

HB 4138

According to the Oregon State Marine Board (OSMB): *“Boats specifically designed to produce large wakes for wake-surfing and wakeboarding are already present in significant numbers... Given industry research that wake-surfing is continuing to grow in popularity, the number of new boats with integrated wake enhancing devices will continue to grow in the future”*

According to the OSMB: *“Hydrologists estimate that a wake 5 inches high produces limited damage to the shoreline, but a 10-inch wake is 5 times more destructive, a 25-inch wake is 30 times more destructive, and so on”.*



Modern Wake Boats are capable of producing wake/waves >4' in height

“The literature review indicates an unequivocal connection between boat wake energy and shoreline erosion, sediment resuspension and nearshore turbidity” - (STAC Publication 17-002):

- Recreational vessels within 500' of the shoreline can produce waves large enough to result in significant erosion
- Steep banks are the most susceptible – waves undercut the bank foundation which leads to the loss of shoreline



Banks Undercut from Wake/Wave Action – Upper Willamette Greenway

According to a Water Sports Industry Association Study (WSIA): **“Wakeboard and wake-surf wakes/waves dissipate more slowly in deep water (greater than 15ft). Operating at least 250ft from shore can reduce the effects of deep water wakes”**

- From River Mile 30 to River Mile 50, the Willamette has steep, soft-sediment banks, is 400-600' wide and averages greater than 15' deep



Shoreline Loss – Upper Willamette Greenway

While natural erosion (flooding, wind, river regulation, etc) is certainly to be expected, **Wake-Induced erosion is controllable.** According to Stoel Rives LLC: *“With only minor exceptions, the environmental impacts of recreation activities are mostly unregulated”* within the Willamette Greenway.

Oregon needs improved inter-agency collaboration to protect shoreline within the Greenway – HB 4138 does this