,352	3	4,198	4	115,574
2011	44,067	34	33,350	25	37,634	29	8,468	6	2,964	2	4,554	3	131,037
2012	44,275	38	28,776	25	29,008	25	6,196	5	4,255	4	3,215	3	115,725
2013	46,947	44	23,437	22	22,969	22	5,607	7	3,428	3	3,780	4	106,168
2014	32,546	40	16,386	20	22,123	27	6,020	7	2,115	3	2,028	4	81,218
2015	45,731	47	18,837	19	24,405	25	5,382	6	1,051	1	2,255	2	97,661
2016	32,891	47	13,826	20	17,408	25	3,852	5	1,471	2	1,235	2	70,683
2017	19,978	35	14,033	25	14,036	25	5,653	10	1,615	3	1,296	2	56,611
2018	27,879	46	12,914	21	14,378	24	3,681	6	1,008	2	876	1	60,736
2019	27,278	42	15,821	25	15,474	24	3,952	6	927	1	1,029	2	64,481
10-Year Avg. 2010-19	35,616	40	20,422	23	23,322	26	5,965	7	2,219	2	2,447	3	89,989
2020	46,530	62	10,955	15	12,191	16	3,292	4.4	1,213	1.6	1,096	*1*	75,277
2021	49,824	65	10,624	14	12,578	16	3,767	4.9	121	0.2	161	*0*	77,075
5 -Year Avg. 2017-21	34,298	50	12,869	20	13,731	21	4,069	6	977	2	892	1	66,836

[1] *No sampling of the Clackamas River sport fishery occurred in 2008.*

Table A8. Estimated Shad Angler Trips, Catch, and Catch/Trip on the Lower Willamette River from 1977-2021.

		Boat		Bank		Total			
Year	Creel Est. End Date	Angler Trips	Catch Kept	Angler Trips	Catch Kept	Angler Trips	Catch Kept	Released	Catch/ Trip
1977	3-Jul	3,234	7,565	1,561	591	4,795	8,156	----	1.70
1978	25-Jun	3,251	5,461	773	295	4,024	5,756	----	1.43
1979	1-Jul	6,175	13,383	2,928	4,440	9,103	17,823	----	1.96
1980	6-Jul	9,855	15,456	1,520	0	11,375	15,456	----	1.36
1981	12-Jul	8,400	19,687	1,126	673	9,526	20,360	1,900	2.34
1982	4-Jul	10,390	19,196	3,011	2,495	13,401	21,691	1,900	1.76
1983	3-Jul	11,639	35,266	1,807	1,658	13,446	36,924	7,500	3.30
1984	15-Jul	9,027	18,935	1,031	959	10,058	19,894	3,200	2.30
1985	7-Jul	9,484	16,008	970	408	10,454	16,416	2,000	1.76
1986	6-Jul	5,849	5,426	1,780	431	7,629	5,857	1,000	0.90
1987	21-Jun	6,994	5,051	575	83	7,569	5,134	900	0.80
1988	26-Jun	6,513	11,381	490	104	7,003	11,485	3,800	2.18
1989	2-Jul	10,030	18,018	1,401	313	11,431	18,331	5,800	2.11
1990	1-Jul	10,776	23,012	361	58	11,137	23,070	10,600	3.02
1991	7-Jul	11,787	27,095	872	772	12,659	27,867	11,700	3.13
1992	21-Jun	8,831	14,710	2,483	1,563	11,314	16,273	10,300	2.35
1993	4-Jul	8,082	20,724	748	118	8,830	20,842	14,600	4.01
1994	3-Jul	12,449	31,576	1,506	1,646	13,955	33,222	14,100	3.39
1995	2-Jul	11,465	35,873	1,284	1,496	12,749	37,369	23,600	4.78
1996	30-Jun	16,368	59,721	4,881	6,717	21,249	66,438	42,200	5.11
1997	6-Jul	12,688	50,586	2,074	2,457	14,762	53,043	29,300	5.58
1998	5-Jul	12,661	45,453	1,718	2,491	14,379	47,944	30,300	5.44
1999	4-Jul	14,919	40,820	1,960	1,973	16,879	42,793	29,500	4.28
2000	2-Jul	20,674	30,489	3,153	3,859	23,827	64,448	38,444	4.32
2001	1-Jul	15,320	33,279	3,433	5,434	18,753	58,713	23,502	4.38
2002	23-Jun	8,415	25,455	1,198	1,356	9,613	26,811	9,300	3.76
2003	29-Jun	11,425	34,057	1,586	2,420	13,011	46,477	8,272	4.21
2004	27-Jun	8,706	33,159	822	1,381	9,528	36,540	11,615	5.05
2005	3-Jul	8,248	21,743	566	1,072	8,814	42,815	18,484	6.95
2006	2-Apr	7,144	29,975	656	1,853	7,800	31,828	8,215	5.13
2007	1-Jul	9,758	30,505	1,182	1,699	10,940	32,404	7,655	3.66
2008	15-Jun	2,442	7,171	160	32	2,602	7,403	525	3.05
2009	31-May	1,694	2,663	82	0	1,776	2,663	306	1.67
2010	20-Jun	3,423	12,832	288	13	3,711	12,845	200	3.52
2011	26-Jun	3,276	13,032	29	0	3,305	13,032	1,921	4.52
2012	24-Jun	3,776	15,939	33	5	3,809	15,944	1,141	4.49
2013	2-Jun	2,653	12,540	20	0	2,673	12,540	257	4.79
2014	15-Jun	3,469	12,486	242	0	3,711	12,486	607	3.53
2015	7-Jun	4,315	18,202	201	22	4,516	18,224	5,148	5.18
2016	12-Jun	4,583	25,162	330	248	4,913	25,410	9,944	7.20
2017	30-Jun	3,540	29,348	176	83	3,716	29,431	3,983	8.99
2018	17-Jun	7,469	30,348	96	104	7,565	30,452	9,158	5.24
2019	16-Jun	8,133	41,571	169	329	8,302	41,900	7,129	5.91
2020	14-Jun	4,982	28,667	1,030	1,761	6,012	30,428	6,973	6.22
2021	20-Jun	5,914	27,168	2,011	3,025	7,925	30,193	7,040	4.70
10 yr ave.	2012-2021	4,883	24,143	431	558	5,314	24,701	5,138	5.62
20 yr ave.	2002-2021	5,668	22,601	544	770	6,212	24,991	5,894	4.89
Average	1977-2021	8,227	23,471	1,207	1,254	9,434	26,558	10,342	3.81

Sportcraft boat ramp 5/04/22, trailer parking full, trailers must park in single vehicle spots.

Sportcraft boat ramp 5/04/22, upper lot today at capacity

Sportcraft boat ramp 5/04/22, lower lot today at capacity