

Work group to develop plan for river

"The Tribe as the largest private land owner ought to take the lead" emphasized attorney Dennis Karnopp at a July 19 Tribal Council meeting discussing the future of the Deschutes River.

With this in mind Tribal Council approved a plan to form a special tribal work group to develop a proposed management plan for the entire lower Deschutes River.

An ad hoc committee composed of Larry Calica, Mike Clements and Dennis Karnopp met previously to discuss ways in which the Tribe could effectively deal with the growing pressures and abuse on the Deschutes River. The committee's concern also dealt with ensuring the protection of the Deschutes River as a resource while recognizing the political, social and economic issues involved.

The committee's suggestion to Tribal Council was the formation of a special work



Spilyay Tymoo photo by Shewczyk

group with representatives from various committees and departments within the tribe to work on the plan.

The proposed management plan on which they will work must, according to the ad hoc committee, "take into account the special circumstances with regard to each segment of the river and the various interest and user groups involved. The

plan for each section may be different but "we can't manage just part of it," Karnopp explained.

Speaking for the committee Karnopp suggested that once the plan is developed and approved by Tribal Council a meeting could be arranged with Governor Atiyeh "to seek his support and endorsement prior to approaching any of the state agencies."

Suggestions for the special work group include Delbert Frank representing the Fish and Wildlife Committee, Larry Calica representing the Water Board, Gene Greene representing the Natural Resources Department, Mike Clements representing the Planning Department, Merrit Youngdeer representing the BIA and Dennis Karnopp representing the tribal attorneys. Other resources will also be recruited.

Tribal Council approved the nomination of Larry Calica as chairman of the special work group.

...Deschutes River's continued use

Survey aimed at better management of Deschutes River

As part of the Oregon scenic river system, the Deschutes River is receiving increased use and along with it, increased concern.

With more boaters using the river, steps have been taken to manage the river including better camping facilities, the issuance of boater passes and education for boaters. Money from the river pass system is returned to the river in the form of maintenance.

Because boaters are an important source of information, a survey was conducted in the winter of 1982 with three purposes in mind: to identify river use characteristics and behavior of boaters; to determine potential user conflicts from the perception of boaters, and; to determine support for management options from the standpoint of boaters.

Approximately 557 responses were returned in the through-the-mail survey. Much information about the river's use was obtained.

It was found that 56 percent of the boaters reside in counties comprising the Portland metropolitan area; 12 percent live in the Willamette Valley counties; three percent reside in counties near the Deschutes itself; 17 percent of the boaters are from out of state, while; 13 percent are from Washington.

The average age of the boater is 36.44 years, the youngest sampled being eight years old, the oldest 74.

The marital status includes 66 percent married, one percent widowed, 33 percent unmarried. Sixty six percent of the boaters have children.

Over half of the boaters (53 percent) are college graduates with equally high occupation levels. Seventy nine percent of the boaters report incomes of \$20 thousand a year and over.

Thirty-two percent of the boaters belong to clubs or organizations emphasizing environmental preservation.

Boating experience ranged from one year to over 31 years. The overall average number of boating experience years

claimed by the respondents was 7.14 years.

The excitement of running the rapids was the main purpose 55 percent of the boaters used the river. Twenty three percent placed fishing as the main reason for boating the Deschutes River with 14 percent citing peace and calm of boating and 7 percent having all the reasons mentioned.

The type of boat used on the Deschutes varied. Seventy-six percent used a raft, 23 percent used a drift boat, 14 percent a jet sled, 11 percent an inflatable kayak and seven percent a canoe or hard kayak. Many used more than one type of boat during boating season.

Commercial outfitters were over-represented in the sample, it is felt. The average greatest party size for the commercial outfitter was 15.07 persons, with 4.614 boats. The non-commercial boater had 10.61 people in their greatest party size with 3.94 boats.

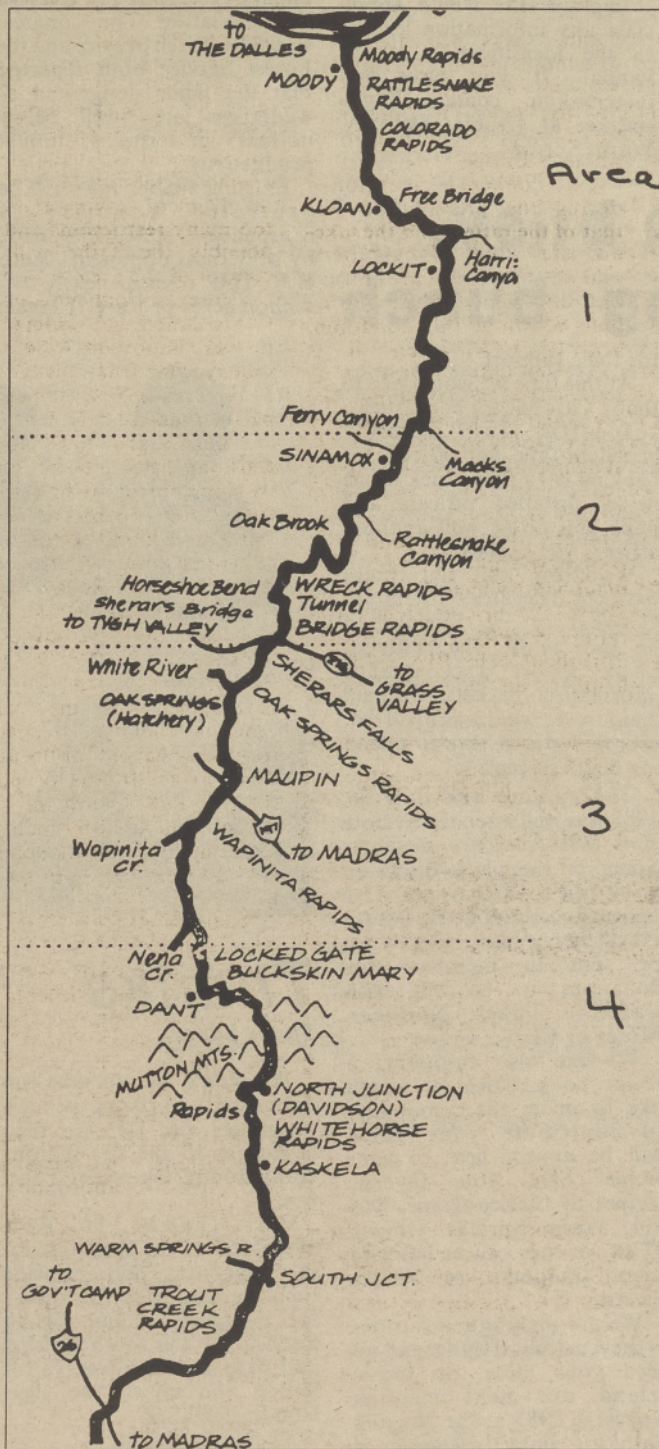
As far as future boating plans five percent of the boaters probably won't boat the Deschutes in 1983; 60 percent will boat about as much; 30 percent will boat more; five percent will boat less.

Based on the 1982 survey, it is estimated that 12,438 individuals spending 7.3 days on the Deschutes results in 91,313 user days.

The months with greatest use of the Deschutes are June, July, August and September. Fifty-four percent of the season occurs in July and August. Saturday and Sunday receive over 58 percent of the use during the week.

The greatest percentage of users (74 percent) use the Deschutes River between Buckskin Mary and Sherar's Falls. Sixty percent use the Deschutes from the Rainbow Market to Buckskin Mary. From below Sherar's Bridge and Mack's Canyon, 38 percent use the river. Thirty-three percent of the river users utilize the Deschutes from Terry Canyon to the Columbia River.

The reasons boaters used the river were ranked in



importance with the following priorities: Viewing scenery and wildlife, peace and solitude, running rapids, getting

together with friends, good weather, riverside camping, getting away from other people, quality of steelhead or

salmon fishing, Deschutes is close to home, quality of trout fishing, hiking along the bank, power boats are permitted, couldn't get a permit on another river.

Rating their trips down the Deschutes River boaters were generally positive. No one rated their trip as bad. One percent did rate it as poor, nine percent as fair, 43 percent as good, 47 percent as excellent.

Boaters were asked to rank 25 potential problems relating to their Deschutes River trips. Ranked in order of importance the first ten problems cited include: Too many floating the river; too few garbage cans; litter and garbage along the river; too few campsites; not enough toilet facilities; number of people at campsites; not enough toilets at put in and take out sites; people on the river inconsiderate; number of commercial outfitters on the river; power boats were disruptive. Certain concerns were stronger at different areas of the river.

In managing the Deschutes River a number of issues stand out. Sixty-three percent of the boaters agree powerboats should be limited. Fifty-three percent agree that the number of commercial outfitters should be limited. Fifty-two percent feel the size of boating parties should be limited. Forty six percent want power boats prohibited. There were boaters who were neutral on these points and some who disagreed entirely. Nearly half of the boaters agreed that changes should be made in current management policy.

The final area of inquiry in the survey asked where user pass revenues should be spent. The highest priority went to litter and garbage cleanup followed by more education of river users, more toilet facilities, more campsites developed, riverbank protection (livestock fencing, vegetation) greater enforcement of river rules and develop more parking at put in and take out points.