

Watts Remy

From: Poor, Cara <poor@up.edu>
Sent: Thursday, April 25, 2019 1:19 PM
To: SENR Exhibits
Subject: Support for HB 2351

I am writing to support HB2351, authorizing the Oregon State Marine Board to adopt special regulations to protect shoreline in the Willamette River Greenway. I am a licensed Civil Engineer, with a PhD in Water Resources. The Willamette River has highly erosive bed and bank material, and heavy boat traffic (particularly larger boats) can create significant erosion. I have studied the erosion and depositional patterns along the Willamette River for many years, and have observed the extreme erosion caused in some river reaches that experience heavy boat traffic. The magnitude of the waves caused by large boats moving at high speeds cause erosion that would never occur naturally. Natural erosion occurs during the winter months with high flows, not during the summer when erosion from boats commonly occurs. Erosion from boats can cause damage to docks, river banks can fail, and fisheries can be impacted. If the State of Oregon truly wants to protect the shoreline along the Willamette River, the Oregon State Marine Board needs to consider the erosion caused by boats and the impacts of their rulemaking.

All sources of erosion need to be considered when making decisions to protect the shoreline. If one source (heavy boat traffic) is not considered, then the problem will not be solved. Adult and juvenile salmon, sturgeon, osprey, blue herons, bald eagles, and other wildlife depend on the Willamette River Greenway ecosystem. The Willamette River Greenway is a priceless resource for the citizens of Oregon, and should be protected for future generations. If we truly want to protect the Willamette River Greenway, we need to include all agencies who may potentially impact the river.

Best,
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