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February 7, 2018

To: House Transportation and Development Committee

Re: Support of HB 4099 and 4138

Dear Chair McLain and committee members,

I write in strong support of HB 4099 and 4138. I have been a resident in Butteville, living on the Willamette River for over 40 years. This river is a treasure that deserves the full protection of its natural state as envisioned in the Willamette River Greenway act. Over the decades I have observed two undesired changes: trees and vegetation are cleared for urban style landscaping, and secondly, transformation in pleasure boating. Heavy boat traffic is not new. Water skiing was popular. Many water skiing boats were designed to minimize wakes. What is new are wake making, deep V hull designs with the capacity for heavy loads in the stern of these boats.

Nothing in nature makes waves that break against the river shoreline like these boats do. Breaking waves pound against the shore undercutting the bank and causing erosion. I have lost several feet of one section of our bank. When wake boats are active, water turbidity increases dramatically. I tested water quality for Willamette River Keepers monthly for several years at three sites in and near Willamette Mission State Park. Compared to the relatively clear water upstream, the turbidity in our area caused by wake boats is shocking. The water is muddy and opaque near the shoreline.

Other concerns are the effects of these waves slamming against the structure of a dock. The period, or distance between waves makes the dock pitch wildly, making

it difficult to stand up on it (our dock is small). These large waves also are a hazard for inexperienced people in paddle boats.

The height of wake boat waves drives Great Blue Herons out of the area. I haven't seen a Green Heron here in years. It doesn't help that these boats usually have external speakers and commonly are powered to high volumes to overcome engine noise. Boaters seem to be unaware of how sound travels on the water and how obnoxious this is to these birds as well as people on or around the river.

Penalties for operating boats with the expressed purpose of enhancing waves need to be sufficient to limit their activity to large bodies of water where wave activity is an ordinary wind driven phenomena. Secondly, I support further study of erosion on our river to examine factors that contribute to bank loss and its effects on aquatic life.

Sincerely,

Richard Angell