

Willamette River Open Space Public Input Report

Draft – September 4, 2009

Citizen Involvement Purpose and Strategy

Gathering input and ideas from the public, property owners, and key interest groups is critical for the successful development of the Willamette River Open Space Vision and for generating broad support and enthusiasm for implementing the vision. To do this, the Willamette River partnership team has devised an outreach strategy that includes three primary phases:

Phase I: Introduction and Collection of General Input

The first phase of citizen involvement will focus on introducing the open space visioning effort and gathering input and ideas about the open space system along the Willamette River. This data will be utilized to identify issues, opportunities, and long-term interests and will be key information for developing the vision. This first phase has included:

- **Public Workshop:** A public workshop was held on June 9, 2009 at the EWEB office in Eugene and was attended by approximately 100 people. This event included an overview presentation with partnership staff available to answer questions and record input about people's long-term vision for the Willamette River corridor. The comments collected during the workshop are listed later in this report.
- **Open Space Survey:** An on-line survey was used to collect information about use patterns, perceptions, and desired open space enhancements. A total of 457 people responded to this survey and the results are listed later in this report.

Phase II: Feedback on Draft Vision Map and Implementation Plan

The second phase of public outreach will focus on presentation of the draft open space vision and collection of feedback. This will include outreach to interest groups, property owners, and key interest groups. The vision will be modified based on this input.

Phase III: Vision Endorsement

In order to demonstrate a broad support for the vision, the Willamette River partnership will seek endorsements from a variety of interest groups and local elected official.

June 9, 2009 Public Workshop Summary and Results

The first of two planned public workshops was held on June 9, 2009 at the EWEB Training Center along the Willamette River in Eugene. Approximately 100 people participated in this workshop. The workshop began with a thirty minute overview presentation including background on the planning effort, an overview issues and opportunities related to the Willamette River corridor. The next hour and a half was devoted to collecting input and ideas from the public. Five topic specific stations were set up around the room and representatives from the Willamette River open space planning partnership were available to collect input and answer questions. The topic areas included bicycle and pedestrian transportation, recreation, habitat, urban interface and general open space (visual quality, tourism, working landscape, education, and sense of place). The comments collected at each of these stations are listed below verbatim.

Workshop flyer



Public Workshop to Share Your Vision for the
Willamette River
June 9, 2009
6:00 p.m. to 8:00 p.m.

EWEB Training Center, 500 East 4th Avenue in Eugene

Topics will include:

- recreation
- transportation
- wildlife habitat
- public safety
- visual quality

A presentation at 6 p.m. will be followed by opportunity to provide input for your vision of the Willamette River in and around the Eugene and Springfield area.

www.lcog.org/willamette

Workshop Station One: *Bicycle and Pedestrian Transportation*

- All paths need good lighting for safety (should not look like an auto oriented parking lot)
- Hierarchy of trail/path users
- Look to Vancouver B.C. for path separation
- Consider a long distance path that would extend along the Willamette River north to the Columbia River with bed and breakfast tourist stops along the way
- Connect Willamette River path to Fern Ridge Path
- Construct a bicycle and pedestrian bridge over the Willamette River at 8th Avenue
- Prioritize paths/design for commuters to encourage bike use for transportation
- Separate users: bikes, pedestrians, etc.
- Create a speed limit for bikes
- Combine storm water treatments with bike and pedestrian projects
- Need a path connection to Mount Pisgah (Buford Recreation Area)
- Better transit access (bus access to trails/river drop off)
- Recognize existing land use designation and permits. (See 2031 RTP)
- Construct a bicycle and pedestrian bridge across Middle Fork Willamette River to access Pisgah and beyond
- Preserve Connectivity north of RR tracks in O.R.I. area for pedestrians and bikes
- Maintain/improve pedestrian connections
- More wooded trails along river as opposed to open concrete/hard edge areas
- Extend path system through Glenwood
- Preserve paths for recreational bike use

- Omit ugly bright concrete paths – put coloring in concrete
- Have some paved paths for wheelchairs/walkers that are separate from bikes
- Decrease light pollution, have dark areas/no lights especially if alternative paths on streets are available
- Well maintained paths and trails
- More way-finding signage
- Rules of the road information posted along paths
- Better connections between Willamette River and Fern Ridge paths
- Build to current standards for safety
- Respect natural area parks - do not light every path
- Need to access to more restrooms
- Extension of path system north/south/east/west
- Better connections to neighborhoods and schools (good design)
- Connect Island Park to Doris Ranch
- Secure bicycle storage for river shuttles
- Loop connection (trail) – rivers to ridges route for runners/hikers
- Willamette River as transportation hub (bikes/Pedestrians) needing car-free street/path connections to neighborhoods and other destinations
- River path system known by community as premier transportation connector
- Building faces towards bike path in urbanized riverfront areas
- Fast track for bikes
- Create whitewater park at Dangerous Low-HD Dam (I-5) –Create jobs \$ Local \$. – Events – Outdoor/Whitewater Venue
- Comments Submitted by e-mail: The more I thought about the millrace corridor, including a trip thru the area this morning, the more a vision for a re-purposed amenity developed. At such time as the U of O stops removing water from the Willamette for cooling purposes and filling the Millrace, the existing right of way and corridor could, with for the most part, only minor changes, become a combination grade separated bike and pedestrian path and storm water facility. Bridge structures are already in place at most roadway crossings. The Franklin Blvd culvert crossing near Louie's may need significant work. Other than that I think a minor amount of deepening or reconstruction at most road crossings and hard surfacing of the current channel bottom could result in a flat un-obstructed route from Judkins Point to the edge of downtown at Broadway and Mill Streets. No signals, no hazardous crosswalks. Most of the footprint is wide enough to allow for a multi use path and some bio-swale. The winter drainage function would need to be addressed, but multiple solutions are available. "Ditches to Trails" does not have the cachet of "Rails to Trails" but the concept is similar.
- Comments Submitted by e-mail: I would really like to see a signs at all the put-ins and take-outs (and maybe other places, since there are so few) that include a detailed mile by mile map, regulations, history, ecology, agency contact numbers, etc.

Workshop Station Two: Recreation

- Have park hosts staff major facilities along the river
- Create a whitewater park at the *I-5 Rapid* where the weir currently exists – Removes drowning hazard on a side channel
- More river access for anglers on foot (accessible for people of all abilities)
- More boat landings (official landings) *west side of river boat landing *more parking to increase access to landing.
- Paths that are accessible to multi-use, easy bicyclist, walker, etc. (safe for all modes of transportation) not cars

- A whitewater park at Millrace intake (historic value & reduce safety hazard) see Glenwood Springs, Colorado - attracts tourism, freestyle kayaking facility & expanded to add slalom (Olympic Sport) - may be feasible elsewhere too.
- Paths that are safe for people with disabilities (i.e. obstacle free, no barriers so wheel chairs can pass)
- Bikers encouraged to stay off walking / running trails
- Intergenerational Playgrounds
 - Connect natural history, river ecology, Native American history
 - Confluence of river history and play
- Remove hazards like rebar and concrete footings and enhance recreation at the same time modify existing hazards (I-5 weir) to make safer & provide kayak and river boarding recreation
- Path for walkers, joggers, wheelchairs, stroller that is free of bikes
- Another bridge (end of 8th Avenue)
- Renovate steam plant for wining, dining, reading, and drinking lattes w/river view
- Calm canoe loop
- Views from land of river. Think unique interaction w/riparian zone
- Historical interpretation/other interpretation
- Path system similar to Springwater trail. (in Portland) – along Middle fork
- North/South connectivity needs improvement
- Paths on both sides of river
- Connection between Island Park and Doris Ranch
- More diverse (and active) recreational opportunities along river (i.e. Soccer fields, ball fields)
- Planning for aging population
 - Visual safety
 - accommodate memory loss visual cues
 - more accessible
 - smoother & flatter paths that accommodate to elderly mobility
- Paths that have specific uses (i.e. bike area and walking/wheelchair areas)
- Seating nodes
- Trails to river being mindful of habitat (off the paved multi-use)
- More than one area of urban interface
- Safe for users and cars boat landings – especially on south side
- Being mindful/sensitive to adjacent neighbors
- Camping opportunities accessible by boat
- Places for social interaction amongst variety of ages
- For all redevelopment, protecting natural resource a priority
- Swimming holes! Currently no designated area to swim
- Private recreational opportunities
 - Camping etc.
 - nature opportunities for private landowner to be excited about participation in vision
- Provide wild places to recreate
- Bring people to river, but also bring the river and it's habitat to the city
- Acquire lots more public land along riverfront
- Clean water
- Address homeless needs to eliminate camping along river – helps reduce barriers to recreation
- Boat launching facilities needed

- Whitewater Park with viewing area “plank bridge/ropes” (natural thrill of whitewater w/o actually being in the water)
- Benches
- Activities for mobility impaired (boating)
- Ultimate Frisbee/disc golf, soccer
- open fields
- public swimming pool (salt based?, Natural)
- Connect Mount Pisgah with Springfield via foot bridge
- More active recreation – ball fields/soccer/skate park

Workshop Station Three: *Habitat*

- Revitalize side channels and backwaters, like we’re doing at Delta Ponds
- Wide, broad, riparian areas
- Water quality protection areas/buffers
- It is counter to habitat and water quality to artificially pump Willamette River water into the Eugene Millrace
- Connectivity between ridges and rivers
- Large light – less areas
- Large wildlife areas that have little human interface
- Scientifically – based riparian setbacks – ecological site description methodology – one or more mature-tree-hedges wide
- More areas that can regularly flood to provide habitat... ebb & flow... lots of species benefit from fluctuations.
- Focus on native fish that are not salmon and trout...broader focus
- Alternative transportation planning results in better open space habitat
- Take out car roads in parks
- Invasive species removal
- Long-term: Willamette/McKenzie confluence is again a braided stream system Coast/Middle Fork confluence is again a braided stream system
- Look for ways for build environment to provide habitat (examples: green roof, green streets, native landscaping)
- Private land impacts from transient encampments - provide resource to remove impact (riparian habitats restored and safe for recreation)
- Private land habitat restoration – partner with neighboring properties in neglect that impact/hinder enhancements
- Industrial riparian uses are incomputable with vision, relocate industry to more suitable land, preserve/restore land
- Instill respect for the riparian land
- Empower community to reclaim the river and protect the riparian zone (turn neglect into nurturing)
- Publicize use/value of riverbanks (and abuse awareness)
- 1988 Riverfront Research Park Master Plan needs to:
 - develop/evaluate alternative development proposals regarding ecological/habitat including on Open Space Alternative
 - Incentives (monetary/local credit system?) to encourage habitat improvements
- Assessment of existing habitat values as basis for river corridor restoration/planning
- Know habitat types/values and needs

- Identify know cultural uses (existing & potential) = 30 year result that maximizes habitat and cultural values (enrich rather than sacrifice – avoid further fragmentation, etc.)
- Efforts coordinated through collaborative network of agencies/organizations/knowledge bases
- Create opportunities for river to move side channels to the extent our urban environment allows
- Educate private landowners about habitat opportunities - help with incentives
- Enlist/empower transient/homeless need for a safe, natural environment
- A riverfront for all people
- River should always have an opportunity to move

Workshop Station Four: Urban Interface

- Types of uses suitable along river:
 - Mixed use development
 - Public gathering spot
 - Commercial development that supports recreation
 - Establish or maintain green space corridors & housing & commercial in proximity- connected by corridors.
 - 3 story limit
 - Community centers
 - Doesn't want sprawl campus industry
 - No industrial uses along river
 - Picnic/family events/celebrations
 - Local sustainable business
 - Green roofs & solar technologies
- University Research Park Plan blocks connectivity between Downtown and UO
- “Physiological Antidote” To Urban Life.
- Incentives To encourage affordable housing
- How to limit impacts:
 - Setbacks ORI Bldg. Too close
 - Need Strategic ecological buffers.
 - Enforcement of required setbacks – we've allowed exceptions and variances
 - Reduce lighting Impacts / Balance Safety & Habitat
 - All new and existing development encouraged/incentive/require low-impact, green development techniques and practices
- Consolidate smaller parcels
- Setback should vary by functional measurements of habitat
- Combination of high tech and nature
- Growing food on buildings
- Strike a balance between wild and developed park
- Convert Glenwood to “green urban area” based on outdoorsy themes/recreation/history
- Create more of a draw for college students
- Look at these examples: Bozeman, Glenwood Springs, Missoula, Hood River Outdoorsy Urban
- Understand river ecology before you develop
- Remove low head at Judkins Point
- Places to sit down to enjoy river – restaurant an other space
- Peaceful, quiet space that is also part of developed space
- Place accessible for celebrations/gatherings – River Light Festival?

- Steam plant is urban interface: see Fort Mason in San Francisco <http://www.fortmason.org/>
- Within riparian, set back, only use riparian appropriate plants. Vegetated roofs on buildings so as fly over development almost invisible integrated = multiple benefits.
- “More Natural, More Urban, More Connected!” Contain urban interface area and connect development zones with multi use pathways to connect urban and other areas together.
- As modest/soft as possible
- Keep riparian feel/function in urban areas along river
- Extend vision scope along McKenzie
- Limiting density along river- (Concerned about Amount of buildings) - River Road MUC
- Incorporate storm water facilities in all development:
 - Bio-swales and roadways
 - Also aesthetic amenity
 - Along roadways
- Places to stop on bike ride for Ninkasi
- Look for opportunity to better utilize our public lands to improve livability
- How does artificially maintained Millrace fit into future site – return to natural condition?
- Develop Kalapuya playground at Skinners Butte – complete – educational/history piece of play ground hasn’t been developed.
- EWEB site could house non-profits and serve community educational purposes – could also include city-owned land nearby (Courthouse District)
- Historic steam plant could be highlighted for its historical importance and to educate about steam power – could be museum
- Mill Race into water wheel for electricity demonstration project - 20’ drop to turn wheel
- Extend riparian zone (in urban areas)
- Look at advantages of density (HI) near river - better access to open space
- Redevelopment should enhance habitat values along river (e.g. EWEB, Valley River Area).
- Move Railroad Line (Act of Congress)
- Consider history of river and community – core value
- Time is now – Only gets harder (\$) etc. – Loss opportunity.
- Do existing regulations already protect what we want to protect and allow what we want to allow?
- Green Streets (“Complete” Streets) Recommended in all adjacent development
- Keep the Urban in Urban – Need places for people/City to meet river – housing/working/dining – interaction/activity.
- Create library of other cities efforts along river (US Cities & Other) – Precedents
- Urban building design: Details Matter! – Maybe more important than setbacks or other regulations
- Reduce water runoff (peak flow). – Reduce pollutant load
- Buildings face the river and have access off Multi-modal path (similar to Ashland)
- Concerns around homeless encampment along river
- We need a way for people to have direct contact w/river – not necessarily touching but at least visual experience (restaurant space).
- Establish focal points/dedicated areas along property for direct river connections
- Create dedicated areas for natural space where habitat thrives vs. ribbon of riparian boundary throughout backed by urbanized development
- Allow for urban area to interface with intact natural areas
- More opportunity for mixed or but not large scale uses that cut off views of river – i.e. smaller restaurant. Mixed housing/development must be carefully planned.

- Comment Submitted by e-mail: I have been serving on Springfield's UGB expansion stakeholder group for the past year and a half. Springfield currently projects near-term UGB expansion needs of anywhere from 1000-2500 acres. This is based on a large set of assumptions that presume that the community will essentially be guided by "more of the same" in terms of how we meet future growth. The vast majority of the land under consideration to meet these needs includes either farmland or floodplain (or both). From a long-term river health perspective, conversion of these lands to urban uses could play a significant role in the future health of our local rivers. While it is tempting to think about floating through our urban areas with a "greenspace" view from the river, pursuing this vision could have unintended consequences. From my perspective, if we are to protect/restore those areas of the river that still have some vestiges of ecosystem functionality, we have to make some sacrifices elsewhere along the river corridor. I think we could learn from Salem's example. Rather than restricting development close to the river, Salem requires buildings to be no less than four stories within a certain setback from the river. Think of the additional high-density development that our community could have along the river within its existing UGB if we were to adopt this standard without any real additional impact on the health of the river, since most of the habitat functionality on land close to the river inside the UGB is already compromised. This type of re-development could meet a considerable amount of our community's future growth for both housing and commercial needs. We need to start thinking in different terms about how we integrate the valuable resource of our river corridor into the future of our community. The more people that actually live and work next to it - as opposed to just recreating on and around it - the more advocates will develop for the health of the river. This may seem like a strange position for someone with my background on the McKenzie River Trust and the McKenzie Watershed Council. However, our communities will continue to grow. This growth has the potential to take a serious toll on our rivers. I think it makes good sense to maximize development along those sections of the corridor that are irretrievably compromised and already inside the UGB, as opposed to sacrificing parts of the river corridor that can play a key role in the future health of our rivers.
- Comment Submitted by e-mail: One thing that has always bothered me about the land use around the Willamette in Eugene is the giant mostly unused Valley River Center Parking lot to the south of Delta Ponds. My vision for the future is this land would be that it would be returned to riparian forest. There is no need for that massive amount of asphalt that is rarely used and so much potential to convert it back (ala the Whilamut riparian plantings on an old landfill) to at least a semblance of what it once was. That being said there are also a lot of other opportunities, such as the EWEB land and some of the UO land, both of which are either in industrial or other uses and could be returned to a more natural state. In both cases, my vision does not exclude recreational use, such as bike paths and/or benches, viewing areas, etc. so I guess in a nutshell my vision is to have those lands adjacent to the river go from parking lot or industrial use, etc. to a natural setting that can be better enjoyed by the public and provides habitat and connectivity with the rest of the Willamette River system (much like the Delta Ponds went from a blackberry infested series of old gravel mine ponds to a wonderful natural area that provides habitat for many species and provides people with a place that allows them to connect to wildlife and the outdoors.

- **Graphic submitted by UO Landscape Architecture students during public workshop:**

Connecting downtown Eugene & the University of Oregon campus as a long range development strategy to bring vitality to the Southern Willamette Valley



The development of new research facilities in Eugene and around the University of Oregon is an attractive development strategy that offers multiple benefits for both the University and the greater Eugene-Springfield community. However, the current proposal to develop an extensive suburban-style research park on the waterfront north of the University and north of the railroad tracks is inappropriate when considering a more comprehensive, long range vision of how to revitalize downtown Eugene and its connection to the University of Oregon. The implementation of the research park proposal on the proposed 4-acre site would significantly block the linkage between the University and Downtown, compromising the potential of this area as a valuable civic open space. It is important to explore other proposals that take into consideration the long term development of the Southern Willamette Valley and the potential for compelling development and revitalization strategies in downtown Eugene. A planning and design proposal that integrates research facilities and other green industry into the existing urban fabric is preferable to creating an isolated suburban style research park on the banks of the Willamette.



The Master Plan for the Riverfront Research Park was completed in 1988, over 20 years ago, at a time when few people understood or thought about the principles of sustainability which we are now very much aware of. That 1988 plan to create a suburban-style office park on Eugene's riverfront must be reconsidered.

Workshop Station Five: General Open Space

- Combat Japanese knotweed, blackberry, and other highly invasive exotic species
- Central Issue is how to incorporate commercial with public open space
- Open views from paths to river
- River could be a nationwide draw – Hunters, fishers, wildlife viewers spent \$2.5 Billion in Oregon
- Enhance riparian forest, introduce maples
- How much access to river is too much? Find a balance
- Encourage use of native plant species in landscaping
- River corridor needs to be a safe and inviting area - theft homeless camps.
- Should be a livability plan (make better use of riverfront public land)
- Would like water-orientated active recreation
- Enhance recreational opportunities without degrading habitat
- More Opportunities to enjoy the river corridor various ways (e.g. outdoor cafes)
- Need a tourist destination (e.g. San Antonio River walk in terms of level of attractions)
- Riparian and ecosystem sensitivity is key
- World-class running/biking system
- Convert delta area to regional open space park (McKenzie and Willamette confluence)
- Kayaking facility like on Potomac: http://en.wikipedia.org/wiki/Dickerson_Whitewater_Course

- Convert VRC parking lot to riparian on north side of the path.
- Kayaking whitewater park at low-head dam @ I-5 bridge
- Commemorative whitewater park - currently hazardous – potentially alter the old diversion structure to increase safety and create a kayaking feature
- Get nearby residents involved and build a sense of ownership and community – one mile from their neighborhood to the river.
- More river adoption groups (friends groups)
- Force recreational use in less sensitive areas (lead visitors away from sensitive areas using design components)
- The linkages along the river matter most
- Restore/enhance Glenwood industrial river front backsides (back end of business on the river often neglected, but they greatly affect experience of river users)

Willamette River Survey Results

In support of this open space planning effort, an on-line survey was developed utilizing the *survey monkey* web site. A link to this survey was posted on the project web site, sent out to interested parties via e-mail and listed in the Register Guard newspaper article about the Willamette River printed in June 2009. The survey received a total of 457 responses over a three month period ending August 31, 2009. The survey included a total of ten questions that were designed to document current uses, issues, and community preferences for Willamette River enhancements. The survey also included opportunities for open ended responses, which are listed below verbatim.

1. Where do you live?

Answer Options	Response Percent	Response Count
I live in Eugene	73.3%	332
I live in Springfield	14.1%	64
I live in the rural area near Eugene and Springfield	9.5%	43
I live in Coburg	0.4%	2
I live in Junction City	0.0%	0
Other	2.6%	12
Other (please specify)		15
<i>answered question</i>		453
<i>skipped question</i>		4

Other:

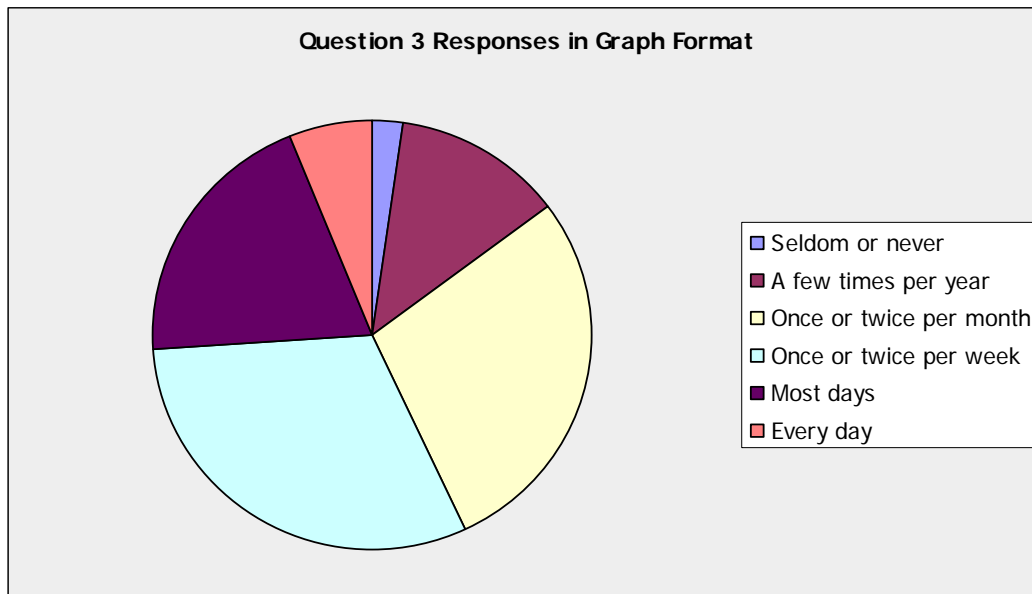
- Albany
- River Road
- River Road area (unincorporated Lane County)
- Santa Clara
- Dexter
- Lane County by Riverbend
- Brooklyn, NY (but from Eugene originally)
- Harrisburg
- Partially within Springfield UGB
- Creswell
- North of Cottage Grove
- Cottage Grove
- Cottage Grove
- River Road, south of Beltline
- Corvallis

2. What is your age?

Answer Options	Response Percent	Response Count
Under 10	0.0%	0
10-17	0.4%	2
18-24	5.5%	25
25-34	19.5%	89
35-44	20.0%	91
45-54	20.8%	95
55-64	24.3%	111
65-74	7.5%	34
75 and over	2.0%	9
answered question		456
skipped question		1

3 On average, how often do you visit the Willamette River in and around the Eugene-Springfield area?

Answer Options	Response Percent	Response Count
Seldom or never	2.2%	10
A few times per year	12.6%	57
Once or twice per month	28.3%	128
Once or twice per week	30.9%	140
Most days	20.1%	91
Every day	6.0%	27
answered question		453
skipped question		4



4. What do you do when you visit the Willamette River in and around the Eugene-Springfield area?

Answer Options	Often	Occasionally	Never	Response Count
Bicycle	220	144	28	392
Jog or run	80	86	119	285
Walk	173	206	11	390
Walk with a dog	63	88	135	286
Visit a playground	31	110	141	282
Play a sport or game	11	78	166	255
Go boating (canoe, kayak, drift boat, raft)	46	149	122	317
Go boating (motorized)	6	13	230	249
River surfing	2	10	232	244
Art (photography, painting, sketching)	20	97	155	272
Fish	33	69	175	277
Golf	7	22	208	237
Picnic	23	214	63	300
Watch or study wildlife	110	156	57	323
Photography	0	0	0	0
Attend a music event or celebration	37	247	50	334
Attending a sporting event	14	111	145	270
Participate in an organized educational visit	15	119	141	275
Visit restaurant or retail area	64	213	36	313
Other	0	0	0	0
Other (please specify)				56
<i>answered question</i>				454
<i>skipped question</i>				3

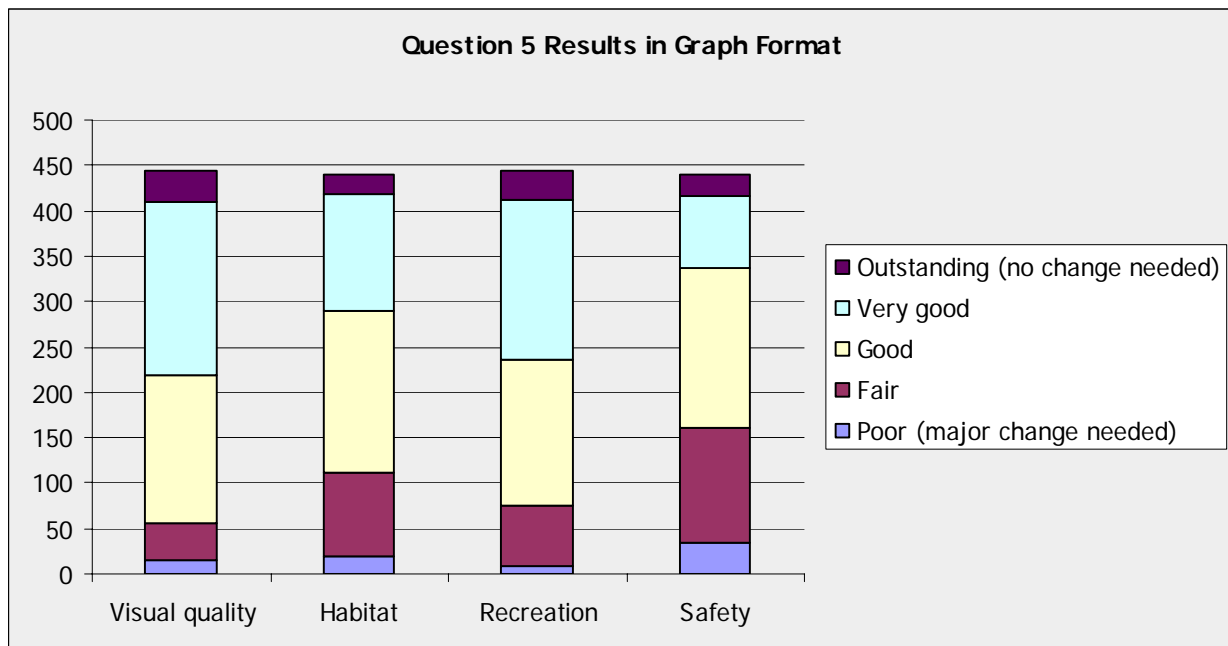
Other:

- Hang out, read a book, visit with friends
- Kid's fishing events
- Spend time in a Community Garden
- Garden at Skinner City Farm; bike for transportation not necessarily recreation
- Bicycle commute to work
- Enjoy the river in my mind, just knowing it's there and that it's healthy.
- Bird and wildlife watching
- Volunteer in City of Eugene Native Plant Nursery
- Watch the river flow
- Pick up riverfront litter / Roust transients!
- Volunteer community work.
- Commute
- Visit the Rose Garden in season.
- Above - "visit a restaurant" - yes, but I do not "shop" by the river, nor do I wish to.
- Float in an inner tube, swim
- Meditate
- Boat (non-motorized)
- Swim -- frequently
- Relax in a shady area by the riverbank
- Favorite activity is merely the ability to access the river, to sit and enjoy the surrounding environment.
- View from the bus
- Commute by bike along riverfront bike paths
- Swim
- Hunt waterfowl
- Bow fish for Carp
- Swimming/wadeing
- Swim
- Commute by bike
- Work in city of Eugene native plant nursery, work in Walama Restoration butterfly meadow, plant trees with city of Eugene Stream Team.
- Camp
- Community garden, birding, take grandchildren to the play parks
- I drive to and from my home which is on the beautiful Willamette
- To which golf sport are you referring? Not aware of any golf courses along the Willamette.
- Going places where you can't see civilization
- Cross the river to shop at VRC
- The river path is my daily commute to work by bicycle all year long.
- Transportation- getting from point A to point B on the River Path system
- Feed ducks with my 3 year old
- Swim
- Play music
- Share with visitors
- Commute down the bike path
- The river path is my primary bike commute route. I'd like to do some canoeing or river surfing.

- Swim
- Inline Skating! At least once a week.
- Tango on the VRC bridge when there's a full moon!
- Swim
- Commute
- Go birding (aka bird watching) and take birding and walking students there!
- Just sit on the bank/bench and enjoy the river.
- Participate in local road races
- Commute (daily)
- Commute
- Birding

5. How would you rate the current Willamette River open space system in the Eugene-Springfield area under the following categories?

Answer Options	Outstanding (no change needed)	Very good	Good	Fair	Poor (major change needed)	Response Count
Visual quality	35	190	163	42	14	444
Habitat	22	129	177	92	20	440
Recreation	34	176	159	67	9	445
Safety	24	80	175	127	34	440
<i>answered question</i>						447
<i>skipped question</i>						10



6. What additional facilities would you like to have added or expanded along the Willamette River in the Eugene-Springfield area in the coming years?

Answer Options	Very interested	Interested	Somewhat interested	Not very interested	Not interested	Response Count
Hard-surfaced paths	120	115	74	0	79	388
Soft-surfaced trails	132	156	78	0	29	395
Boating facilities on river	57	67	104	0	139	367
Whitewater skills area	67	69	99	0	131	366
Loop options for boats	50	54	81	0	158	343
Access for fishing	43	79	91	0	144	357
Picnic facilities	55	142	124	0	58	379
Playgrounds and playground equipment	44	79	113	0	117	353
Public Art	83	110	102	0	85	380
Golf	17	13	32	0	267	329
Arboretum	83	120	101	0	78	382
User support facilities (restrooms, benches, signage)	109	177	90	0	26	402
Facilities for nature study (viewing areas, interpretive signage, outdoor classrooms)	115	153	93	0	36	397
Playing fields	25	62	107	0	150	344
Other (please specify)						121
<i>answered question</i>						446
<i>skipped question</i>						11

Other:

- More opportunities for an occasional restaurant, brew pub, wine shop, etc.
- Outdoor dining (restaurant) opportunities
- Fewer accesses for motor vehicles (cars & boats), more access for non-motorized users.
- Housing, restaurants, activity centers, community gathering areas, accessible facilities
- Improvement of existing hard surface paths (such as the bike path between UO Campus/bridge area and EWEB)
- Improvement of existing hard surface paths (such as the bike path between UO Campus/bridge area and EWEB)
- ADA access to river. More places like Sweetwaters or North Bank where the River can be enjoyed by casual, elderly, and disabled users.
- Mitigation for human population impacts on the river and tributaries.
- Restaurants, shopping
- non-motorized boating access, not motorized. Want facilities for unorganized play (e.g. fields, forest paths, etc.)
- Make bike path into a long distant one all the way down the Willamette
- Nature left completely alone, not mismanaged for brain purposes, leave it alone!
- Handicap fishing access

- Community Garden Plots!
- Merry-go-round (like Salem, Oregon)
- Open space plaza, cafes
- We need "urban" destination points, such as a restaurant in the old steam plant
- Biking routes for transportation (routes to school and work)
- More access to the actual river with soft surfaced path, benches
- Please allow the river to be "managed" for natural functions rather than always about people
- Swimming
- Riparian restoration
- Do not add more facilities - instead, retain natural ambiance so rare, yet critical, in an urban setting
- I am very interested in respecting natural area habitat viability, and thus NOT lighting ped/bike paths in these areas because of some penchant for uniformity.
- Whitewater Park both on the Main Willamette AND on the Canoe Canal are the best economic development idea and option the city has in its choices!
- I said no to playing fields, but I would occasionally use a disc golf course since Dexter is closing.
- A strong feeling of nature when taking a boat through town, or walking along the river. It's a gem!
- Carp Fishing areas!
- Coffee and eating establishments.
- More protection and restoration of natural habitat and removal of invasive species; clean up of river and banks
- kayak whitewater park, please!
- would like to see more restaurants/shops along or near the banks of the river in appropriate places
- Eugene doesn't take advantage of its natural waterfront. I would like to see more parks, restaurants, and condos on our waterfront.
- Hotels, Condominiums, Shopping and Restaurants
- Restore the riparian Habitat to improve the native wildlife and vegetation.
- Just a couple more restaurants on the river--expand our choices--it's such a beautiful river flowing through the city
- Safe swimming access
- Restaurants
- Urban amenities: cafes, shopping, housing, etc... in the right concentrated locations, of course.
- White water Park - Water features for kayak, board and tubes: Waves and hydraulics
- Recycling trash, water fountains, remove trash
- Better lighting of pathways at night, more lamp posts
- Equestrian trails, police and safety for residents that border the river trails, no camping signs, keeping dogs on leashes!
- Keep new buildings out of sight when on river or river paths
- Also more restaurants and children oriented things to do.
- Restaurants, shops, housing
- Restaurants and related commercial on the river
- Restaurants/coffee shops with outdoor seating, small retail shops
- Town homes, condos, restaurants, brewpubs. :)
- More Development! Condos. Multi-use buildings, Restaurants, shops. Too small of a percentage of people enjoy this area...because there is nothing there.
- Public Wi-Fi areas around key stopping points/parks; improved parking with safety priority; more special events; open access to Willamette from Springfield (e.g. better connection to Island Park from downtown or main streets)
- habitat for wildlife, remove the levee; clean out the concrete debris piles/car bodies
- We really need more disc golf courses in Eugene. maybe in the greenway. there are impacts, but they are acceptable. I need more information before supporting many of the proposals for boating, etc. canoeing=yes, motorboats=no
- Improve wildlife habitat reduce hard surfaces replace with soft when practical
- None the above, you took away some of best local waterfowling areas.
- Less manmade and more natural features even manmade converted to look more natural!/trash receptacles-recycling
- Better enforcement of leash laws in existing parks along the river

- More trash cans!
- Access for swimming (How come you have a survey about water and swimming is not on the list?)
- Viewing platforms, safe swimming spots!
- More quality wildlife habitat.
- Eugene and Springfield share the Whilamut Natural Area, one of the few parks dedicated to passive recreation which is located in the heart of an urban area. Citizens are very fortunate to have this great public amenity to enjoy, and a planning committee (which crafted the park's master plan) of citizens to provide oversight for the park's 237 acres.
- RETAIL!! People get thirsty & hungry walking. Activate the public spaces with kiosks or small restaurants overlooking the water so we can have an espresso & brioche after a run or a glass of lemonade to watch the sun set. Public spaces are much more successful when food is provided. There could be an RFP for a local business to operate the facility, to avoid the *chainstoreification* that most Eugeneians abhor.
- Work out stations (like Amazon & 24th), destination interpretative attractions (like the existing solar system plus big fountain court area, salmon watching area, Eugene running legacies, etc)
- Natural areas
- Bike lanes
- We look down on the river from our house thus see it every day. It needs safe swimming holes.
- Drinking water - fountains
- Bicycle parking
- Food/drink kiosks
- Running potable water (a fountain or spigot), preferably co-located with restroom facilities
- Convert present EWEB industrial "wasteland" to attractive park and people place, with picnic and play facilities and a restaurant
- Places on the river where you can't see civilization
- Nature over development
- Lots of bike access and paths
- Enclosed dog park
- I am very disappointed at the propensity to want to develop and add structures to Greenway natural areas. I want more and better quality natural areas, not developed parks (and I don't see them as very compatible, despite claims often made to that effect). The soccer fields at Maury Jacobs destroyed the habitat for quail and other ground nesting birds, etc. Humans need places to experience nature in the City. Wildlife need improved and expanded riparian natural areas for migration and survival. And we need to take more seriously the value of trees and unpaved and healthy natural areas and the environmental services these provide. These services are critical for the survival of our planet.
- Lighting
- We need signage spelling out the basics for all users of the path. Walk right. Pass left. Keep you dog on leash. It's basic, but it's dangerous out there the way it is. It would also help to add a line down the middle of the path to keep people from walking more than two abreast.
- Turn any industrial use into housing, dining, parks, or natural space.
- NON-motorized boating
- Wild habitat preserved and restored--rip up unused asphalt!!!!
- Restaurants
- Coffee shops with covered outdoor areas for enjoying the space when it is rainy, cold season
- Just maintain existing facilities the way they are please!
- Interest in paths is partly upgrade of current paths, some of which are badly worn out.
- DO NOT wish to see motorized (especially jet boat) facilities
- Restaurants
- Whitewater skills on the river? The liability issues are massive. Attracting people to a venue in the middle of the river is asking for trouble.
- Extend the trails through Springfield
- Wouldn't want anything more without proper law enforcement/security measures heightened. I see a lot of crime that happens on or near the path every time I'm on it.
- Designated walk path set apart from wheel users
- Doggie poop bags

- Additional restaurants or mixed-use development. Reconnect downtown Eugene or Glenwood with the river.
- I know there is a BMX track, but there needs to be a dirt jump park for adults and kids - skate park too!
- There is so much open space in Island Park that could be put to use for a number of recreational activities.
- Dirt jumps, biking trails
- Alarm boxes similar to UO's for use in cases of individual assault, or a regular patrol system
- Please don't allow motorized boats on the river!
- Bike skills area: pump track, log rides, teeter-totter, cross country loop
- I think we have enough development along the river, I would like to see more protection for riparian and river habitat.
- Water cleanliness information/awareness/monitoring
- Lights
- Dirt jumps *freeride* skill zone for bikes
- Do not want motorized boats on river
- More people are crowding around more signs creating very serious safety issues!! We need pull-offs to get them out of the way. We need a new design for those situations.
- Better signage for out-of-town visitors
- Water-play access. Riverfront sites to access the water for swimming and wading that are 1) safe: free from needles, human waste, and goose poop. More spaces where it is safe to bring a family to cool off in the summer instead of driving to the mountain streams
- Plant and animal identification 'kiosks' or message boards- "sorry for poor spelling!"
- restaurant, eating opportunities like McMennamins/North Bank
- I think everything is fine, we don't need changes or additions
- More water fountains
- More lights
- Restrooms open year round, currently they are closed during the winter
- More Talking Stones, refurbish planets
- It would be great to have some easy-moderate mountain bike trails put in!
- Bike Paths, not paths that are really narrow that are crowded with pedestrians and cyclists
- Increased security--shady people often populate the river area
- Buffer from freeway and VRC parking, make use of VRC parking lot as eatery, mix of urban/natural settings

7. How important do you feel the following activities are for maintaining and improving wildlife habitat along the Willamette River over the long-term?

Answer Options	Very important	Somewhat important	Not important	Response Count
Enhance habitat on existing public lands (control invasive species, plant native species)	354	85	8	447
Improve in-stream and side channel habitat for native aquatic species (salmon, trout, and Western pond turtle)	359	74	12	445
Acquire additional land or conservation easements for long-term preservation	307	100	33	440
Enhance habitat by providing assistance or incentives to private property owners	266	146	30	442
			<i>answered question</i>	451
			<i>skipped question</i>	6

8. What improvements or additions to the existing network of paths and trails would you recommend in the Eugene-Springfield area if any? This could include repair of existing paths and trail, constructing new paths and trails, safety improvements, and support facilities:

- Connections to Armitage Park, Coburg, Junction City, Mt. Pisgah, and Springfield
- Improve access for all - especially in the sensitive habitat area, so that people can learn about how to protect sensitive species. Keeping people away from these areas keeps them from learning how to protect. Enjoy, learn, understand, and protect should be the theme!
- Safe restrooms
- Extend trails to McKenzie River confluence. Provide more opportunities to connect existing/future bike paths to the river. Provide more benches to allow folks to get off their bikes or feet and just hang-out.
- Bridge over Delta Hwy. Doggie bag dispensers. Dog drinking fountains. More benches. I see occasional near-collisions involving bicyclists going too fast through congested areas.
- Develop a Whitewater Park along the canal or at the weir
- River path connections in Glenwood and Springfield, path expansion in high traffic areas (Maurie Jacobs, Skinner Butte), LIGHTING, LIGHTING, LIGHTING, bike path patrols, future plans north of Eugene, gravel extraction site reclamation
- (As mentioned previously) I am more interested in improving existing paths than building new paths. There are really rough spots on the concrete paths between the UO Footbridge and EWEB. Lighting could definitely be improved. (I used to live in Springfield and commuted by entirely on the bike path at nights on my way home from working at REI)
- Maybe more trash/recycling receptacles to avoid broken glass on the pavement, as I have gotten more flat tires on that path than anywhere else in town. Improved signage and mile markers, or a big area map to see the layout of trails.
- (As mentioned previously) I am more interested in improving existing paths than building new paths. There are really rough spots on the concrete paths between the UO Footbridge and EWEB. Lighting could definitely be improved. (I used to live in Springfield and commuted by entirely on the bike path at nights on my way home from working at REI) Maybe more trash/recycling receptacles to avoid broken glass on the pavement, as I have gotten more flat tires on that path than anywhere else in town. Improved signage and mile markers, or a big area map to see the layout of trails.
- More connections (signed, separate non-motorized vehicular paths ideally) to surrounding neighborhoods. Better connections on the south side of the Willamette River between Eugene, Glenwood, Springfield. Connections over to Pisgah, up to Whitely and Hileman, across the McKenzie to Armitage. More loop options. More benches.
- signage and interpretative areas discussing water quality issues, riparian restoration, wildlife, etc. - Restroom facilities, water fountains.
- Habitat restoration. Soft path for jogging.
- More opportunity to actually engage the rivers edge with paths or access points for pedestrians. The current paths run along the path but don't let you get down to the water very often.
- The bike/waling paths need to be continuous and well marked, particularly through the Santa Clara neighborhood. Parks and river access points need to be connected to the path system.
- I'd like to see bike paths along the river that go from Springfield all the way to Oregon City
- I would like to see a retail area along the river
- Widen the older trails, because usage has increased since they were installed
- Remove (or replace) the ugly, view-obstructing railing on the North bank multi-use path. It ruins the view of the river while using the path.
- Additional pedestrian bridge between Valley River Center and Owosso Bridge.
- Keep extending the bike/walking/running trails. Keep developing wildlife habitat. Keep any residential/retail space away from the immediate river front.
- We need a multiple-stakeholder public visioning process to avoid development of a suburban-style research park (with a master plan approved in 1988) on the University-owned property east of EWEB on the south bank of the river.
- Repairing and maintenance of existing paths and trails; educational signage; support facilities; public safety

- Stop building roads and stop allowing roads to be built within our park system, no highway bridge widening, ruins park atrociously!
- There's the parcel that used to be owned by PeaceHealth on Goodpasture. it would be a great park, but I think it may be developed. Seems like that's a poor use given the large investment by the city and Corps in the Delta Ponds. Could it be acquired for open space or a park?
- Trails should be soft surface. There needs to be access to the river that will not break down banks and vegetation. No camping restrictions should be enforced.
- A White water skills and play park would be a big draw for folks coming to the Eugene area to boat. We have world class whitewater within two to three hours of this area in all directions, providing a whitewater skills area on the Willamette would make Eugene the central location for that.
- Address the larger problem, and make a significant investment in homelessness in our community instead of looking the other way and letting this type of thing occur in our natural areas.
- Safety improvements - the trail system is overgrown with invasion species that allow people to live and loiter in the shadows.
- Better access to carp fishing areas.
- more bark mulch paths (longer loops)
- Maintenance of existing trails including litter pick-up and public safety.
- Emergency call boxes along paths for safety use
- Much increased Safety and Police patrol of the bicycle paths day and night, maybe use civilian and volunteer if possible, camera monitoring for some areas
- Remove trash and discarded drug abuse paraphernalia often found in some bushy areas
- Aggressively stop camping in the riverside area and use of drugs and alcohol in this area
- Provide secure (monitored?) bicycle parking at certain areas along the trails to facilitate bicycle visits on weekends and to events and please-anything else you can think of to stop theft and vandalism of parked bicycles would be appreciated!
- Possible commercial vendors near or on trail offering water, snacks etc to facilitate recreational use, maybe carts or kiosk type sales?
- Facilitate viable connection of the riverside bicycle trail system with bike paths in town to promote bicycle commuting.
- The network of paths is really incredible and very unique for any city, especially a metro area the size of Eugene/Springfield. Rather than spend resources on new trails, we should maintain the trails we have and improve the areas around existing trails- remove blackberries, English Ivy, Japanese knotweed, etc...
- More lighting for night-time bike riding.
- All of the above, safety is an issue. How to address that?
- We need better bike paths and bike lanes that are somewhat separated from car traffic. We should use the Dutch model for bike lanes. These type of bike lanes are much safer and will stimulate biking among kids and teenagers
- Need connection between Island Park and Dorris Ranch
- A developed whitewater park or skills area, separate paved paths for bikes vs. people
- It is valuable to allow some human interface with the river, but it's also easy to overdo it.
- A connecting path from the end of the trail near Springfield to Mt. Pisgah. Franklin Blvd. is very dangerous and difficult to navigate when trying to make the connection.
- Safety Improvements would rank highly - there are many places that single walkers and joggers (especially women) could be at risk
- South Bank East to Springfield
- Whitewater park
- Networks are only as good as their weakest arc. Work on bike lanes on all of the north-south running bicycle lanes. Dedicate a pedestrian/bike only avenue where the Applegate trail wound through Eugene
- Connectivity to residential and commercial areas
- Keep that solar system maintained!
- In terms of river trails, the removal of the weir above I-5 would be on top of my list. While doing that placing a whitewater skills park similar to Reno or Glenwood Springs.
- For land trails, there should be the creation of a corridor, similar to the Springwater Corridor in Portland, from Island Park to Clearwater Park. In addition, the construction of a bridge to connect the corridor to Buford Recreation Area would be amazing!

- Less development along the river - such as the new Federal courthouse, EWEB & North Bank eateries - and more to conserve natural values & landscapes, including wildlife corridors between the river & neighborhood parks (i.e., Monroe).
- I am very supportive of Willamalane's plans to extend a ped/bike path easterly from Dorris Ranch, and would like to see an eventual ped/bike connection across the river to the Buford Recreation Area.
- Path connection so that there's more access to different places by bike, wheelchair, etc. I would love to see a path from Springfield to LCC
- Better lighting at night, public restrooms, kayaking play areas
- How about keeping homeless people from sleeping in the river corridor? They trash the place so others have to clean up after them AND make the community feel less safe while using the area! So working with other groups in the community to give them other options and enforcement to make it so they do not trash the area would be great!
- Bike Path on River north of beltline
- Complete the path from Clear Water to Dorris ranch.
- Connect that path, over the river, to Buford.
- It would be great to have paths that span from Jasper Park through Springfield and Eugene all along the river
- Just Maintenance
- I don't have any complaints about the bike paths that I've been riding on
- Stop illegal camping
- Whitewater 'Park'
- Bike/Pedestrian bridge from Springfield to Glenwood
- Separation of bicycle and foot traffic. All season drinking fountains.
- Extend the network of trails and paths to connect more open space
- Connect from clear water to Eugene paths
- Widen existing paths. Improve lighting
- Maintain existing
- Better connection on south side of river between U of O campus and Springfield
- Keep it natural, don't spend any more money, except on removal of trash from natural areas, which needs to be done more often than just the volunteer effort
- A dog-walk loop separated from other trails so canine lovers and canine dis-likers can have separation. Also separation of bike riders/fast wheelers from walkers. Soft trails are nice for walking, jogging, quiet footsteps; hard trails are good for baby strollers, wheelchairs, nicer shoes, older people, bad weather, wheeled conveyances. Garbage cans, commingled recycling cans, doggie-poop bags, good lighting. Signage that includes maps and distances. Even us locals need to know how things connect, as do visitors.
- The new portion of the bike path, raised above the water on the river's east side, north of VRC, is an excellent addition. It should serve as a model for other potential habitat sharing areas.
- Extend Ridgeline trail system
- Signage on River Road that shows direction to bike path; improve bike access to bike path from River Road; slow traffic on River Road so bikers and pedestrians can cross safely; add signal lights for bikers and peds on River Road
- Removal of blackberries between river and paths
- More bark trails for softer running alongside the existing hard trails
- Eugene's waterfront should be the highlight of this community. We should learn from other communities and create a space with parks, restaurants, and condos knowing that bringing in more people and opening it up will also solve the crime problems.
- Tail on north side of river linking Island park to Alton Baker Park bathroom
- Porta-potty by Owasso bridge
- Bridge from Springfield to Pisgah.
- More lighting (solar powered would be best); repair of some of the hard surface paths
- The bike path system should be extended past Delta Sand & Gravel to connect Santa Clara to the bike system. River Road is not safe for bicyclists and should not be a reasonable route for Santa Clara residents to reach the river bike path system.
- Safer connectivity. A new segment on the southeast end to connect to Springfield, going under I-5.

- All of the above
- Better signage in on-street connection to paths. Sometimes I think I'm getting lost going from path to street to path again....
- Paths should be designed, maintained and constructed to provide for the transportation and recreation needs of all users. This is a critical non-motorized transportation corridor for Eugene/Springfield.
- Lighting on the East Alton Baker continuing to Aspen St Springfield
- Repair bike path along the canoe canal
- The bike paths are beaten up in places, so it might be good to see where there are cracks or potholes in the pavement and fix that.
- recycling, dog poo bags, dog park
- More continuous paths in greenway without having to cross into vehicle traffic areas
- Clearwater Park needs more parking, no camping signs, and police protection
- Delta Ponds Path bridge over the Delta Highway
- keep new buildings out of sight when on river or river paths
- Connection of existing bike paths and greenways from Eugene through Creswell to Row River Bike Path in Cottage Grove. Kill invasive species with big thorns -- and I think you know what I mean.
- Improve bike connection between southeast part of Eugene and the bike path along the river. Also, bike facilities in Glenwood.
- Better connections to the surface streets, safer at night, bathrooms, mile-markers
- repair pavement along bike paths near Alton Baker on Springfield side. Create connecting bike paths from Springfield to this river path area.
- Solar lighting would be great in some areas.
- Cleaning out under shrubs where attackers can hide, but leave enough for beauty. Just the under parts would be cleaned and pruned. Do not remove the shrubs.
- path widening to more safely support bicyclists and walkers/joggers
- Safety improvements and support facilities
- Complete south bank riverfront open space trails and overlook facilities through Glenwood all the way to Mt. Pisgah. Then a north bank facility from Dorris Ranch to Clearwater Park, and perhaps all the way to Jasper Road. Then connect these with one or more pedestrian bridges. No need for active recreation - that would ruin the experience.
- Remove more invasive species from the riverbanks to allow more views of the river from the paths and parks.
- I would like to see some emergency wireless phone stations; benches in shade; better access to popular river 'hangouts' where people now frequently slide down; better all ability river access. Create biking paths that have the ambiance and topography (i.e. rugged) of the old, now walking pathway, in the Wilamut area; incorporate more of the lore of the area (cultural history) as in create a 'tale of two cities'....
- DEVELOP, DEVELOP, DEVELOP!
- Trash clean up
- Clean up garbage along the trails and the river bank
- Upgrades of sections of the bike paths that have been broken apart/damaged by tree roots.
- I'd like to see lighting in more public places where it improves safety, but not in densely wooded areas where it would be a negative impact on wildlife. I also think more facilities (restrooms/water) along the paths would be nice, and an upgrade to the facilities would be nice. Bathrooms with no stall doors are archaic.
- Construct more paved paths to the north. Maintain and repair existing as needed.
- Improved signage with directional way-points and distance. Emergency phones.
- More monitoring of homeless populations using the paths for "hang-outs" I don't mind if they are off the path... but when I run on the path (3-4 times/week), particularly in the early morning or late evening there are several groups of homeless that congregate on the path. Blocking it or making it difficult to pass. It feels very unsafe, but I have never had any problems with comments or issues from the individuals.
- Not very welcoming, do not feel safe, need to have more trails that connect to Springfield and Glenwood on both sides of the river (N/S).
- Remove the BMX facility and return the area to 100% native plants and passive use only, continue to re-vegetate the old landfill area (butterfly meadow area)

- restrooms on East and West Banks, paths extending north of Beltline, additional neighborhood connections on West Bank
- Nothing is needed. No lights. Absolutely NO sports other than those already enjoyed as passive activities.
- I think we have a good trail network. Would be nice to have a better bike path connection between Eugene and Springfield.
- The Willamette-McKenzie corridor could use some access and trails
- Repair/Relocate the path adjacent to EWEB. Extend the path downstream of Beltline. Make a better connection between Eugene and Springfield on the south bank.
- I forgot to say, please connect Mt Pisgah, Wildish, and Clearwater Park to the bike path system in Eugene
- maintain and improve existing resources, but don't increase the density of developed parkland (keep it simple, and natural)
- Maintain current bike path so that folks can commute to work but curtail additional hard surface development!
- relocation of the BMX to the more developed areas of Alton Baker Park
- Better bike/pedestrian connections from Eugene to Springfield along the south side of river through Glenwood. It is too dangerous on Franklin Blvd to bike or walk safely
- While paths are nice to have we really have many already and increasing these would take away from natural feel of the river area as well as decrease wildlife and increase the spread of invasive species. Increasing lights and other "improvements" would do the same thing. I could see increasing the butterfly meadow and continuing to remove invasive species while putting in more natives.
- There needs to be a good river trail system on each side of the river from downtown Eugene to Downtown Springfield. Good wide bike. Pedestrian paths. I mean wide. Like 20 feet. Wide enough for 2 walkers being passed on each side by 2 pairs of bikers going each way. The path needs a good strong connection to the water.
- The trees and bushes need to be trimmed, old branches cut, etc....in the winter months you can see the river, but in the summer time it is just too bushy to even see the river at different points. This would add a lot to the appearance and be more beautiful. The area between the two bridges, - Owasso and the River Valley Bridge needs help. Let's make it beautiful for us and for the tourists. We need to be able to see the river.
- More signs or barriers to keep people from straying off the trail to prevent damage to vegetation and erosion. More garbage cans and recycling containers.
- Better connection between Springfield, Glenwood and Eugene on the south side of the Willamette and more trails north of Beltline
- Perhaps have a camping area with restrooms for the homeless, so they don't despoil areas like the Knickerbocker east area. Have wildlife improvements drive any plans.
- The city of Eugene should buy and protect Patterson Slough, and ensure that the channel running north from the millrace into the Willamette River near the UO physical plant is enhanced and protected from development in the UO Riverfront Research Park.
- Establish a bike pedestrian trail in Glenwood along the river to eventually connect the proposed cantilever bike path (part of I-5 Bridge project) eventually to Mount Pisgah.
- Continuous patrols by law enforcement are needed to improve safety.
- In regard to all paths throughout Eugene, the city needs to begin looking seriously at Class 1, on-street separated lanes for bikes. There are plenty of Class 2 lanes and Class 1 greenways along the river but regular commuters do not want to ride to the river and back just to go from the University to downtown Eugene. 6th and 7th are much too wide and could use a road diet to provide space for an on-street separated bike way, like we've done here in NYC (<http://nyc.gov/html/dot/html/bicyclists/bikenetwork.shtml>). These Class 1 routes can be constructed with permanent barriers or with low cost striping. The point is that bicyclists should not be segregated to the rivers, they should receive urban options that are safe, and if that's to be taken seriously, the discussion should be about improved bike facilities within and on city streets, not just along the rivers.
- Construction of the planned multi-use paths on the south bank in Glenwood
- Continue the riverfront path through Glenwood.
- More work on the McKenzie habitat improvement

- Complete the riverbank path system. Rehabilitate all the paths with rough surfaces and turn them into concrete.
- Perhaps solar lighting on main paths as I have biked through Alton Baker at night and it is dark, dark, dark.
- Major interchanges - perhaps bike roundabouts - and improved route connections to off-river destinations such as at Autzen, Rose Garden, Owosso area, etc. Complete the connections between Eastland Greenway, Island Park, Dorris Ranch, Springfield Downtown/Mill Race, and Clearwater Park. Make multi-use connections (non-vehicle freeways) between downtown transit hubs and UO to the river path a priority.
- Keep existing paths and trails in good repair.
- Extend Willamette River South Bank Path through Glenwood to Seavey Loop Road; Middle-Fork Willamette River Path from Dorris Ranch to Clearwater; Springfield Mill Race path from outlet to inlet.
- If non-native vegetation is removed, or often mowed or cut (blackberries) it is IMPORTANT that similar native species be planted RIGHT AWAY to prevent habitat loss. Springfield brushes and mows too often to not be planting!!! They should learn from Eugene that it is necessary to the Greenway to plant replacement brush and native plants.
- Bike paths to LCC from Springfield and Eugene
- More paths and trails. Wider. Connected from end of Springfield to end of Eugene.
- Swimming holes. Kayak facilities. Get rid of homeless...my husband was attacked last year while running by man with knife.
- Complete the path along the south side of the river between Knickerbocker and Autzen bridges. Glenwood could use a bike path on the south side all the way to the Coast Fork and Buford/Mt. Pisgah. Ah, someday.
- canoeing and river floating
- Pathway along riverfront in Glenwood linking Eugene and Springfield
- Glenwood and Springfield river areas could use more connected hard paths on both sides of the river.
- More lighting in some areas.
- I think safety improvements are important, such as emergency phones or more patrol by officers or security personnel
- Lighting all hard surface paths
- Building hard surface paths on both sides of river where they don't exist now such as in Glenwood.
- Building more soft surface paths that connect to Pre's Trail
- Providing connections to Laurel Hill Valley
- Lighted Paths
- Improved directional signage (both within parks and references to landmarks outside of parks, separate paths for bicyclists and pedestrians, bike parking, enforcement of leash laws)
- Wheelchair access near points of interest
- Better surfaces for biking trails
- More bark trails for running/walking options
- Path re-paving to fix cracks and uneven seams. Improved surroundings east of EWEB (chain-link fence next to trail is ugly).
- A path along the river to Mount Pisgah
- A path along the river up to Portland
- Resurface the path along the canoe canal
- We have two excellent east-west paths, but no decent connection between them. We badly need a north-south connector. (I am aware that there is some set of streets that are supposed to fulfill this purpose, but they don't --- I can't even find them.)
- New path that would go along the river out to Santa Clara
- I would like year-round, 24 hour bathroom facilities with drinking fountains. Signaled crossings in the South Eugene Amazon path on 24th avenue would be great as well.
- Stabilize uneven pavement on bike path just east of EWEB. Adjust power vehicle ban on bike paths to be about noise, speed and behavior, not automatically banning electric, encouraging 'hybrids' (pedal and electric) everywhere.
- As a walker, bicyclists and runners often pass me dangerously close (3 inches or less) without announcing their presence, even when there's more than sufficient space to give me 4 or 5 feet. I've

heard about raised or lowered roadway surfaces used in Europe to designate where to walk or bicycle, but I doubt that even that would prevent people's rudeness.

- Need bike routes throughout city, safe and clearly marked bike areas and paths and lanes
- No motor boats, kayaks yes, surfing yes
- Safety
- Better lighting at night; striping along outer edges of paved paths; more paved paths; more drinking fountains on north side of path
- More off road bicycle/walking trails -- especially north south
- Additional water into the ponds near Valley River Center -- if environmentally appropriate. We used to get a wide variety of ducks there but last few years -- since the work on the ponds, the variety has been greatly decreased.
- Today I saw two large fish stuck in the shallows in the VRC ponds. They will likely die from lack of oxygen and shallow water depth. They are too large for the great blue herons to eat. What a waste.
- Complete West Bank Path segment just south of Owosso Bridge. Also, improve river path under Bellline Bridge and connections to Division Avenue and Santa Clara. I wish that more of the other paths within parks could be soft-surfaced (permeable) instead of paved. These are easier on the knees of runners, and others who have knee or foot problems. They reduce runoff, etc. They are more aesthetically compatible with natural areas.
- Lighting installed along the West Bank Bike Path system for added safety in the evening- perhaps low profile to avoid light pollution in natural areas.
- Extend the bike path NORTH as far as you can- including routing along the riverbank from the Greenway Bridge to Owosso.
- Add signage so people know where they are in relationship to nearby roads and services.
- Add water, restrooms, rest areas in at least one spot for along the 'north loop'
- Lighting, stop signs when path enters residential streets
- Most bike paths are in poor condition as it is, the bike paths are narrow enough when large families walk the paths, there is no courtesy for people passing
- Better support facilities
- Access for swimming if possible
- Dog park with some river access
- I love the undeveloped areas surrounding the riverbank trails, but as a yearlong bike commuter and just for safety's sake, I'd like to see the unlit areas of the paths become lit. It would be nice if the light could be directed at the path and away from the surrounding areas so it wouldn't disturb the wildlife.
- Connect path that currently goes through Copping Street
- Improve access at VRC to river path
- Improve River Road crossings- at Fir, Rasor, Stults, Hillcrest, Howard, etc. to get folks on West side of River Road TO THE RIVER!
- Repave path through Alton Baker to be smooth not rocky
- Provide a paved path link to the Science Factory.
- Connect Knickerbocker and Autzen bridges along the river- currently very inadequate connection.
- Continue the south side path into Springfield through Glenwood to Island Park including a multi-use bridge next to Main Street Bridge and then all the way up to Dorris Ranch and then following coast fork out to Pisgah.
- Create a cycle track, path or bike boulevard from the Amazon Path (North/South) AND the Fern Ridge Path (East/West) so that families have options to access the river path from all over the city via traffic calmed streets or paths
- I strongly recommend surface improvements to the paved/concrete path. Several areas are bumpy that require, for instance, white outlines during the Eugene Marathon, particularly the south bank between EWEB and U of O. These should be permanently fixed, similar to the north bank trail improvement between north bank restaurant and Gateway.
- Also, I strongly recommend additional lighting be installed on north and south bank paths between U of O and the DeFazio bridge. This is a heavily used corridor that should have lighting for the mutual safety of bicyclists, runners, and walkers (so that can see each other!), as well as lighting to encourage personal safety.
- I very much enjoy the paths for running, but I think a fair assessment of where improvements are badly needed is anywhere the Eugene Marathon course committee decides it needs to white-outline the path to avoid runner missteps.

- I also very much look forward to path improvements (south side) into Glenwood, as well as potential extensions of the path north of Beltline. Keep it up, and you can be sure I'll continue to vote for bond measures for parks and recreation!
- Garbage cans, restrooms, emergency call stations
- Stop spending taxpayer money on it
- Do something about the number of homeless living along the riverbank
- More workarounds so that cyclists/pedestrians don't have to cross large intersections
- Repair of existing paths, better access to paths, increased signage
- I would like to see graffiti removed more quickly. Also, I would like to see the cobwebs dusted off of the pathway lights. The area is lovely now, but these simple items would help.
- Constructing new paths that will link to the main paths along the Willamette.
- On bike/walking/or motorized (moped) police patrols for safety. Segway tours for senior citizens/tourists
- You can't have too many bike paths! It would be great if you never had to get off the river path to ride in the street like you do at Owasso and over in Springfield.
- New hard trails should be compatible with small wheels used by people rollerskating & skateboarding.
- Get rid of the little-traveled asphalt access roads and bike paths. They should be ripped up and replaced with Oregon natives.
- Repair and repaving, lighting, signage
- Go into Springfield further
- Fix cracks in the concrete. Assist local restaurants to open near the river.
- Enhance hard surface path network connectivity
- Create a better/safer/prettier park and path on the south side of the river between the UO Research Riverfront Park and EWEB (across the river from Alton Baker Park). Create a living fence on the north side of the river between Valley River and McMennamin's where the trail and the highway are close together. Promote more restaurants like McMennamin's with outdoor covered seating and city run coffee shops with outdoor fireplaces or greenhouses/conservatories with ways to be in the park-setting relaxing during the colder, rainy season or warming up after a cool walk.
- In the future, I'd love to see a trail extension on the east bank of the Willamette, continuing another 1.5 miles due north of the Beltline. A new bike/pedestrian bridge could then join the new extension with Whitely Landing on the west bank of the Willamette. This would allow cyclists and other trail users in North Eugene & Santa Clara another way over the Willamette which would avoid having to ride down River Road through the traffic and associated congestion and pollution. If there are private property and or easement issues preventing this, and alternative would be to establish a trail from the northern terminus of Delta Highway northwest, once again; with a bike/pedestrian bridge linking to Whitely Landing.
- Better access to river trails from Laurel Hill neighborhood. Speed bumps or some other way to keep the super fast bikers aware and conscientious of pedestrians.
- Hard-surface path on South side of river between Autzen footbridge and Alton Baker Bridge needs work. It does not look great and could use a soft-surface path addition.
- Repair paths.
- Improve navigational signage (street connector signs!!).
- Build paths (extend bike path system farther such as to Santa Clara, Mount Pisgah, add more parallel paths for walkers/joggers in high-density areas as was done in Maurie Jacobs Park)
- Improve connections to other bike pedestrian facilities and nearby streets
- A way to bicycle safely from Eugene all the way to Fern Ridge Lake
- Signage - we often miss turns and destinations while trying to commute
- In-river kayak/raft trail. Add play spot with standing wave in good view from shore (so that others may watch).
- More paths on the Springfield / Glenwood side
- LIGHTING!!!, Emergency call boxes, water fountains, rest rooms
- New path along south bank of Willamette River linking Eugene to Glenwood on the north side of Franklin
- Springfield needs help with their trail systems
- Riparian restoration along the Autzen Canoe Canal due to dog and fishing activities. BMX needs to be limited and relocated as it is a non passive use and conflicts with the Natural Area

- I would like to see more paths with the ultimate goal of connecting to the McKenzie River
- Would like to see more soft paths for jogging/walking – currently there are none near Maurie Jacobs or the East/West Banks
- More of a law enforcement/security presence
- Connecting the Willamette River path with the McKenzie River at Armitage Park on Coburg Road
- Designated walk/jog path/trail apart from wheel users. Signage on path, indicating foot and/or wheel users. Remove 'chip seal' pavement and replace with asphalt. Repair worn segment of path in a timely manner.
- The bike network is already pretty extensive, but it would be nice to have dedicated bike lanes from Eugene to Springfield, to Coburg, to Fern Ridge etc.
- More facilities like restrooms, drinking fountains and as mentioned above, places to deposit dog waste
- Either existing or new trails that have more or better nature/science/environment interpretation facilities, a few more benches and restrooms (even port-a-potties would be an improvement), maybe a stage or two that are smaller and less formal than the Cuthbert, and enticements to have more events along the river. They do this in other cities, and it's a great place for it!
- The whole river path system is superb, but the points where it connects back to city streets can be confusing. The river winds North West, so often when I want to get off the trail I come out at a strange angle to the grid system of Eugene streets. Some kind of signage at exit points, showing on a map where users of the river path system are coming out, would be useful in helping me get my bearings and quickly find the businesses and restaurants that I've used the river path to reach by bike.
- Eliminate the bumpy sections due to tree roots or path deterioration. Add informative signage to alert users to be aware of other forms of path users (i.e. - walkers, runners, cyclists, skaters, strollers, etc) and to be courteous to each other.
- Links to ridgeline trail system; replacement of all asphalt areas to concrete.
- River paths are a little dangerous... I like to bike on it, sometimes going fast, and there's a conflict between bikers and walkers, especially older ones who get upset at you for passing them even if you left them a lot of room
- Build a dirt jump park. There is the BMX track down there but dirt jump parks are totally different and I bet there are more people interested in having a fantastic dirt jump park than there are people wanting to race BMX bikes. It would be easy because there is a huge group who would build that dirt jump park for free. Also having a nice skate-park near a family park would be good. Like a huge deep bowl area for experts and a very easy street area for little kids to start learning on.
- Repair the canoe trail hard surface path between I-5 and Leo Harris parkway. Acquire land and develop new hard surface paths to expand trail system.
- Enhance interface areas between the river and roads/ parking/ businesses
- Safety improvements but what? I know any of this would be expensive....maybe make paths more visible to public travel areas? Have bike patrols?
- None, remove the BMX track and restore the area
- Lighting on the stretch between the Greenway and Owosso bridges would be a major improvement, as some people don't bike with lights at night and it can be hard to see the path even with lights. Between 5th Avenue and the paved path to enter the bike path on Washington Street the bike lane is so broken up there
- Add a bike skills area: pump track, log rides, teeter-totter, cross country loop
- Complete linkages along the south bank trail through Glenwood to the east and from Knickerbocker to Autzen bridges.
- Complete linkage through Springfield to Dorris Ranch.
- Build pedestrian/bike bridge over river to Mt. Pisgah at Dorris Ranch
- Repair bike paths as needed, get easement from Delta Sand and Gravel to extend bike path into Santa Clara, schedule watering later in the night so bicyclers don't get soaked.
- Signage on path to remind people of safe and courteous use of path. More rest rooms.
- More bike paths, add a free ride/dirt jump skills park
- Need a link between river path and Fern Ridge Path - Need more lights on stretches for safe night biking
- Bigger riparian and floodplain buffers

- The area east of EWEB especially could use vast improvement. Chain link fences and berry covered areas are most unsightly
- Repair old paths and construct new paths. Improve safety.
 - The standard path width needs to be wider for safety and increased usage
 - Smooth concrete surfaces
 - Just putting signs next to the paths has become a very big issue. Need a new standard design. This is particularly dangerous where there is a T-intersection. And even more so where there is a slope. The worst case is the north side of the Autzen foot bridge. Remember, young children, older seniors and infrequent users are all trying to navigate these locations; not just athletic users.
 - Better lighting on paths
- Extend the river path farther into Springfield. Join a group to make bike trails from Eugene to Corvallis, Salem and eventually Portland!
- Addition of paths to provide access to the water itself.
- The Fern Ridge bike path ends abruptly by the fairgrounds as it enters Eugene -- we REALLY need that to continue on somehow, perhaps to link up with the bike path on Amazon.
- Put lights on the paths. Make a hard path along the Mill Race and along River in Glenwood. Get the hobos, transients, drug users/dealers out of the area and have bike cops patrol regularly.
- Don't waste money. With that said, improving existing infrastructure is important. Bike trails and all other types of trails and paths are important for people to get reconnected with wild life and nature. These are also important because they specify a single path to be taken which cuts down the many unofficial paths that might be created otherwise, which would in turn destroy nature/wild life.
- Any trail extension would be great, particularly in the Glenwood area. It would be great to have a southern river edge route through Glenwood that connects at Day Island Park and even extend on into Springfield. I think the river trails are a greatly enhance Eugene and I would fully support enhancements to this trail and into other areas.
- Connecting river bike paths to other areas of town, like Amazon path system
- New paths along the Willamette and McKenzie rivers - especially through Glenwood to LCC
- Restrooms, esp. in the Owosso-VRC loop (although we know they do get trashed so often, sadly); offer bark trails in areas where lots of birds occur, so that paths are travelable by foot but not noisy (as is the case with gravel!); resurface paths on south side of river between Owosso and M. Jacobs soccer area to allow for less bumpy surface. We walk there using Nordic Walking poles and that pavement is essentially unusable due to bumpy surface for people needing to use poles.
- Perhaps some additional restrooms and drinking water available at all seasons
- Extend bike paths. Keep restrooms open year-round
- no improvements needed; everything is fine; spend money elsewhere
- Move homeless to another location. This is a safety concern.
- Extending the trails; provide a portion that is lit for night time running and safety. Finish the side walk in Springfield Near D street and the expressway.
- Repairing (smoothing) the Bascom path; installing more water fountains; increasing patrols and enforcement of camping and lose dog laws!
- Would like softer surfaces to run on.
- Smoother paths for rollerblading. More lights for safety on both bark and paved trails. More restrooms near Owasso Bridge and I-5 near D street in Springfield. Better enforcement of lease laws.
- Keep existing restrooms open throughout the year. Add more restrooms in the vicinity of Owasso Bridge and Autzen Stadium Bridge. Where possible add soft running surface adjacent to paved surface.
- Repair rutted bike paths along river and add more lighting, I run during the winter after work and it is very dark in quite a few places.
- I hear there is some desire to increase lighting in the WNA -- this should NOT be done unless nocturnal creatures' needs are taken into consideration
- Increased lighting and other safety precautions
- Do a systematic inventory of needed safety improvements of existing paths. More restrooms, benches, lighting etc for walkers. Too much emphasis on biking on the paths.
- Police safety 911 poles (i.e. on campus at UO), New paths on south bank connecting Autzen footbridge east into Springfield all the way to the Franklin - Main St. Bridge in Springfield.

- Mountain bike trails would be great, there are very few within riding distance of Eugene, and would love to be able to ride to a trail with my wife and enjoy the rivers natural beauty.
- There could be nodes along the trail where art or food vendors could set up around a small picnic plaza.
- I would like to see widening of pedestrian/biking paths. As of now many spots are really narrow. Also, on the south side of the river, I would like to see a better connection around there near the hotels on Franklin.
- More playgrounds like River Play
- Lighted pathways at night
- Trails accessible to and challenging for mountain bikers
- More soft-surface paths for walking and jogging, more dog waste disposal stations, additional restrooms and water fountains, and additional (and enhanced) access points for swimming and wading.
- Extend the river bank trail northward to Junction City, or, at least, to Thistledown Farm north of Santa Clara. This whole segment of the Eugene area, north of Beltline and west of the River (where I live) has very limited bike path access. Build it and they will come.
- Enjoy the bike paths, bridges and places for family and recreation opportunities. the Cuthbert is also a great showcase for Eugene
- Dirt jumps
- Better lighting along the bicycle paths (specifically the section of path just west of Autzen Footbridge along the north side of the river). Improve the bumpy bike path areas.
- Existing bicycle path in some areas need some repair
- Be sure lighting is sufficient for safety and evening access

9. What topic areas do you feel should be given the highest priority in the coming years along the Willamette River corridor in the Eugene-Springfield area?

Answer Options	Top priority	Second priority	Third priority	Response Count
Wildlife habitat (enhancement and protection)	226	75	42	343
Paths and trails (for recreation and transportation)	119	156	68	343
Boating facilities (river access, loop options, whitewater skills area)	42	30	79	151
General park facilities (picnic shelters, restrooms, signage)	23	92	137	252
Visual quality	35	77	81	193
Other	7	4	9	20
answered question				453
skipped question				4

10. Are there any additional comments you feel would be helpful to this planning effort?

- Place very high priority to preservation and conservation of habitat. It is increasingly valuable and a human right to have access to clean water for humans, plants and animal species. Further degradation of the Willamette River should be prevented at all costs!! THANK YOU!
- Habitat restoration efforts need to be carried on in such a way that is complementary, not hostile, to low-impact recreation. Example: protecting habitat does not preclude bike safety lighting along I-5.
- I'm assuming this is a look at the entire river, but maybe it isn't. Otherwise there should have been some way of discussing the urban amenities of the river (housing, retail, etc), especially through downtown.

- Place very high priority to preservation and conservation of habitat. It is increasingly valuable and a human right to have access to clean water for humans, plants and animal species. Further degradation of the Willamette River should be prevented at all costs!! THANK YOU!
- Partnerships with government agencies for natural riparian restoration along the river. Highlight water quality: treatment, pollution prevention, control structures, impacts of use, etc.
- I think that the public servants who work on these types of projects are not given enough credit! Thank you and good job!
- The river should remain accessible to all citizens of Eugene. It would not be a good use of this space to put a large office type building and parking lots along our river. This would not create more wildlife habitat nor good human habitat. It could be a beautiful park and open space with community spaces and some buildings if it encouraged more open use and enjoyment.
- Just by being here, the human population highly impacts the river and all of its tributaries along this upper Willamette corridor. While the open space plan needs to provide people with access in, along, and near the river, it also needs to directly mitigate the impacts from people. On-going education and public information is essential, including: impacts on water and wildlife from everyday activities, information and incentives to reduce these impacts, and enhancement of wildlife and native plant communities along the river and tributaries. Wherever possible, give the highest priority to protecting the quality of the river ecosystem, measuring the impacts that affect the various natural systems, and providing incentives for the public to protect the remaining river headwater qualities.
- "In every deliberation, we must consider the impact on the seventh generation... even if it requires having skin as thick as the bark of a pine." —Great Law of the Iroquois
- I would like to see a retail area along the river
- Our river paths and trails are a huge benefit to our quality of life in this area.
- Wayfinding signage (for surface street connections) would be very useful for those who use the river corridor as a transportation connector. It's hard to know what streets & destinations are nearby.
- Very difficult to tell if this survey was referring to just the Eugene/Springfield portion of the Willamette River or the Willamette River as a whole. My answers would be very different depending on what was intended as a geographic area.
- As much as I feel that it is important to maintain the wildlife habitat and generally wild nature of the river, I would also very much like to see downtown connect to the river in very specific locations. There is value in having people be able to enjoy the public gathering places such as restaurants, cafes, etc. while enjoying the natural splendor of this wonderfully verdant arterial. The EWEB Master Plan should carefully consider the best way to transport people from both the downtown and University areas, while providing a program for those businesses that benefit from the proximity of the river to help protect it.
- To help drum-up community interest and support, more news & media to educate, create and share the vision for the corridor. I pay attention due to living in other communities that facilitated better community use of the water-ways (Puget Sound, rivers) and I would love to see the committee be more visible and share the vision for an exciting future for this part of the region. How many people are aware there is a committee working on a vision and plan? More attention needs to be brought to this topic and engage the community.
- Leave the parks alone, don't develop them, thanks.
- Riparian protection has to be a number one priority, hand in hand with habitat protection and restoration. The Willamette River can be and should be the Gem of the City.
- Top areas for investment for me would include providing spaces for people to access the water (i.e. "beach" access) to allow people to literally immerse themselves in the Willamette. Also salmon and wildlife habitat enhancements and the removal of invasives and reintroduction of native species. Also, please work within the Parks to stop blowing leaves over the banks and creating dead zones where only blackberries thrive. Thank you.
- Thanks for the Web 2.0 presence
- Thanks for asking!
- I believe that safety on the paths and riverside area is the first major priority. Other topic areas will follow more easily once this is addressed.
- In addition to conservation, providing some urban type facilities, plaza cafes, farmers markets.
- The "other" category in "9" above would include more opportunities for an occasional restaurant, brew pub, wine shop.
- We need "urban" destination points, such as a restaurant in the old steam plant.

- The river must have an opportunity to meander to refresh its functional habitat.
- Constrained containment results in channel downcutting and dropping water table, loss of full ecosystem function.
- The point and non-point source of pollutants which are introduced from urban and rural developments are real hazards to long term river health.
- Thanks for all your efforts!
- Whitewater park!
- I truly enjoy what we have now, I just feel we should continue to enhance and protect it so that wildlife habitat is not degraded and that the recreation opportunities are not lost through an increasing concern for public safety. Ideally it should be a corridor where man and nature can co-mingle without detriment to each other.
- Water Quality in the river and in the Canoe Canal are important too
- Concentrate on the Briarcliff Lane to Razor Avenue portion of the greenway. This is being planned for densification and development. Bio-diversity should be a planning criteria so this does not happen. Eventually all great communities are judged by future generation by what they preserved. Float a bond levy to purchase this section (Briarcliff-Razor) to expand the open space.
- Remove visual barriers from rivers edge. (Black Berries)
- Paths & trails are needed for low-impact recreation only - not "transportation" if that implies vehicular or motorized access.
- In the second "topic area" of question 9 above, my vote is "for recreation and non-motorized transportation"; I do not favor bringing additional motor vehicle traffic into the Willamette River corridor.
- I believe that some bike paths/areas need to be lighted, others don't. I love riding at night through the part of Alton Baker Park that is not lit; I have done it for more than 15 years up to midnight. I stay on the wide road where I have a good field of vision – I am a female and have never had a problem with anyone else. I often turn off my bike light when going over the high prairie just west of the Knickerbocker Bridge where the path is straight just to be in the dark with urban area lights in the distance. I'm sure the animals like the dark too, including the frogs that sing in the vernal pools in the winter months. I think it's important for habitat, light pollution, and diversity of experience that those paths in the natural area remain natural which means no lights.
- I sometimes ride on MLK/Centennial or Franklin Blvd so I'm glad there are alternative routes for those who want lights.
- Also, just as there are separate places for non-motorized boats so they do not have to watch for and listen to motorized boats, some paths should be designated as no-bikes - for wheelchairs, pedestrians, etc. No matter how hard one tries to restrict them, there will be bikers who will go to fast and create a hazard and unpleasant experience for other people. My former husband used a wheelchair and was almost hit or run over several times by people on bikes going to fast. I have heard from other people with disabilities that they think bikes present a hazard to them; so there needs to be some places that are safe for people with disabilities to enjoy the Willamette River.
- Water quality is key. If the river dies, so does everything else.
- I look forward to the time when a whitewater park is built here. There are only 4 good whitewater streams/streams within an hour's drive of Eugene, so it would be great if something closer could be created. I would gladly volunteer a lot of time to help plan and/or build whatever could be created. When you want this kind of assistance, just make an announcement on blog at <http://groups.yahoo.com/group/eugenekayaker/>. I expect you will get an enthusiastic response!
- I think the visual quality does take care and will take care of itself when Wildlife habitat, facilities, etc. are taken care of. And as far as I can tell, the park facilities already in place seem to be in pretty good condition right now.
- I wonder what the chances are of getting some fruit-bearing trees planted along the heavily used bike trails? It seems like they could be planted in a way that they wouldn't be making a mess on the bike path. Low-maintenance trees might include: apple, cherries, and fig. Even if you didn't prune them at all, they could provide a nice treat to people walking on the path. Then a small sign could be placed to indicate that there was food there. Maybe this wouldn't be worth the expense of buying the seedlings? Just a thought...
- Empower people to respect the river.
- Get Hexion relocated ASAP! Get the old tires, junk, etc. out of the river!
- Nice job!

- Removing water from the Willamette to feed the artificial channel "mill race" is poor water quality management and should be stopped.
- Go Go Go
- What can citizens do to insure the ecological health of this ecosystem, and what do we need to do to implement such activities and practices that will ensure ecological health.
- Enforce the camping/littering rules. The publicly owned lands are the primary violators of these laws - they continually say "we have no money no enforcement capabilities, etc."
- This is due to the drowning hazard presented by the low head dam. Safety poor because of the low head dam. This could be remedied by placing a feature for people to play in, whitewater park. It could commemorate the dam and preserve historic quality.
- Homeless Encampments are a problem
- Planning always is scary for citizens, as they fear tax dollars being spent on some kind of development. Keep the current natural areas natural and free of trash; if you can do that, you'd be doing better than normally. You want to focus on high level stuff, when the best change would be to have a plan to keep the trash out of the riverside areas on a regular basis.
- I've seen the river enhancement done in Reno that brought a whole new element of whitewater & water enthusiasts (<http://www.visitrenotahoe.com/reno-tahoe/what-to-do/water-adventures/kayak-park/>). Can rent kayaks, tubes for water, and bikes for use along paved river paths that go for miles.
- Austin, Texas has a walking system on gravel around their river that also allows pedestrians to walk next to any bridge on side-mounted walkways that are set a bit below the road, so you don't notice traffic. They also built nesting slots for bats under one bridge. Fun to watch the evening swarming. Maybe we could build a chimney like the one at Eugene's Condon School for swallows?
- We have a beautiful river and should resist the urge to put buildings right on it. Lots of room to build elsewhere---only one river. Greenway/floodway. Water above town is pristine. By Beltline it is slimy! Veterinarians warn against dogs ingesting it. Clean it up!
- I feel that the Willamette River corridor has a good start toward becoming another natural element that makes Eugene a place for the celebration of the "outdoors and the arts", and a "final destination" location for tourists. While I entirely resist the notion of developing a commercial riverfront with shoe stores, expensive housing (any housing) and law offices, restaurants with a river view are an appropriate compromise of commercial and public energy.
- The incorporation of man made hydraulic features along a 200m stretch of river, such as those found in a whitewater park, are especially important at this point in time. The depressed economy highlights the need for green jobs such as those that would be created by such a project. The project would also integrate several environmental, recreational and economic benefits that have been mentioned by several other community members through this forum. It is very likely that if such a facility was built with the aspects of whitewater slalom racing in mind (infrastructure for hanging slalom gates), that a US team trail qualifier for the NW region would be held on the Willamette. Such an event would bring a significant amount of money to the area as witnessed by the US Track and Field team trial event held last year. Beyond this, the revitalization of urban waterways through this method has been well documented in recent years, to the tune of twenty plus whitewater parks in Colorado alone. The project in Golden, Colorado and the subsequent economic impact study is a prime example. An investment of \$200,000 has provided the city with millions in revenue each year since completion. In conclusion, the positive benefits of a whitewater park on the Willamette River in Eugene far outweigh the potential problems. The momentum created by such a project is exactly what this community needs to regain traction and look forward to brighter (and wetter) days ahead.
- Do not put up a bridge from the River Road area to Valley River Center. We do not want more traffic on River Road. We are working to slow it down so neighbors can walk safely in our neighborhood.
- The addition of a whitewater skills area would be a huge boost to Eugene/Springfield!
- A kayak whitewater park would be really nice for the community and a very positive investment for young adults in Eugene. There are not enough activities for kids to do in the rivers in town here and a park would help the youth find positive activities to do in town. These parks also generate a lot of money for the community.
- The City should, in some places, be brought right to the edge of the river to make it an economic opportunity that can then leverage the protection of additional lands for habitat and recreational values. Eugene needs to embrace the river, creating multiple places where the urban-river interface is extremely compelling.

- Eugene's waterfront is mostly wasted with everything from Olham Crane to EWEB's steam plant. We need better parks and thoughtful development that should include restaurants, condos and boutiques. Downtown is a lost cause. Let's invest in making the waterfront the highlight of this community for BOTH business and recreation.
- Allow development by EWEB. It is a beautiful area and should be opened up to allow for every day life by the river.
- Protecting water quality should be the highest priority
- Thank you for helping us maintain and keep our beautiful rivers
- More incentives to private property owners and less government is a better way to "manage" urban tributaries.
- Allow restaurants
- Thanks for your work on this project!
- I appreciate everyone who participates in this process to make our community (people, plants, and animals) a more enjoyable place to be!!!
- Protect the Oregon water ways and lakes
- It would be lovely to have an annual *Riverfest* with a boat "parade" on the river.
- Use available resources to maintain and improve existing assets!
- Thank you!
- There are a lot of people using the Clearwater Park trails with their horses, it is important that either the trails remain soft or that an alternative soft path be provided. These people have been using it for years, specifically the Equestrian Pacific Center and residents along the river. There are a lot of people illegally camping in the area, a lot drug use and poaching of the wildlife (frequent gun use). Police protection will be needed when the path/trail constructed and is opened!
- whitewater skills area will bring visitors to the Eugene/Springfield area from other cities and out of state
- I think visual quality will take care of itself if my other three priorities are taken care of. Perhaps trash facilities. Picnic shelters are nice, but people tend to dump their litter everywhere.
- We need a place in Eugene that draws people. It should be a vibrant and exciting place, not just another or better park. It should provide a mix of uses and have something for people of all ages and abilities.
- Please consider wildlife first. With all of the building and improvements going on, they keep having to move elsewhere. It's sad. They get hit by cars in the road and get shot because they come into neighborhoods to find food and water. Please take care of our animals. Leave them lots of space to live and thrive.
- I like the idea of expanding the trail system, including the new trail system to Clear Water Park and a bridge to Mt. Pisgah. I like the idea of improving the eastern end of Alton Baker Park. I like the idea of having more restaurants and commercial along the river like San Antonio's River Walk
- I think if you allowed small restaurant and coffee shops, and limited retail shops in specific locations along the river, you would get more people using the river corridor and enjoying it.
- Equally Important is infill and redevelopment of the riverfront through Glenwood. Can your open space plan suggest incentives to stimulate private sector involvement in this regard? Should be a no-brainer.
- Develop, build, develop, build, develop, build.....
- I think Springfield should have a sculpture garden in one of our parks
- We should focus on taking good care of what we have before expanding
- We need to keep motorized vehicles- boats and cars out of the natural areas; they pollute the air, water and create noise, ruining the environment
- There is currently a lot of pressure to develop the riverfront area in the center of town. One of the things that makes the stretch of Willamette in Eugene seem so wild is that it is not developed right down to the banks. I would like to see the planning effort directly address this controversial topic, and make specific recommendations on how to preserve this unique character of the riverfront in our city for the future.
- Less there and more natural the better, it is a very unique area, not like other more planned park areas in Eugene, the natural features are the strength, should enhance wildlife habitat
- Absolutely NO playing fields are needed-- nor anything else that disturbs wildlife in the natural areas. These are the only places we can go for a respite from the build environment and are unique in their proximity to our cities. I choose the "no build" option.

- The plan area should include the entire Eugene UGB esp. Santa Clara
- Acquire additional public access (waterfront) along the Willamette/McKenzie confluence up and down stream.
- Improve the quality of habitat along the corridor. Improve the quality of the habitat along the corridor.
- I think clearing invasives is important - and it can increase visibility, which may help decrease the number of homeless people along the river. Just having workers/volunteers in the area may help to deter people from living along the river.
- Please make room for 18 hole disc golf course at possibly at Alton Baker Park
- Always consider a no-build or low impact approach. Just because people want something, it does not mean we need to supply it.
- Create a citizen's river landwatch group and develop a design ordinance that is very restrictive so as to protect the visual & environmental impact of future adjacent development
- Look at the whole river corridor and make non-car transportation routes available out to Mount Pisgah and beyond Delta Shopping center
- Thanks for asking
- I often have visitors and they really enjoy going to the river here and seeing the natural beauty. They are often impressed that it is left to be natural without having to make it into a big garden or so lit up you can't see the bats at sunset. The trails are very accessible even for those in wheel chairs.
- Benches close to the river for people to sit and enjoy the river, maybe platforms
- I found it difficult to rate areas as there are some areas that are nicer than other and some that are plain messed up
- Light pollution is a concern with path lighting
- This community sees itself as environmentally conscious, but most of its residents are not willing or able to pay attention to issues to a sufficient extent to make a difference. The imminent construction of the ORI building in the UO RRP is a good example. This facility is getting through under that radar, in complete contravention to the spirit of the Willamette Greenway, and is a harbinger of even worse to come in an area which should be a model for conservation and honoring of riparian areas, rather than their being compromised by development.
- For General park amenities, I think there are three that are most important: drinking fountains that run all year (anti-freeze fountains exist), bathrooms that are safe and sanitary, and simple signage. Thanks. Good luck!
- Keep it up!
- If additional funds are necessary to accomplish improvements they should NOT be done until basic needs of the cities are met: public safety (Police) funding; pot hole repair; etc.
- Our natural areas are unique and valuable assets to our community. All remaining natural areas should be protected and enhanced for our grandchildren or they might have to enjoy our area on a parking lot. Thanks for the opportunity to provide input from the community!
- There needs to be more camping areas available that are not just accessible by boat. Also there needs to be more information such as maps that shows where camping is permitted.
- Our emphasis should be on the native riparian growth. This is what we come to enjoy and be with. The planning should protect our River's habitat and not just cater to activities. People just enjoy being there walking, biking, running, boating. The quiet should be a goal along the River.
- BALANCE! Give the river space, give the people a place.
- Although lighting is important, it should be understated so that wildlife and vegetation can experience night-time darkness which is essential to the biorhythms.
- The ODOT work in Alton Baker park was poorly planned. They are removing the wide and repaved bike path from use (the main path) and are sending ALL foot and bike traffic onto the Canoe Canal path, which is in very poor condition and is very narrow. They should have been made to fix that path FIRST before closing the nice new Day Island Rd path!!
- Do not force private property owners to participate if they don't wish to.
- I like that some bike paths are lighted, but I like to ride in the darkness through natural areas. I'm sure the animals that live there like being in the dark. It helps light pollution in our area and gives us a more natural place. I feel safe riding and do it often.
- Stop building sports fields (open spaces) for the kids. Too many kids, too many ecologically sterile high-upkeep sports fields. Build them better schools instead. Get Springfield involved, even though they will need to be dragged to the table.

- The Willamette should be protected on both sides. Freeways along the river are bad. Easy access should be available to the public for light use recreation. Water quality needs to be monitored. Fishing spots should be accessible. Swimming holes are important. Vagrants along the railroad tracks can be dangerous.
- Would love to see the Emerald Canal flowing steadily from the Willamette Millrace to charge and freshen up Amazon Creek. Seems like DeFazio tried to get federal funding for that in the past.
- Nice work with the survey...
- We already have a riverfront that is highly accessible through Eugene, and partially so through the remainder of the metro area. More restaurants and developed plazas with outdoor facilities would bring a closer connection to the riverfront.
- General park facilities seem good to me. Motorized boating shouldn't be a priority, there is Fern Ridge and other waterways nearby for boating. It's too noisy. Retail could be closer to the river paths though, i.e. in the parking lot of Valley River Mall. It needs to be close enough to the bike path to attract foot and bike traffic, like McMenamins and Valley River Inn do.
- It would be great to have more places where people can eat and drink (i.e. commercial establishments) that are in view of the river. EWEB, Glenwood, and VRC seem like great opportunities for this.
- Thanks for asking
- Multi-useful. Put in a softball diamond. Maintain the grassy areas and don't let them revert to "natural" weeds. Kid friendly. Public garden space. No motorized stuff on land or water.
- Bicycling for Transportation is paramount for my family. We use it everyday and it serves us well, but always need more connections to streets, and especially good biking streets. We would really like to see a big investment in a mountain bike park under the I-5 Bridge between Eugene and Glenwood. This would be such a great tourist attraction and bring (keep) a lot of \$\$ local.
- The transients need to be kept out or no one will feel safe on the paths.
- I often feel I can't use the restroom facilities in the Rose Garden or the john close to the Greenway Bridge because of rough looking characters hanging around.
- I'd like to see some businesses taking better advantage of the traffic flowing through this corridor. Perhaps an incentive program of some kind to get businesses to locate along the path at places?
- Nature over development
- No, but thanks for asking.
- Less parking lots, more bike and walking access
- NO motor boats - no loud motor recreation
- Keep up the good work!
- Signs reminding folks to stay out of the protected areas and reminding folks about keeping to the right when on the paths would be welcome.
- I am not only "not interested", but horrified, at the idea of golf or play areas or playing fields or motorized boating along the river. I also don't like the idea of restaurants and commercial ventures too close to the river. Let's find ways to help people appreciate the value of healthy natural areas and simply being in nature. I truly believe that we all need this deeper connection to nature if humanity is to survive on our planet. The low key recreation activities currently available along our river front are just right for the setting--walking, running, biking, picnicking, fishing off the bridges or banks, nature appreciation, kayaking, etc. What is needed most is to return more of the existing groomed and mowed areas to native riparian and prairie habitat, for the important environmental services these provide.
- What can be done to reclaim some of the acres of concrete at Valley River Center?
- Also, it is sad to see how torn up the banks of the river are near Marist HS. Can the High School sponsor a restoration project there, educating their students in the process?
- Lastly, what can be done to recognize and protect the areas near the river that are relatively quiet and free of roadway noise and also intrusive lighting? Let's work to keep traffic and light impacts out of these areas.
- Thank you - the river path system is incredible, and there is so much more that could be done to enhance this area
- Educate walkers and riders that path is for multiple use and should be shared respectfully by all. Keep dogs on short leashes, and walk or ride single file so that path can be shared by all.
- Keep it wild. We have a great mix of developed and undeveloped areas. Try to preserve the undeveloped areas and keep any new construction as far away from these areas as possible. For

instance, I'd hate to see the "vacant" land next to EWEB get developed. It's one of only a couple of places that I see pheasant along the river. Also, make any added infrastructure (such as signage) as minimally intrusive visually as possible.

- Maurie Jacobs Park needs paths that are wheelchair accessible. Signage on River Road to point out the parks and bike access ways to the Willamette and signage on the bike path to indicate which street one will emerge on to River Road would be much appreciated by many people. Thank you for asking the community for input.
- Keep up the good work!
- Run off the drug dealers and homeless who camp in the parks. Make it a felony with jail time so they take it seriously. I'm sick of seeing homeless people making trash-camps.
- RiverPlay is great. It would be nice to have something like that near Alton-Baker.
- Think long-term! Create facilities with biking and walking in mind. Cars have claimed enough of the river environment already!
- I feel fortunate to have the extensive trail/path system along the river that we do and want to see continued money and effort put toward preservation and expansion. Thank you!
- Maybe widen the bike paths in the park areas a bit more so people can get by those baby strollers.
- I'm glad to see this survey being conducted. I bike commute 18 miles per workday and intend to reside in Eugene for the rest of my life. I'm currently working at UO and am working part time toward a Masters in Public Administration, with a concentration in Environmental Planning. If there's any way I can be kept in the loop as to the results of this survey and how the results are used I'd be very interested and most appreciative. Thanks for your consideration.
- Especially down by the I-5 area there are often large groups of men who are loud and obviously very drunk. As a woman, I don't feel very secure when I encounter this.
- One of my favorite things about Eugene is the Willamette River area including parks and bike/running paths!
- Habitat is important, but land acquisition is extremely expensive, so more cost-effective alternatives should be explored. Habitat should look at the entire river corridor, both within the metro area as well as beyond, so that efforts can be balanced. Use as an urban park, which has finally started to occur in major ways in Skinner Butte Park, Maurie Jacobs Park, and EWEB Plaza should be extended into other areas. The transportation system (bike paths) should be repaired and extended.
- Thanks for the survey!
- DO NOT wish to see motorized (especially jet boat) facilities
- A bicycle ONLY path/lane
- The millrace outfall channel leading from the UO physical plant to the Willamette should be protected and enhanced. It is a very valuable wildlife corridor and could be better designed to accept high water from the river. It is an amenity which ought to be incorporated as an object of pride in the UO RRP.
- Thanks for asking
- Greater development setback are needed and the light intrusion from North Bank Restaurant. Signage for connections to the River bank path are need to better connect to the river.
- The soccer field in the Maurie Jacobs area gets a lot of use, and not just for soccer. Because it is such an open area I see a lot of people using it for ball playing and Frisbee, kite and model airplane flying, as well as team training. We should preserve the large field on the West Bank (milepost .25 to .5) for the future when Eugene will need another soccer field. Additionally, the existing soccer field does not have a restroom and the soccer players now relieve themselves in the bushes to the west of it. A water fountain would be helpful and maybe reduce the amount of bottled water they bring to drink.
- More of a law enforcement/security presence.
- Again, connecting the Willamette River path with the McKenzie River at Armitage Park on Coburg Road.
- Although there is some differentiation, the corridor seems a bit homogeneous to me. It might benefit from a greater degree of design differentiation based on the activity that a section of the corridor will most likely be used for. For example, nature/environment focused sections, event sections, sports sections, restaurant sections, art, underdeveloped, etc. And regarding this survey, next time you might want to define the area that the survey is about. My idea of what comprises the Willamette River corridor might include more or less than the area this survey was meant to address. But thanks for asking!

- Contact the Eugene Freeriders for dirt jump park help. Contact the <http://www.skateeugene.org/> for skatepark stuff.
- Please support the interests of kids in our community. It keeps them from getting into other things.
- While improving the wildlife habitat and visual quality of the open spaces are important, I would like to see money spent on things that people can actually do as a recreational activity.
- As a avid mountain biker I would like to see a dirt jump park or a skills/freeride park for bikes
- Thanks!
- More dining opportunities along the river would also be welcome. Keep up the good work!
- I think safety should be a priority. I would utilize the Willamette River corridor regularly if I felt safer jogging alone on it. It is poorly lit and there are many blind spots.
- Having more restaurants and things to do as a family along the river would be helpful.
- I'd hate to see the lovely, still-somewhat-natural corridor become paved over and the site of more businesses for "tourists" who will not want to come to another Hard Rock Cafe. I've seen San Antonio and it is not pretty!
- Please consider adding riparian habitat along the river by replacing some of the unused or lightly-used turf grass with native riparian tree and shrub species.
- The riverfront - right next to the water - feels very unsafe where there is water access in Eugene. Most sites are surrounded with dog waste, human waste and hypodermic needles or goose poop. This prevents me and my family from using the river for recreation during the summer.
- Restrooms are always much appreciated.
- Paths and trails should obviously not be developed without the highest regard for wildlife habitat and some general support structures. So wildlife and trails priorities asked in above should go hand-in-hand.
- This planning effort should be open and seek multiple perspectives re- the river and adjacent area; for example, this survey is oriented/geared toward the responses you want to receive (habitat, paths, parks, boating), while many of us see greater opportunity for a mixture of uses that includes places to live, work, dine, etc.
- Am interested in being part of any community-wide team to help with planning ideas.
- I think it is important to have on-going funding for control of invasive species and replanting of native plants for the greatest natural diversity of plants and wildlife. We have a great scenic corridor so let's be sure it stays healthy. It is also important to discourage homeless camping which degrades the habitat and can pose safety issues for many people.
- No improvements please, everything is great.
- Organize and promote activities along watershed/river aimed at multiple demographic groups to continue to encourage people to visit the river and learn how to take care of this resource.
- Safety patrol of the paths for runners walkers, bicyclist and other people enjoying the pathways, the amount of homeless people living by the river seems to have dramatically increased and they generally make me feel unsafe.
- We have some great bike paths, but they are getting worn out and rutted by tree roots in several areas, repairs should be done before someone get seriously hurt.
- Several reaches of the Willamette are already overbuilt. Efforts to ensure any future developments are set back would be valuable (especially at EWEB and UO Riverfront Research Park). Similarly, opportunities to purchase/take back/restore areas already built up should be sought (i.e. VRC parking lot, EWEB riverfront area, planting in front of McMenemy's, Sweetwaters, etc.). I think the river is an incredible asset and we should preserve its natural resource values and enhance its aesthetic values. There are many improvements that could be made to improve the experience of the river from the perspective of boaters, floaters who now must look at unnatural buildings in several sections.
- Please DO NOT expand boating opportunities on the river. If people want to fish, they are better off going to the ocean or the Columbia. I think the beauty of the river is at stake when we have more boats on it. Especially boats steered by people who are reckless and inconsiderate, which I have found to be a problem.
- Public access to a variety of recreational options along the rivers is essential to building public support for maintaining the river corridors for the public benefit.
- Ensure areas are well maintained and designed in a manner that does not encourage transient "camping." Provide/enhance places (like the beach area) where families can get closer to or in the water in a safe environment (slow water flow and visible area away from heavy transient use).
- Thanks for asking!