

**Rogue River Access and Management Plan
Technical Advisory Committee
November 15, 2012 Meeting Minutes**

Participants: MariAnn Koloszar (Oregon State Marine Board), Janine Belleque (Oregon State Marine Board), Russ Stauff (Oregon State Department of Fish and Wildlife), Steve Lambert (Jackson County Parks), John Vial (Jackson County Parks and Roads), Trish Lindaman (BLM), Roger Allemand (Oregon Department of Transportation), Richard Phillips (Rogue Flyfishers), Molly Morison (The Nature Conservancy), Susan Rosebrough (National Park Service)

Steve Lambert and Susan Rosebrough gave a PowerPoint presentation on the goals of the project, timeline, survey results, draft opportunities and constraints and draft alternatives. Following the presentation, the group reviewed the alternatives and discussed the strengths, additions needed, and concerns. The following comments were captured.

Reach 1: Givan Ranch to TouVelle State Park

Strengths/ Preferred Actions/Additions

- Trails at Givan and connectivity of public properties
- Day-use park/parking
- Signs
- Fishing/angling walk-in access
- Additional Need: Motorized Launch at bridge near TouVelle
- Boat-in day-use site at the south end of Givan (this is being used now)
- Sanitation
- Explore Oregon Department of Fish and Wildlife land across from Givan for potential boat access

Concerns

- Boat access at Givan doesn't seem needed
- May need easement to connect Denman and Givan
- TouVelle is a difficult launch for power boats
- Strainers

Reach 2: TouVelle State Park to Gold Ray Natural Area

Strengths/Preferred Actions/Additions

- Boat slide at Gold Ray
- Gold Ray has less crime than Fishers Ferry
- Creating a trail connecting to Salmon Bar
- Need for property boundary markers at Gold Ray outlining the Jackson County Parks and Oregon Department of Fish and Wildlife Properties
- Interpretation and Education
- Kendal Bar would be great as a day-use boat in site
- Outfitters can help maintain Kendal Bar
- Need to have sanitation facilities (potential to have self-composting, floating toilet, seasonal)

Concerns

- John Day Road is narrow and only has room for one in places. Some drift boats are using the site now.

Reach 3: Gold Ray Natural Area to Gold Nugget Waysides

Strengths/Preferred Actions/Additions

- Plan to explain dredging regulations and recommend full enforcement of the regulations
- Nugget Falls good example of where management presence resulted in cleaning up the river access site
- Signs at Fishers Ferry have helped
- Keep Fishers Ferry. Fishers Ferry is a very important site.
- Even small improvements at Fishers Ferry would result in huge benefits (widen the ramp by 5 feet, change gravel material to a material that gets more traction)
- Fishers Ferry is a take-out for anglers who boat class I/II. It is used as a put-in for rafters and a put-in/take-out for motors.
- Possibly encourage Fishers Ferry as a put-in and Gold Ray as a take-out
- What site development requirements would exist for Fisher's Ferry?
- Support the Rogue River Greenway
- Keep ODOT property/Doughton Falls in public ownership
- Doughton Falls is a great site (swim, fish, boat, surf waves) and the group supports improvements here

Concerns

- Enforcement of dredging and high banking downstream of Fisher's Ferry
- Access for enforcement of mining/dredging an issue with rapids down below Fishers Ferry
- 10% of the dredgers are causing problems (sometimes 4-5 boats wide, spilling oil in the river, high banking on land)
- Improvements are needed at Fishers Ferry, but topography makes site development very difficult.
- Gold Ray rapid is not classified and it is not listed in the Rogue Water Trail Guide.

Action Items

- Planning team to meet and incorporate, review comments and revise alternatives, and develop a preferred alternative.
- There is confusion and frustration around mining/dredging regulations and enforcement. This plan can encourage enforcement and share information on regulations. The dredging concerns include high banking that is occurring on lands and dredging in the river. To get a better understanding of the current regulations and enforcement policies, set up a meeting between the Technical Advisory Committee and Department of Ecology, Department of State Lands, and the Oregon State Police. Is there anyone else that we need to invite to get an understanding of high banking and how enforcement is handled on this?
- Fishers Ferry is a really important site. Improvement are needed for this site, but improvements will be difficult due to site conditions.
- Public vehicle access to Hardy Riffle would require permission from the railroad company.
- Trail connectivity between TouVelle State Park, Denman Wildlife Area, and Givan Ranch would help meet the need for trails in the area. Research what is needed for this to occur.
- Explore Oregon Department of Fish and wildlife land across from Givan for potential boat access