

June 23, 2020 Portland Planning and Sustainability Meeting

Oral Testifiers

https://www.youtube.com/watch?v=4Ld12avjICY&list=PLfrETCbg3gsjbN6XeJJe_CS1tIRcX87k-&index=15&t=10047s

First Name	Last Name	City	Zip/Postal Code
Judy	Todd	Portland	97232
JEFF	DOOD	PORTLAND	97239
Mo	Dindral	Portland	97233
Matt	Radich	Portland	97219
Ryan	Whitney	Portland	97225
Trevor	Graves	Portland	97214
Raj	Savara	Portland	97267
John	Clinton	Milwaukie	97267
Jennifer	McElravey	Portland	97229
Martina	Highwolf	Portland	97239
Robin	Cody	Portland	97202
John	Hall	Portland	97219
Lori	Silverman	Portland	97239
Travis	Williams	Portland	97214
David	Yasnoff	Portland	97239
Dustin	Miller	Happy valley	97086
Mindy	Pesicek	Portland	97213
Kaspar	Murer	Portland	97219
Lindsay	McQuaid	Portland	97213
Holly	Sedgwick	Beaverton	97078
Daniel	Rohlf	Portland	97219
Cindy	Hickman	Portland	97221
daniel	hobson	Portland	97239
shane	rice	portland	97224
Kalle	Crafton	Portland	97210
lawrence	gleeson	portland	97209
Bonnie	Losick	Portland	97239-4741
Ryan	Hashagen	Portland	97228
Willie	Levenson	Portland	P7205
Miel	Corbett	Portland	97212
Thomas	Orth	Beaverton	97007
Paige	Stoyer	Portland	97229
James	Hilsenteger	Portland	97202
H. Palmer	Kellum, Jr	Portland	97267
Renee	Morgan	Portland	97202
Aaron	Smith	Portland	97202
Robert	Sallinger	Portland	97210
Jordan	Bice	Portland	97205
Emily	O'Brien	Portland	97212
Micah	Meskel	Portland	97210
Norberto	Glozzi	Portland	97211

Peggy	Hennessy	Portland	97202
Jenny	Haase	Milwaukie	97267
Nancy	Butler	PORTLAND	97206
Graham	Taylor	Portland	97229
steve	bunnage	Portland	97239

Michael McGale

#164912 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been paddling on the river most days of the week for several years. The situation with motorized boats has become progressively more unsafe within the last 3 years. Wake boats come dangerously close to the dragonboats leaving the paddlers in a frenzy to regain control of the boat. These wake boats are a serious threat to non-motorized boats on the river. They speed through disregarding safety clearances and posted no wake zones leaving paddlers in a panic to avoid being capsized. The boats appear and speed off so rapidly they may be unaware of the trauma they incite with their reckless behavior. It appears that the City has been reluctant to monitor the situation very closely and their indifference has contributed to a dangerous situation. I am hoping moving forward, any plan would consider the experience of those who recognize the river amazing vital resource and the need to make it safe for everyone to enjoy.

Testimony is presented without formatting.

sandra visse

#164911 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in favor of limiting the speed on the Willamette River around Willamette Park. I am a Kayaker and feel that there need to be some zones that are protected by speed limits of motorized boats. There are so many recreational kayakers now and they need to be protected from wakes swamping them. While not all motorized boats are careless about their speed those that are create dangers for kayakers.

Testimony is presented without formatting.

Celeste Gaiera

#164910 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support putting in a no wake zone on the Willamette River.

Testimony is presented without formatting.

Berkeley Barnett

#164909 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm petitioning to expand the no-wake zone so that ALL people can enjoy the river AND that those that wish to use jet skis, wake boats and other wave generating machinery do it at a further distance up or down the river, away from everyone else

Testimony is presented without formatting.

Jeff Putterman

#164908 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Greetings! I am an avid paddler on the Willamette River. I have worked as a kayak and SUP instructor, and have earned advanced paddling and coaching certifications with both the ACA and the BCU. I am also a past president of the Oregon Ocean Paddling Society and a longtime volunteer with the Willamette Riverkeeper. I submit this testimony with all due respect to the fact that people enjoy the river in a variety of ways, and no one can claim exclusive entitlement. That said it seems clear and obvious that certain activities infringe on the rights of others and also endanger both people and property. Wave surfing and water skiing, particularly along narrow stretches of the river often dominate the water , create risk for others, and hazard for peoples' property. Additionally their music is at levels that far exceed any norm for public space. So to be brief and to the point, I strongly urge that steps be taken to limit these craft from the more populous portions of the Willamette River, and I trust that a sensible solution can be found. Respectfully, Jeff Putterman

Testimony is presented without formatting.

Chris Campbell

#164907 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We need a no wake zone on the Willamette River. It protects people who have been utilizing this river for decades. Help reduce the pollution of this beautiful area and bring a healthy aspect back to the people who live there with a river they can enjoy.

Testimony is presented without formatting.

Donald Fuchs

#164906 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To the commission: I am a land owner and boating enthusiast along the Willamette River and have lived here for nearly 8 years. During this time I have observed the size and weight of ski boats increase significantly, new technology that is designed to create very large wakes and the advent of the sport of Wake surfing as well as growth in the number of wakeboarder along the Willamette. I am an active water sport enthusiast and enjoy wake surfing, paddle boarding, kayaking and fishing myself. I want to share my observations and experience with the advent of these larger wakes--wakes that are ocean like in their force and velocity as they hit other river users and ultimately the soft shoreline. These wakes are damaging to docks and create significant erosion along the shoreline. This river ecosystem was never designed to incur horizontal wakes of this size, which destroys the banks and the habitat for young fish and aquatic life. These wakes are also very disruptive and sometimes dangerous for other river users such as fishermen, paddle boarders and kayakers whose boats can capsize when a large wave comes at them at a time in which they are unprepared. Please protect the Willamette River and its users by prohibiting wake surfing and/or wake boats that are heavier than 3500 pounds. These boats can be redirected to a more appropriate body of water for these activities such as the Columbia River. Thank you for your attention and concern and please do your part to protect our environment, the beautiful river that is slowly being destroyed as well as balancing the rights of property owners and other users of the river.

Testimony is presented without formatting.

Kathleen Casson

#164905 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you for considering testimony on the no wake zone. I'd like to support the complete area as a no wake zone. This is important to prevent erosion that adversely affects fish and wildlife. In addition, I steer a dragon boat and swamping by these wakes is hazardous and has happened to many of us. We have about 60-100 seniors on the water 3 times a week year round. Thank you,
Kathy Casson

Testimony is presented without formatting.

Todd Lowles

#164904 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm for a larger no wake zone on the Willamette. As motor boat traffic continues to increase we need a safe place for non-motorized recreation.

Testimony is presented without formatting.

Conrad Johnson

#164903 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This is to provide testimony as to the harmful effects of wake boats and other watercraft creating excessively strong wake. I have lived at Macadam Bay for 13 years. My house has incurred considerable damage due to the effects of high waves including - deck boards springing and having to be re-attached, roof repairs due to dislocation of joins, worn main electric service costing \$5K and many other negative effects. Kayakers, paddle boarders, swimmers, canoers and many others suffer the effects. Make this area a slow boating/no wake zone.

Testimony is presented without formatting.

Rod Garritson

#164902 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Sirs, I am writing to address the increasing wave/wake problem on the Willamette River floating home areas. In the last few years the destructive wake activity from boaters in this area have become unnerving. For some of us older floating home residents it is a hazard when your home and docks start "riding" out the surf created by these boats. It has cause damage to our docks and floatation on our homes for which we have no way to pursue those responsible for the damage, causing rising costs in repairs. I have seen kayakers , SUP board users , canoes and other small boats tipped over by these wakes and swimmers caught off guard. I am surprised no one has been injured or has died, I am sure it is just a matter of time. It may not be all drivers of this type of high speed/high wake producing boats, but it does seem that there are parties that seem not to care or have respect for anyone else on the water. They in fact seem to delight is causing the disruption caused, By the time the wake hits, the guilty are gone. A no wake zone and or more policing would be greatly appreciated.

Testimony is presented without formatting.

Barbara Hampson

#164901 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have paddled five years on a dragon boat team for Club Wasabi, on the east bank adjacent to OMSI. Last year one of our boats was capsized by a wake, fairly near the shore by a wake boat. That was fortunate for our visually impaired paddlers who made it safely to shore. In another incident the same year another of our boats lost its steer into the water. That time the pilot of a wake boat first idled alongside, taunting the paddlers with "stroke! stroke!" before suddenly accelerating, full throttle, causing our steer to lose his balance and fall in. This left the fast moving dragon boat dangerously untended until it could be stopped and steer was pulled in....it was fortunate he was not drowned or injured!! This tends to happen between the Ross Island Bridge and the Hawthorne Bridge. Most wake boats are respectful, I will add, as are the jetboats. We always attempt to gather the boat-identifying info after an incident but it's very difficult to do that, while recovering from a wake. Please don't let a potential fatality be the deciding impetus to slow the wake boats. Please.

Testimony is presented without formatting.

Peter Wilcox

#164900 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in strong support of the expansion of the no wake zone south of the Sellwood Bridge as far as the Waverly CC. This a heavily populated urban area with floating homes, private and public docks, and many, many small and human powered vessels including fishing boats, canoes, kayaks, and SUP's. This area is not safe for the large wakes and rapid accelerations of the powerful, and intentionally large wakes produced by wakeboard boats at their rapid operating speeds. Furthermore, the washing machine like effect of these boats doing their tight turns and circles causes damage to floating homes and docks, public and private. The wakeboard boats are only safe is less populated areas of the river. Look around the NW and urban areas in the country as a whole, and you will see that most have gotten it right: keeping active wakeboarding out of the populous, heavily developed urban areas of their rivers. Thank you.

Testimony is presented without formatting.

Heidi Meister

#164899 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you for the opportunity to let you know how much I support THE EXPANSION OF THE COMMISSION'S RECOMMENDED SLOW-NO-WAKE ZONE TO CONTINUE FROM SOUTH OF THE SELLWOOD BRIDGE UP TO WAVERLY COUNTRY CLUB! Please help us to avoid what has happened on the Upper Willamette where wake boats circle in wake only areas to create a "washing machine effect" with their turns and circles that break decks and knock residents off their feet, as well as dangerously disrupt kayakers, rowers, canoers, SUP's and fishing boats, etc. I am an avid river recreator -- but the recklessness of some have made this unsafe for myself, my child, and many in our community. Respectfully Heidi Meister

Testimony is presented without formatting.

Dana Park

#164898 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am very concerned about the safety of people on the river. I do believe that our waterways should be a shared resource and that we need to find a way to accommodate high speed, fun activities with the safety of people on the water. Unfortunately, these high speed fun activities has an over-sized impact on every other non-motorized activity on the water. It isn't exactly a case of "equal access" to the river when one category of activities puts the safety and well-being of people (including hundreds of middle school and high school students) at risk. My teenage daughter is out on the river, rowing, almost every day. She has had some **very** close calls, of seeing reckless speeding boaters blast by her boat with no concern to her safety or possibly not comprehending that a wake follows them. What will it take to put safety first? I worry it will be the serious injury or death of a young person to make people take this seriously.

Testimony is presented without formatting.

Keara Mazzetta

#164897 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I strongly support a Slow/No Wake Zone between the Steel Bridge and Elk Rock Island. My daughter rows with Portland's "Rose City Rowing" community rowing program. Kayakers, rowing programs, paddleboarders, and people fishing should feel safe on the river in designated areas without having to constantly battle huge wakes from motorboats. Thank you.

Testimony is presented without formatting.

Bill Symes

#164896 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

My wife and I live in a floating home on the Holgate Channel, designated as a “no wake zone” by the Oregon Marine Board in 2011. Nevertheless, our house and floats are incessantly pummeled by an onslaught of bone-rattling powerboat wakes. I am also a sailor, rower, paddler, and power-boater and over the past 35 years have witnessed the evolution of this stretch of the river from a peaceful, safe playground for kids and wildlife into a mini Bermuda Triangle. I’ve personally been swamped, capsized, and nearly run over on more occasions than I can count. The reason for this is threefold: 1. The increased congestion of all types of watercraft and recreational activity on the South Reach of the Willamette River during the summer months, 2. The growing popularity of sport boats designed to generate Banzai Pipeline size wakes, and 3. The rude and irresponsible behavior of some powerboat operators who either don’t know or don’t care about marine rules or common courtesy. There’s nothing to be done about item #1. Portland is growing and more people want to be on the river. We should welcome them. But items 2 and 3 need to be addressed before we ruin the river for everybody, users and residents alike. It makes no sense to allow wake boarders, and other powerboats that travel at high speed and/or create large wakes, to run wild on a constrained body of water ringed with houseboats and marinas and heavily traveled by small, non-motorized craft. It is endangering people and damaging property and shoreline. It needs to stop. Concurrently, we need to hold reckless boaters accountable. The state already has laws that, if observed, would partially alleviate the problem (i.e., no wake within 200’ of a boat ramp, marina or moorage, etc.) but they are not observed and not enforced. We require boaters to have Boaters Cards, which exposes them to a modicum of education. It makes no difference. In order to restore safety and sanity to the urbanized stretches of the Willamette River, we need to establish clear rules that limit the impact of damaging wakes, whether they be speed limits, a no wake zone, or restrictions on discordant activities. Even more importantly, we must enforce these rules. Reckless boaters are not deterred by rules; they need to see that there are consequences for bad behavior. We sincerely hope that the policy makers responsible for planning the future of the South Reach section of the river will acknowledge this problem, give it the scrutiny it deserves, and provide the support we need to restore a culture of safety and respect for people and property on the Willamette River. Thank you for your consideration.

Testimony is presented without formatting.

Chris Farrington

#164895 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been rowing on the Willamette River since 1994. I've wanted to enjoy the river more often in my single scull, but the high-powered huge-wake motorboats are making it extremely dangerous. Even in a larger, more stable team boats, the conditions are still hazardous. I've enjoyed watching my city become easier for bike users. It has cut down on traffic, pollution, and noise. Portland's inhabitants are more easily able to get out and enjoy the natural wonder of their city. I hope the commission can bring that same level of consideration to the water ways. It's a marvelous gift for kayakers, canoers, rowers, sailors, people who want to fish, and anyone else who is willing to keep a low wake.

Testimony is presented without formatting.

Tanya Haddad

#164894 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please consider incorporating the Spokane St launch location into the Sellwood Riverfront Master planning, as it is a popular launch location for human-powered vessels such as kayaks and paddle boards, despite not officially being recognized as such, and despite providing no modern improvements for this purpose. Please continue to recognize and support non-motorized recreation such as the above, as well as sailing, rowing, and paddling in the section of the river from Oaks Park in the south, to the Old Spaghetti Factory at the north end. This is the section of river where wind speeds and river width supports the setting of recreational courses for these activities, and that **could not** be replicated in other parts of the South Reach planning area.

Testimony is presented without formatting.

Joe Harsany

#164893 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support the no wake zone. I am a tow boat user and utilize this section of river. Closure of this area will force all boat users to use Souther portions of the river and will cause overcrowding.

Testimony is presented without formatting.

Larry Totzke

#164892 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Commissioners: I would like to testify on behalf of the creation of a non-wake zone on the Willamette River in the area of downtown Portland. As an avid dragon boater I have experienced first-hand the dangers that water craft created for the purposes of producing wakes can have on dragon boats, rowing sculls, paddle boards, kayaks, etc. Last summer I witnessed a dragon boat being capsized by such a craft. Fortunately all of the paddlers escaped without harm. Our human powered craft often cannot overcome the wakes produced by such powered water craft, yet we have a right to safe access to the river, especially near where our boats are docked near Tom McCall Park. Your favorable consideration to this matter will be greatly appreciated by the 180-plus seniors who paddle with our well known and respected club.

Testimony is presented without formatting.

Michelle Croft

#164891 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

It seems like the same thing with the bicyclists, they are getting more advantages every year. I grew up here in Oregon and enjoy all outdoor adventures, but when special groups seem to feel they have precedence over others and want to change the way things are to fit their needs it just doesn't feel like Oregon. There are so many areas to kayak, canoe , fish in the local area why do you feel the need to cut off this area? I believe doing so will just push more boaters down south which has already been unfairly regulated by a few people with wealth that don't like the motorized boats. I frequent that area beings I have friends who live on the Willamette and know that typically motorized boats come out on the weekends in the sunny months after around 10:00 am to around 5:00 pm. People who live on the river know that this area is for all to enjoy and when you segregate it you just create more problems. Pushing the issue away to another area.

Testimony is presented without formatting.

Jessica John

#164890 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thank you for the opportunity to provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. I fully support establishing a No Wake Zone from the Steel Bridge to Elk Rock Island. I am a floating home owner at Macadam Bay and see the detrimental effects of boat wake on the river and our community. - Large wakes from tow boats and cabin cruisers damage and erode the sensitive shoreline upstream and behind my home. - Fish, birds, sensitive plant life and other wildlife habitat are disrupted by the churning and increased turbidity, damaging the riparian zones and causing the shoreline to lose its structure in places. - Strong waves breaking against the shore accelerate sedimentation along the channel. Increased sedimentation means that my and my neighbors' homes ground during low water months, causing significant damage to our homes and the dock infrastructure. - The channel behind my home is also a thoroughfare throughout the year for smelt, migratory birds, and other young wildlife. Increased wake action is disruptive and damaging to these sensitive ecosystems. - Ecosystem disruption also makes these areas susceptible to non-native species (like carp, blackberry, and rodents) that threaten and push out native fish, plant, animal, and microbiological organisms. - At low tide and during the summer, the increased sediment decreases water flow. This causes the back channel to become unpassable and stagnant. It increases the development of algae and insects, and decreases the presence of fish who rely upon clean running water for spawning and safe traverse. - I am an avid swimmer and paddler. The channel is a calm, clean, and safe passage for kayaks, SUPs, canoes, and swimmers, especially for children and novice paddlers. Our safety is threatened when the channel is not passable, forcing people into the main channel, where wake boats create a "washing machine" effect, making the main channel dangerous and unusable during the summer months. Portland has an ecological treasure in the South Reach that is threatened by damaging and irresponsible wake boat traffic. The plan for the South Reach includes increased sailing and swimming access, as well as nature viewpoints, near the Sellwood Bridge. This is only possible if we protect the health of the waterway ecosystem now and into the future. Instituting a No Wake Zone from Elk Rock to the Steel Bridge will help to ensure that this natural habitat is preserved and able to be enjoyed by recreationalists for years to come. Thank you for your consideration. Jessica John

Testimony is presented without formatting.

Susan Reed

#164889 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Kaspar Murer

#164888 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am glad so many people got engaged in the discussion about River Plan/South Reach, and especially the National Marine Manufacturers and Water Sports Industry Associations, and Active Water Sports: You wrote: We should have thoughtful conversations with our local decision-makers and stakeholders. And I say to you: You are well aware. We have been having conversations for the last two years. Your contribution was to send an expensive lobbyist, Mr. Oxley, to torpedo the efforts of the Oregon Legislature, and of the Oregon Marine Board, and shaming the victims. Glad to have a conversation, but it's time for you to bring real safety solutions and actions, to stop the carnage on our river, caused by humongous wakes from the boats that you produce and sell. Safety is the highest priority of The Oregon State Marine Board, along with courtesy and boating etiquette. It says: - You are legally responsible for your wake - Wherever paddlers and rowers are, motorized boat operators need to pay special attention to their speed, wake and proximity impact on others - A day free of conflicts is much more enjoyable for everyone We can not talk for another two years. We need the carnage to stop now!

Testimony is presented without formatting.

David Caslick

#164887 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established between the Hawthorne Bridge and the Waverly Marina. There are ALREADY twelve different NO WAKE ZONES in this short section of river, but they extend only to an antiquated 200 feet. Additionally there are no formal NO WAKE ZONES or markings, to protect the numerous WILDLIFE PROTECTED AREAS (five I believe) and CITY PARKS (four) in the area. Let's just set aside that entire stretch of river as PROTECTED from noise, pollution and destructive wakes. One Continuous well defined zone will make enforcement much easier, as well. As detailed already in the Draft Proposal, establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

The following concept was endorsed by the Oregon State Marine Board at their quarterly meeting held on May 13th, 2020. The Board directed staff to solicit further input on this concept through the Lower Willamette Rule Advisory Committee. Proposed regulatory framework for South Reach Pass-through Zones • Extend Holgate Channel Slow-no wake zone to northern end of the Channel • Create Pass-through Zone from the northernmost tip of Ross Island to the Hawthorne Bridge. (~1.4 miles)* • Create Pass-through Zone from the southern tip of Ross Island to the southernmost moorage in Waverly Marina. (~1.3 miles)* The regulations for the Pass-through Zones are proposed as follows: (a) No person shall operate a motorboat pulling a water skier or towed device in these zones. (b) No person shall operate a personal watercraft in continuous operation above 5 mph in these areas, except to transit directly through the zones.

Testimony is presented without formatting.

Sue Scheppele

#164886 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

YES to the Slow No Wake Zone on the Willamette (Steel Bridge to Elk Rock Island) - I strongly encourage you to create this safe zone. I am a kayaker, and artificial surf waves make it difficult (and in some instances unsafe) to kayak on that stretch of the Willamette. There have been cases of kayakers and paddle boarders being flipped or nearly flipped by those waves. They also damage the shoreline, water quality, and in doing so, impact fish and other aquatic life. Boats that create these large waves just to surf behind should be doing that in another location where they're less likely to cause damage and/or injuries. Thank you for your time and consideration of this issue.

Testimony is presented without formatting.

Sara Meissner

#164885 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boat owner and I DO NOT support this.

Testimony is presented without formatting.

Gordon Noble

#164884 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hi, I'm a member of the Willametteriverkeeper and i've been paddling on the Willamette for 15 years. I Volunteer for clean ups and participate to keep the willamette a place for paddlers to enjoy the natural beauty of this resource that we have. Over the years i've become aware of increased motorized boat traffic and the negative effects that Wake craft in particular. I strongly support Slow Wake zones and would even suggest a NON motor zone on the Ross Island East channel from the Ross Island Bridge to Oaks bottom. There is ample River space north of the Steel Bridge and south of Elk Rock Island for those boats. Thanks for your consideration on this important issue so we can all enjoy this natural resource. Gordon Noble

Testimony is presented without formatting.

Harry McCoy

#164883 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I live on the NW corner of Macadam Bay moorage. We are constantly facing large and disruptive wakes from wake board boats. I do not object to ski boats but wake board boats cause constant problems.

Testimony is presented without formatting.

Jason Williams

#164882 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I believe that if boaters are educated on the damage that wakes can create we would see a reduction. Education is the first step, not banning motorized watercraft.

Testimony is presented without formatting.

Mike Berent

#164881 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not want or support the closing of our waterways. Why don't you give non-motorized boaters/kayaks/sup board users a boat ramp on east side of river to give them access to the Ross Island area (that is already restricted to motorist). Why don't you have the non motorized boaters pay a fee to own a kayak, sup that will support the cost of a non motorized boat launch area. I've been a boat owner since 1992 and I've paid my fees to use our waterways for many years.

Testimony is presented without formatting.

Olivier Rochelois

#164880 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm in full support of expanding the no wake zone on the Willamette to help provide a safe and accommodating environment on the river for the growing number non motorized recreational users. This proposal will help ensure a balanced access of this important shared resource for all Portlanders. thak you for taking my input into consideration

Testimony is presented without formatting.

Ben Rousseau

#164879 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Dear Commissioners: As a kayaker who frequently paddles on the Willamette, I ask for your consideration of the following. 1. Creation of a no-wake zone in Milwaukie Bay. 2. Creation of a low speed passageway for paddlers and swimmers between Milwaukie Bay and downtown Portland. 3. Action taken to reduce the chance of harmful algal blooms in the Ross Island Lagoon. Thank you for your consideration. Ben Rousseau

Testimony is presented without formatting.

Chris Cubbage

#164878 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and do not endorse this proposed plan. This plan does not surprise me in the least. Your work will be done when EVERYONE leaves Portland because it is not sustainable anymore. So SAD. Portland used to be a great city. Oh Wait... If this does go through I have a good name for this part of the river. The PPAZ!! Portland Paddlers Autonomous Zone!! Genius... Chris

Testimony is presented without formatting.

Aaron Smith

#164877 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a long time paddler and rower on the Willamette and I have witnessed countless dangerous situations created by the interactions of power boats, their oversize wakes, and human powered craft. I have personally witnessed and assisted a four person crew of rowers who were swamped and subsequently flipped by a massive wake from a single wake surf boat. These kinds of rowing shells are generally safe and stable, but they just cannot be operating in the same area as massive artificial waves. While many power boaters, particularly fishermen, are kind and enthusiastic and as attentive to the human-powered craft as we are to them, the wake surf and wakeboarding boats appear to operate without any regard to the other river users. They are a disruptive, dangerous craft when being used around small boats and I can only imagine the damage their wakes can cause to the floating homes in the area. The Willamette is a unique and beautiful resource for getting people excited about the city and about water sports. I have taught several new paddlers, some of which had never been in a boat, and the biggest challenge I have faced is keeping new paddlers safe from the wake boats and jet skis. I feel that their presence in the area from the Steele Bridge to Elk Rock is antithetical to the city's goals to reconnect the citizens and the river. A few wake boat's outsize effect on the river means that only they may enjoy this scarce resource, which prevents access for the larger population. I support the proposed no-wake area as I feel that it still provides substantial space for wake sports while protecting an area vital for small craft use. The wake sport community will be able to use the river without fear or concern for smaller vulnerable boats, and the small craft will be able to enjoy an amazing river experience.

Testimony is presented without formatting.

David Tyler

#164876 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support a no wake zone in the greater Portland area of the Willamette river. As more and more people are using the river it is more dangerous than ever with the big waves that these wake board boats are generating. It also is tearing up the banks of the river and is very harmful to all natural habitat along this area. I believe it is the best for everyone to move those boats to other areas, maybe the Columbia river which can handle the bigger waves. Thank you for your help.

Testimony is presented without formatting.

Paige Stoyer

#164875 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

The BPS South Reach planning process has not been inclusive and has left out many of the key stakeholders and impacted user groups and businesses on the river. This has resulted in a discriminatory plan, not based on all of the facts, which is meant to, as PSC chair Eli Spevak stated at their March 10th South Reach Plan meeting, “prioritize” paddlers over people with motor boats. The Oregon State Marine Board is tasked with making boating regulations, knows far more about the different user groups and issues on the river, and does not believe one group should be prioritized over others. The OSMB shared their concerns about the South Reach Plan with the PSC, including how some of the proposed sites for paddling facilities in town would pose safety issues and make user conflict worse in those areas. So, at this same meeting Spevak said they should find “tricky” ways to force the Marine Board’s hand to impose their agenda including the slow no-wake zones they want in the South Reach area. Many of us have found it shocking that BPS would intentionally put paddling facilities in places they have been told would create safety issues. Unless, as several people who have watched the behind the scenes discussions on this suggested, it could be that making user conflict worse actually plays to the advantage of these private paddling clubs, who we have seen then use that to try and make their case that the only way to “protect” these paddlers is more restrictions on motor boats. Whether or not that is their intention by ignoring the OSMB guidance I don’t know. We have not been able to get a straight answer about who are the safety experts the city is using when they claim in their letter to the OSMB that this huge slow no wake restriction is needed for safety reasons? Since the city’s own safety officers, the Harbormaster with Portland Fire and rescue, and the Sheriff says it would actually create numerous safety issues and so they testified against these types of boating zones and regulations. Other claims in their letter to the OSMB are also highly contested by experts, including by Oregon Fish and Wildlife. The fact is that for those of us who have been very involved in these issues, including myself and several other WRCC members who are currently serving on the Marine Board’s lower river rule committee, we know there are much more effective and inclusive ways to reduce user conflict and increase safety for everyone. The consensus of the LRRC was that this can best be achieved through increased education for motorized and non-motorized boaters, enforcement of existing rules which was cut a few years ago and proper signage in key locations. We have also requested state wide towed sports education by adding it to the existing boating licenses. If BPS had included and worked with other river users they would have learned much more about the reality on our river, including that there are other safety concerns that need to be addressed as well, including a major loophole in boater

safety requirements that allows people to drive rental boats and jet skis with no boater license. We have seen first-hand and had to report a number of incidents with inexperienced rental boat drivers including close calls we have seen where they got really close to paddlers and also to kids being pulled on a tube. One of the most common safety concerns we hear is about novice paddlers not following the OSMB paddler rules of the road and increasingly doing things like sitting in groups in the middle of the river, blocking the channel and forcing motor boats to try go around them, putting themselves and others at risk. This is the number one concern we hear from longtime river homeowners and boaters who have seen the rise in paddlers not understanding navigation rules and who are often not prepared for the conditions on the Willamette including high water, strong currents and cold temperature in the spring. Sadly, this has led to several paddlers dying already this year. A critical part of education will also be to make sure everyone is aware of the nature of our river including natural hazards, boat traffic patterns, and able to make the best choices about where to go and when. Oregon State Parks and the OSMB created a guide a few years back for recreation on the Willamette, to help people in all activities decide the best places for their activities, based on things like their skill level, and the types of condition they are seeking. For the Willamette River from the falls up through Portland, so including the South Reach, it says, "BOATING OPTIONS: Best for propeller driven craft and jet boats. Canoes, sculls, kayaks, and other small craft are allowed in localized areas away from congestion." Paddlers now have been given part of the Holgate channel as a slow no-wake area for their activities (something which it should be noted has forced more boat traffic into the main channel creating more congestion there, which those same groups are using as a justification to now try to shut down more sections, which of course as the Harbormaster pointed out would then lead to increased congestion and safety issues in other areas.) We suggested to the Marine Board that a narrow slow no-wake section be created from Willamette Park to help beginner paddlers who want to get over to the Holgate Channel. And as I learned growing up paddling 35 years ago, especially rowing crew because those sculls are really fragile, we always went out really early in the morning before boat traffic or weather made the water too choppy. For people seeking a really calm and quiet rural waterway atmosphere, there are also many other options like the Tualatin River. The different in how motorized and non-motorized communities are discussed in the South Reach Plan is also problematic. There are several pages about the paddling clubs and how much those activities mean to the participants. As someone who grew up kayaking and canoeing and rowed crew in high school, I love seeing that and how many people are doing those activities. In fact, as we have worked to bring different groups together we have done things like organizing a group of families with wake boats to help out at the Dragon Boat festival last year. But we should also be talking about the importance of the motor boat community to so many people, to fisherman, to the families who spend time on their pontoons or cruisers, the towed sports that brings many of our families and friends together to make memories. These activities mean so much to so many of us including members who have recently told us the boating community is the place they feel most welcome and at home in Portland. So many people including both tourists and Portlanders are able to access and enjoy the river because of motor boats, both commercial and private vessels. Some people are not physically able to do paddling sports. There are so many people that the city would

be excluding from access and recreation on our river if they continue to pursue their current agenda. The comradery we all share on the river is very special, including with most of the paddlers we are out there with every day, who wave and chat with us and have no problem being on the water with motor boats. Increasingly we are meeting paddlers who actually seek out boat wakes to ride them. Those that feel a sense of entitlement to try and kick other people off the river to prioritize just their activities are the minority, but they have been very vocal and in the case of the South Plan were very involved during the planning process. We have been especially disappointed by some of the leaders in the community who have said they have a mission of inclusion and promoting more public access but instead have supported these efforts to shut down sections of the river to motor boats recreation. We had hoped they would join us in pursuing a much more balanced and inclusive plan on the river and we continue to hope that groups like the Human Access Project will re-think their support of discriminatory boating restrictions. Dan Yates who owns the Spirit also sadly is supporting shutting down that whole stretch to boating traffic. Of course, the Spirit is a commercial boat large enough to be exempted so it can still navigate through without any restrictions. But this is not the case for other boating businesses with smaller vessels who would be severely impacted and it's disappointing that Yates was not willing to stand up for the rights of others in the boating community. It is also going to be very hard for the Spirit to safely navigate through the very congested areas that we know the BPS plan would create on either side of this restricted zone. Volunteering at the Dragon Boat festival was just one of many we have reached out the Calm Water Coalition and its members to understand their needs and concerns, but unfortunately these efforts have not been reciprocated. We pulled together the resources to produce a safety video to include many different user groups sharing their experiences to help teach all boaters about the impact we have on each other and to help lower user conflict. The two Calm Water Coalition members invited to be a part of that effort to share the perspective of floating homeowners and paddling clubs declined to participate. Instead they have decided to pursue an agenda that would take away access for so many in our river boating community. Please do not believe the claim that they have no other choice but to try and restrict or even ban motor boat recreation. They simply would prefer to have motor boat traffic shut down on our commercial river for their preferred activity and so ultimately decided to take that route rather than working with the rest of us to find ways to protect everyone's rights and safety. In fact I made the observation to someone who has been involved in these behind the scenes plans by the city and the CWC, that it almost seemed like the Calm Water Coalition wasn't concerned about other users groups' rights or safety. I pretty shocked to hear them say they agreed with that assessment. And the city's approach has been no better. Even after the mayor's office acknowledged the many key stakeholders and affected user groups were left out of the planning process and forced BPS to postpone a vote in May on the south reach plan and to reopen these public comments, even then BPS would not talk directly with and work with those key stakeholders groups. On a call with BPS last night I expressed my sincere disappointment about this continuing effort to exclude the people and businesses who would be most impacted by this plan. I asked again why they hadn't agreed to speak with key user groups who had been left out, and they said they decided they would only talk to those groups in the next phase of planning, after this vote

tonight to finalize the BPS version of the South Reach Plan. That tells the public and boating community about all they need to know regarding the city's approach to planning and how little inclusion actually means to them. This is why we see BPS with such a narrow view and understanding of the river and its users and their needs and why the South Reach plan and the Central City Plan and anything else they work on will continue to be discriminatory and represent only a small portion of the public because they are only working with a select group and leaving everyone else out. We will continue to stay engaged on these issues and keep asking questions and trying to get as much information and transparency as we can so that the public and river users can know exactly what their elected officials are doing. The city of Portland and Mayor Wheeler must revisit these plans and work with all key stakeholders before finalizing anything. Paige Stoyer co-founder - Willamette River Community Coalition – working to bring user groups together to build a strong sense of community and to protect the public's rights to access and recreate on our river.

Testimony is presented without formatting.

Cynthia Newton

#164874 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Please consider seriously expanding the no wake zone. The problem with power boats making a wake to ski or go fast to reach a destination is that when they make their wakes doing so they effectively prevent many, if not all, other types of users from being able to get out on the river. The wake is simply dangerous for shell and canoe rowers, kayakers, swimmers and even slower moving fisherman in small boats. When the fast wake-causing boats are allowed to make wakes freely in the area of the human-powered boat houses and clubs, they effectively keep the other river users off the river. There are many many miles of river and power boat operators wishing to use their boats for purposes that make large wakes should be required to move their disruptive use of the river out of the area where there are human powered boats operating. I recognize that power boat operators have an interest and a right to use the river, but because of the effects of their use, it should be limited so it does not prevent hundreds of others from being able to operate their boats for fitness and recreation on the portion of the Willamette running through and near the downtown area.

Testimony is presented without formatting.

Kara Berent

#164873 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support creating a slow or no wake zone on the the proposed stretch of water of the Willamette River. Shutting down or zoning areas of water will only effect other areas more. Instead I believe all boaters, motorized or self powered, should be required to take a boaters course on safety, etiquette to help all users understand each other's use of the water.

Testimony is presented without formatting.

Chip Graeper

#164872 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat and fishing enthusiast who uses this stretch of river frequently. I do not endorse this proposed plan.

Testimony is presented without formatting.

Charles King

#164871 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I stand firmly in favor of extending the no-wake zone. I have witnessed countless dangerous situations resulting from power boats (and particularly boats that by their design create large wakes) impact both homes in our moorage and individual non-power boats. We should not wait for a tragedy to address these dangerous situations. There is room enough on the water for separate areas in which wakes will not threaten the lives and property of those of us who regularly live and recreate on the river.

Testimony is presented without formatting.

Michelle Faris

#164870 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I DO NOT support the creation of this No Wake zone on the Willamette. The concerns caused by wake boats in this region can be solved with education and sheriff enforcement. Pushing us all to a smaller area of the river will create even more risk. Thank you.

Testimony is presented without formatting.

Joanne Criscione

#164869 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you for accepting my testimony. I am in support of the Planning and Sustainability Commission's South Reach plan. As a recent resident of the Pearl District, kayaker and recreational boater, I know how unsafe the Willamette can be. Non-motorized users should not have to encounter fast moving boats or large wakes which are created for one individual user, impacting all other users. Large wakes can spread nearly the entire width of the river causing difficulty when there are many users on the river and a fairly strong current. A slow no wake zone should be tolerable for a few boaters to protect many other users. That is inclusion and is equitable. Large wakes are dangerous, damaging to homes, habitat, and embankments. A slow no wake rule makes absolute sense in this area.

Testimony is presented without formatting.

Travis Williams

#164868 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Greenway Setback Testimony - WR

Testimony is presented without formatting.



June 21, 2019

Portland Planning and Sustainability Commission
1221 SW Fourth Ave, Suite 7100
Portland, OR 97204

Re: South Reach Plan - Greenway Setback

Dear Planning Commission Members:

On behalf of Willamette Riverkeeper, I appreciate this opportunity to provide additional feedback on the South Reach Plan. Since 1996, Willamette Riverkeeper has worked to protect and restore the river's water quality and habitat.

Goal 15 has done a lot for the Willamette since 1974, though it does not capture Bob Straub's original vision for the Willamette River Greenway. Since its inception, Goal 15 has been embraced by the City of Portland more than most other cities along the Willamette. We appreciate the City of Portland's consideration of the river's needs during the South Reach Planning process and greenway update.

This letter focuses on a key ecological issue we wanted to reinforce, as outlined by others as well, and that is the Greenway Setback.

- a) We feel that the greenway setback is too narrow. Given the dependence of many wildlife on a healthy riparian and floodplain zone, establishing a 100 ft setback for development makes the most sense at this time. Such a setback can protect the area along the river that is essential to a wide array of wildlife, and also helps to buffer runoff. We believe the ecological significance of the South Reach to the City and the abundant science supporting 100-foot-wide riparian protection zones, the greenway setback should be expanded to a minimum of 100 feet from the top of bank everywhere within the South Reach. We *do not favor* a wholesale exemption to the river setback for river-dependent or river-related activities land uses. The latter land uses should be required to appeal for an exemption on a case-by-case basis.
- b) There also seems to be no justification for a 50-ft setback. Further, there are no alternatives for including a larger setback. Exemptions can be made for existing construction. We feel that the City of Portland is missing a key opportunity to protect the

riparian zone and floodplain for the long haul if it does not strengthen the greenway setback.

Thank you for the opportunity to comment on the proposed draft of the South Reach Willamette River Plan.

Again, I appreciate your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Travis Williams", is displayed on a light gray rectangular background.

Travis Williams
Riverkeeper & Executive Director

Laura Rochelois

#164867 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support expanding the no wake zone on the Willamette River to include the area between the Steel Bridge and Elk Rock Island. Having a no wake zone in this area helps protect the shoreline, including fish and wildlife habitat and vegetation. The no wake zone will also make this stretch of the river safer for ALL of its users. Please expand the no wake zone. Respectfully, Laura Rochelois

Testimony is presented without formatting.

Mark Bevan

#164866 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hello - I would strongly encourage an increase in the 'no wake zone' for the river. An increase of this zone will hopefully provide for a safer boating experience for those of us who want to enjoy our beautiful river. Thank you.

Testimony is presented without formatting.

Christopher Grenzer

#164865 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support the slow no wake zones and the South Reach River Plan. Large wakes have caused serious, documented safety issues and property damage to homes and riverbanks on the Lower Willamette River. Large wakes are now the bullies on the water, preventing everyone from recreating safely and enjoyably or recreating at all. Eventually, someone will be seriously injured, as these boats continue to go unregulated by the Oregon State Marine Board.

Testimony is presented without formatting.

LauraLee Symes

#164864 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please establish and enforce a no wake zone. The massive wakes are causing havoc on docks, floating homes and beaches. Aside from the wake issue, there are just too many users on the river for high speed boating to be safe. We need everyone to slow down, minimize their wake and turn down their obnoxiously loud music.

Testimony is presented without formatting.

David Stellway

#164863 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Unfortunately, the current situation is like so many other problems whereby we have all managed to get along fairly well until someone comes along and abuses the situation to the point that there are calls for more regulation. In this case, it is due to the advent of the deep trough, artificial wake generating boats whose sole purpose is to make it possible for an individual to stand on a surfboard behind the boat without the need to hold onto a rope. These boats, separate from most all other power boats, wreck havoc on the water, the environment and the ability for others to enjoy the river. Hopefully, with the invention of electric powered surfboards, these boats will have less utility and when used can be confined to large areas such as the Columbia River. They really have no place on the Willamette River as the waterway is too narrow and they create undesirable conditions even for other wake surf boats. I believe the current proposal, however is overkill in that it applies to a very long stretch of river and no wake speed is extremely and impractically slow. Perhaps a reduced speed (faster than no wake) zone as far south as the Waverly Marina could be justified, thus giving paddlers a clear access to the areas already limited to no wake speeds. Extending a slow area any further south is unreasonable, unjustified and attempts to limit use of the river to a few paddlers at the expense of families enjoying powerboat activities. This would also unfairly hamper the commercial river entertainment entities who have for many years operated responsibly and respectfully in these waters. South of the Waverly Marina there are no vulnerable structures other than a few private docks of which I am an owner of one. Certainly this relatively wide area of the river can continue to be shared with responsible power boat enthusiasts in addition to paddlecraft.

Testimony is presented without formatting.

Trevor Graves

#164862 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I agree that a healthy river, safe for recreation, is a basic human right. Paddlers, rowers, sailors, motor boaters, fishing boats, tour boats, water skiers, wake surfers and swimmers alike should be able to safely share the river without harming its myriad habitats or each other. However, I worry that the current South Reach River Plan will work doggedly to create no-wake zones like those at the Holgate Channel and the Ross Island Lagoon—effectively excluding many river goers from their recreational rights. As a wake boat owner, wake surfing is an important family hobby—but this previous ruling forced my family into higher traffic areas of the river, endangering the lives of my children as a result. Before the no-wake rules, wake-surfers could teach newcomers to the hobby inside the relatively safe Ross Island Lagoon. There, away from heavy boat traffic, I felt safe in the knowledge that I could teach my kids without them being hit by unscrupulous/inattentive boaters. I believe, as strongly as we all do, that the river should be a place for safe and sustainable recreation for everyone in the area. Please keep in mind that the river is a place for everyone—wake boats included—to enjoy.

Testimony is presented without formatting.

Stuart Bell

#164859 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

It is understandable that some river users are troubled by increasingly frequent outsized wake production by some recreational boats. However a no-wake zone is a draconian over-reaction to the issue. This a working river and one with a long history of recreational boating - a no wake zone would essentially end that as no wake speeds are low enough to make boating impractical on this stretch of river. A more nuanced approach is required to preserve the use of the river for all users.

Testimony is presented without formatting.

Andrew Graham

#164857 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a non-motorized boat user in the South Reach zone of the Willamette River. I write to request that the Commission carefully consider the impacts of the use of certain motorized boats on both the riverfront environment and the enjoyment of the river by non-motorized boat users (including sailers, kayakers, stand-up paddleboarders, and others. In particular, there seems to be an increasing trend for wakeboarders or wakesurfers or others to use "wake shapers" to artificially increase the size of their boats' wakes. While this may make wakeboarding or wakesurfing more fun, it can be unpleasant for other boats to be subject to these boats' unusually large wakes. Further, these larger wakes likely impact the river bank ecological zones much more than ordinary motorboat wakes would. The Commission should consider limiting the use of boats with "wake shapers" in the South Reach zone. Thank you for your consideration.

Testimony is presented without formatting.

Sarah Lowles

#164854 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in favor of increasing the no-wake zone.

Testimony is presented without formatting.

Kristen Bean

#164853 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have been enjoying boating on the river since I moved to Portland in 2006. Every friend that has invited me on their boats have been responsible to all the boating rules and laws. What my friends and I have witnessed while out on the water are irresponsible acts by people who have rented boats (we know this by the signage on side of the boats) and are not aware of the rules as well as well as kids who get out on big floatation devices and instead of staying close to shore, they are floating in the middle of the river wearing no life jackets nor having any ores to help them navigate and move out of the way. The river is a main attraction to all who live in our community and has been for many years. I strongly oppose shutting down the specified location of water from motorized boaters. I believe we can find better solutions to work together as a community and create a win-win solution for all!

Testimony is presented without formatting.

Koert Balke

#164852 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast and do not agree at all with the plan to implement a slow, no-wake zone for this entire stretch of river. We use this section of river and if you implement this short-sighted plan, you'll likely cause issues in other areas.

Testimony is presented without formatting.

Aaron Freels

#164851 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have seen no concrete evidence that the proposed changes would help the problem. This would really change Portland Summer recreation though.

Testimony is presented without formatting.

Amen Teter

#164850 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am against the closing of the portion of the river being discussed, to wake boats engaging in wake surfing and other boat wave sports. I am a resident of Portland and a sports marketing professional working primarily in the Olympic space. I work with Olympians, including surfers, which is now an Olympic sport. The young athletes and aspiring Olympians from Portland who would like to surf, already have limited space for participating in this sport on the Willamette. To restrict the participation in that activity/ sport even further would be unfair, and biased toward those that already have an area of the river that is completely off limits to boat wave activities.

Testimony is presented without formatting.

Jason Leineweber

#164849 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not believe that a Slow, No Wake zone is necessary in this area. Having spent time on riverside docks in this area I do not feel that there is an issue with watercraft going too fast or creating too large of wakes. Additionally, there is already a zone dedicated to Slow, No Wake that I feel is sufficient for paddle sports. Furthermore, the public boat ramp in this area is going to be greatly affected by this potential change, and as such I think the negative impacts to the public outweigh the positives in this situation.

Testimony is presented without formatting.

Thomas Houston

#164848 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

It doesn't make any sense to limit the speed to a no wake zone in the area described. I wish you would eliminate all non motorized watercraft in that area.

Testimony is presented without formatting.

Clayton Parrish

#164847 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I think that by creating a slow no-wake zone here we would be negatively impacting the economy and the local housing rates while causing more traffic on the river and at the boat ramps.

Testimony is presented without formatting.

Loni Parrish

#164846 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a boater, kayaker, canoeist, stand up paddler boarder and swimmer, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established from the Steel Bridge to Elk Rock Island. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

Testimony is presented without formatting.

Lynn Herring

#164845 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Topic: Support for Stronger Wildlife Habitat Protection on the Lower Willamette River To the Portland Planning and Sustainability Commission (PSC), I urge you to take stronger specific actions to protect wildlife habitat and consider safety impacts for passive recreational activities on the Lower Willamette River: Action #1: Increase the Slow/No Wake Zone around Ross Island.

Problem: Artificial waves create significant environmental damage by disturbing nearshore habitat for listed salmonid species and eroding riverbank vegetation important to native birds and other wildlife - impacts especially damaging to natural areas like Oaks Bottom and Ross Island. Suggested Specific Actions: -Extend the current No Wake Zone the full length of Holgate Channel across Ross Island. -Prioritize impacts to wildlife and habitat along the Willamette River, especially around Ross Island and Holgate Channel when considering a Slow Wake Zone. -Consider safety impacts to non-motorized recreationalists when considering a Slow Wake Zone. Action #2: Increase penalties for those who illegally destroy wildlife habitat/vegetation along the Willamette River. Problem: One of the biggest environmental challenges in the South Reach of the Willamette is the ongoing illegal removal of vegetation in the greenway adjacent to the river. Removal of trees and shrubs reduces habitat, disrupts nesting of native birds, decreases shade which raises water temperatures, and increases erosion of the riverbank. Suggested Specific Actions: -Increase monitoring to survey for illegal removal of vegetation in the greenway. -Increase penalties for illegal removal of vegetation in the greenway. -Sharply increase fines for repeat offenders of removing vegetation in the greenway. In Support of Wildlife Habitat Protection for the Lower Willamette River, Lynn Herring
lynnhe@outlook.com

Testimony is presented without formatting.

Heather Frisbee

#164844 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support this plan as this is public waterway and should be access for all.

Testimony is presented without formatting.

Allison Williams

#164843 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Good afternoon and thank you for surveying the community. My family and I are residents of South Portland and frequent users of the Willamette River. We strongly oppose the creation of a large no wake zone through and south of downtown Portland. We own a power boat, as well as SUPs, that we bought locally and use the river frequently throughout the summer. We have witnessed the dangers a congested waterway can present to uneducated and unfamiliar river users, both power and paddle. Education and enforcement of existing rules is key to safe use and conflict reduction. Selectively excluding users from additional areas of the river will increase congestion outside of the no wake zone and decrease safety for all. Please consider alternatives and do not create a large no wake zone.

Testimony is presented without formatting.

Rebecca Karver

#164842 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a boater, kayaker, canoeist, stand up paddler boarder and swimmer, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established from the Steel Bridge to Elk Rock Island. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

Testimony is presented without formatting.

priscilla seaborg

#164841 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I was stand up paddling today on the east side of Ross Island south of the Ross Island bridge. Although it was the middle of the day during the week, I encountered multiple speed boats speeding creating a large wake. Speed boats can easily speed on the west side of Ross Island and preserve the east side of Ross Island for paddlers and swimmers. Thank you. Priscilla Seaborg Attorney at Law

Testimony is presented without formatting.

Austyn Steelman

#164840 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

The experience of paddling a human powered boat, dragon boat, outrigger, kayak, SUP is greatly effected by wake from other boats. When powered boats speed by producing sometimes large waves this can make for a rocky ride or in the worst case scenario it can swamp your boat or turn your boat over. A swamped boat can ruin a practice because it takes time to bail the water out of your boat. Getting dumped in the river, especially on a smaller boat like an OC or a SUP is very dangerous. The water can be cold, the paddler might not have the proper protective gear to stay warm, the paddler might not be a strong swimmer or have other physical limitations and getting back in your boat after a huli can be difficult and frightening. People in powered boats are not taking the same kinds of risks and they need to be aware and respectful of the risk paddlers are taking when they are out on the river. There should be designated no wake zones where paddlers can go and know that they will be safe.

Testimony is presented without formatting.

Christopher Burkhart

#164839 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been paddling this section of the Willamette River for 20 years. I have paddled and steered dragon boats and currently paddle 6 person and 1 person outrigger canoes. I have seen the river, in this area, become increasingly dangerous to human powered craft due to the addition of Wake Enhancing Boats. The number of safety events related to these boats has been increasing considerably. The size of these wakes and the speed with which they approach make it dangerous for the rowers and paddlers whose presence on this section of the river has been growing rapidly. Another problem with these boats is the damage the wakes created do to the shoreline and river bottom near the shore. This area needs to be protected environmentally. I am in favor eliminating these boats in this area of the river. Thank you, Chris Burkhart

Testimony is presented without formatting.

Kris Henning

#164838 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To Whom it May Concern: I would like to support recent calls for a speedboat restriction on the Willamette river between Elk Rock and the Steel bridge. As a weekly, often daily user of this portion of the river over the past nine years, I can readily attest to the hazards of mixing high speed motor boats and human powered craft. Specifically, there are three aspects of shared use that concern me. First off, the speed of modern jet boats, outboard motors, and jet skis is truly stunning to behold, particularly at water level when these craft are headed in your general direction. The speed differential between motorized and human powered boats is akin to people walking down the middle of the freeway. I have had numerous incidents where speed boats were headed right for me only to turn at the last minute. There is little that one can do as to escape these incidents, other than to wear high visibility clothing and hope for the best. Sooner or later that will not be enough. Second, the wakes generated by many of the powered craft on the river are exceedingly difficult to navigate. When you are sitting in a rowing shell, kayak, or canoe you are using your core, oars/paddles, and the slim width of your boat to maintain balance. Small wakes generated by the wind are sometimes enough in themselves to capsize rowers. The wakes from speeding motor boats and jet skis can be terrifying. Most of the time we are forced to stop rowing altogether and let the wakes roll under/over us to stay afloat. Even after the initial wakes pass, we are often hit by “rebounds” off the sea wall or shore causing further stoppages. That is our experience with ONE boat, but often there are many that come speeding down or up the river at the same time. As a result, many local crew teams are forced to practice early in the morning. The fact that we often get up at 5am to row in the dark speaks to our considerable efforts in avoiding power boats. A third reason for concern has to do with basic civility on the river. While most powerboat users respect the rules and carefully navigate through human powered craft, there are others who behave recklessly. We have had wake board boats head right at us, oblivious to smaller craft in their path. I’ve had large speed boats filled with intoxicated screaming idiots who have circled me repeatedly in an attempt to capsize my rowing shell. One might argue that some human powered boaters are equally insensitive to boating regulations. The key difference, however, is size and speed. At 8 mph my 30lb racing shell is unlikely to do much damage if it hit a power boat or jet ski. The same cannot be said if they hit me doing 40mph. In summary, the potential for adverse, potentially lethal events on the river has increased considerably over the past decade. We all want to use the river and enjoy our sport/pastime. Creating separation between human powered and motorized boats seems like a reasonable solution that would meet everyone’s needs and maximize safety. Sincerely, Kris Henning

Testimony is presented without formatting.

Michaela Nichols

#164837 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Enforcing no-wake zones limits access to recreational boating is biased and does not fix the problem with paddlers. Rather you're favoring safety for ONE group of water recreationalists by enforcing a no wake zone and not thinking about the safety of EVERYONE who uses the river. Limiting wake-zone areas could make safety worse by pushing boaters into a condensed area, making it a recreational congestion nightmare. I believe there is a lack of education and understanding with paddlers about motor crafts – how wakes are made, why motor crafts have to use certain parts of the water way, etc. A better solution than enforcing a no-wake zone would be to enforce that everyone who uses the water (paddlers, kayakers, boaters, etc.) should learn the “rules of the waterway”. If boaters must take a class and get a license to be out on the water paddlers should have to follow in suit. Everyone motorized and non, should have to take a class, be tested on the class, and must pass the class to be able to use the water. If boaters have to carry license, non-motor crafts should also have to carry whether it be the permit or change it as a license to use the waterway. This should be mandatory and enforced for all non-motor crafts, not just ones of specific lengths. This should be the first course of action in increasing safety and reducing injury and fatalities before we add an egregious no wake zone. Exhaust all other necessary upstream, logical, and preventative action first. The Willamette was not granted access to paddlers only, we were all given the public access right to recreate on the Willamette. Limiting wake-zones is not solving the problem in safety. Don't be biased and choose sides. Enforce required education, share the river.

Testimony is presented without formatting.

Marie Iddings

#164836 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I love the Willamette River and I enjoy sharing it with many different people. I dragon boat at least 3-4X a week in a Wasabi dragon boat and I also participate in Outrigger canoes with a total of 6 people onboard. During the summer months, I have to steel my nerves when I go out on the river in the evenings as there is an enormous number of individuals on the river and some of them are NOT respectful of the non-motorized vessels on the water. I am sure we can find a way to peacefully co-exist. Truthfully, I have had multiple incidents every summer where the Wasabi dragon boats were repeatedly swamped by wakes from motorized vessels that simply were boating too fast and too close to our dragon boats. On at least 2 occasions in the summer of 2019, I was quite fearful that we were on the brink of capsizing as both motor boats and the Jet skis were criss-crossing and creating significant wakes which were hitting our boat successively. It was only by sheer grace that we did not capsize. In fact, the turbulence and the number of motorized vessels that were simply careening down the river without any regard to non-motorized vessels was so daunting that our coach and the steersperson had us turn the boat around and go back to the dock. While this was a disappointment, I was quite fearful that night and was grateful we returned to the dock. Going out on the river is so refreshing and is a true balm for my soul. I want to return and would like a solution where all people in different vessels can participate and not be fearful. I think that a "no wake" zone for non-motorized vessels would be a good compromise. I have lived in Portland for 19 years and being on the river is a true anchor in both my well being and my sense of connection to nature, to my team mates and to the greater Portland community. We can peacefully co-exist!

Testimony is presented without formatting.

Derek Souza Bruno

#164835 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thank you for the opportunity to provide public testimony on future plans for the development of Portland. I am a part of one of the local rowing clubs in Portland. We practice on the river nearly everyday from the months of March through mid November, typically rowing between the Sellwood Bridge, all the way down to the Fremont Bridge depending on the time of the year. As the weather warms the use of recreational water crafts that generate large wakes for their sport increases. These wakes introduce a safety hazard to those in human powered water craft because of their size. These wakes require human powered water crafts to stop their ongoing activities and adjust to ride out the wake in order to avoid damage to the craft as well as avoid a safety incident for those using the craft. While I understand the river is a public place for all to enjoy I am in support of making the area between the Sellwood and Fremont Bridges a no wake zone. While rowing I have had countless times where power boaters do not even seem to see me, speeding by me, sometimes very close, creating an unsafe situation. Creating a no wake zone between the Sellwood and Fremont Bridges will create separate areas so that both human powered and power boaters can enjoy the river.

Testimony is presented without formatting.

Ozzie Gonzalez

#164834 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This proposal will help strengthen the community benefit of the river in this critical downtown section and reduce negative environmental pressures by reducing the intensity of allowable uses. A very big side benefit of this proposal is that it will help accommodate the nationally recognized Rowing Crew that uses this stretch of river and cannot train when the conditions of the river are too choppy. The motorized uses allowed currently do not prevent from artificially created conditions to prevent the crew from practicing and they encourage people to zoom through this stretch of river with no regard for adjacent uses like swimming, sunbathing, paddleboarding, kayaking, and rowing. One allowed use restricts many other allowed uses--this needs to be fixed.

Testimony is presented without formatting.

Serena Louie

#164833 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a new member to the Rose City Rowing Club team, I am very new to rowing on the river. With the amount of high power motor boats on the river, it makes learning to row difficult and adds a layer of uncertainty/danger on top. Without the high power motor boats rowing will be much safer.

Testimony is presented without formatting.

Carolyn Tomei

#164832 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We have lived on the bank of the Willamette near Elk Rock Island for many decades. We believe that the heavy wake board boats contribute to bank erosion, lessened water quality, degraded habitat and unsafe conditions for users of non-motorized watercraft, such as kayaks, canoes and paddleboards. Please make the Willamette a no-wake zone, from the Steele Bridge to Elk Rock Island. Carolyn Tomei and Gary Michael, 11907 SE 19th Ave., Milwaukie, OR 97222 503-659-9116

Testimony is presented without formatting.

Dan Legree

#164831 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a floating home owner and my wife and I are in full agreement that the Wake board boat ban or no wake zone should be enacted on the river North of the Sellwood bridge as well as South of the bridge down to Waverly Country club. Our home is on the very South end of Macadam Bay moorage and the wake's that hit us come from several different directions at once. We have had many damaged and cracked sheet rock walls from these boats. I pay over \$10,000 a year in taxes and to have to cover the damage done by these boats is insane. These are boaters that do not live on the river and have no idea as to the damage they are causing. Not to mention that just about all these boats have loud speakers on them that are blasting music that would not be allowed on a city street. Why is it allowed on the waterway where sound travels for miles. Our vote as tax payers is PLEASE ENACT THE NO WAKE ZONE NOW.

Testimony is presented without formatting.

Deana Caputo

#164830 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support the no wake zone. I have been on the river in human powered craft and experienced the dangers of large wakes created by motorized boats, in particular the wake surf boats. We can all share the river, but it needs to be done safely.

Testimony is presented without formatting.

Gilroy Vandentop

#164829 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat operator and do not support the proposed restrictions. Consideration is key, but access should be shared across use categories and not restricted.

Testimony is presented without formatting.

Phillip Gilbert

#164828 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

We respectfully, but strongly oppose the proposal to eliminate 3.5 miles of the lower Willamette for use by watersports families, for the benefit of paddleboarders. I think that it's safe to assume that many folks will have pointed out to you that this proposal under-values the benefit that watersports boating has for so, so many families. We concur, from personal experience (we boat with our children and grandchildren). What I would like to emphasize, in particular, is that if this proposal becomes law, the net effect will be to force more folks to have to use the next segment of the Willamette River, i.e. from Tenth Street in West Linn, to the Boone Bridge over I-5, and to the west of that, and yet that area already sees plenty of use as things presently stand. One can argue in good faith that the additional congestion that would result would pose a safety risk to boaters, i.e. if a child falls off a tube and is exposed in the middle of the river while waiting for their boat to circle back around. Thank you.

Testimony is presented without formatting.

Karla Drewsen

#164827 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a human powered watercraft user, I own and use a single rowing shell, I kayak and paddle an SUP, And I Team row with a club on the Willamette River. I am always aware of the dangers I will encounter due to the increasing numbers of motorboat users and the significant increase in wakes. I have been swamped in my single shell several times. We ALL have the right to enjoy the Willamette River. I am in favor of the no wake zone and particularly an expansion of the current no-slow-wake zone to include From south of the Sellwood bridge Through the Waverly Country Club. Ideally it would include The Milwaukie Bay as A very important area to rowers, and other small human powered craft. We are being dangerously impacted by wake boarding boats and water skiers who take up lots of space and do not give way to small boats. In fact their wakes do not dissipate and creat a very dangerous washing machine effect from which there is no safe escape. PLEASE CONSIDER INCREASING THE SLOW-NO WAKE ZONE TO INCLUDE SOUTH FROM THE SELLWOOD BRIDGE TO MILWAUKIE BAY. Sincerely Karla Drewsen

Testimony is presented without formatting.

David Jeffery

#164826 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I write in support of enhancing protection of the South Reach Zone Of the the Willamette River by outlawing high energy wake boats and other similar motorized leisure water craft that create dangerous swells and conditions for other river users. Please help restore safe conditions on our Willamette River! Our youth need us more than ever to set a more reasonable standard for safety on the water we share! Thank you for your consideration.

Testimony is presented without formatting.

Richard Robbins

#164825 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I would like to express my support for the proposed no-wake zone between the Steel Bridge and Elk Rock Island. I'm a member of the rowing community in Portland and have rowed this section of the river since 1984. Power boaters have repeatedly put me and other rowers, kayakers and other human-powered water craft at risk of capsizing from their wakes. The state's approval of the no-wake zone on the Holgate Slough portion of the Willamette River several years ago has provided a much-needed sanctuary from motorboat wakes, but there is a critical need to expand the boundary of the no-wake zone to include entire reach of the river between the Steel Bridge and Elk Rock Island. I have experienced innumerable instances when power boaters have intentionally come dangerously close to my rowing shell to wake me, and in other cases they've waked me unintentionally because they're not aware of the safety hazard that their wakes present. These wakes can easily, and have, swamped or overturned small water craft. I have also witnessed several instances when swimmers have been endangered by careless motor boat drivers operating their boats at high speeds. Another important reason for expanding the no-wake zone is to reduce the risk of damage to houseboats located in the reach of the river between the southern tip of Ross Island and the southern extent of Portland Rowing Club's floating homes. Large wakes have caused extensive damaged to many houseboats in this section of the river. Individuals wishing to play with power boats will still have an area more suited to their boats in the shipping lanes north of the Fremont Bridge, which is not targeted as a no-wake zone. It's a larger area and they can play with impunity, leaving a safer zone through the urban core for all river users - just as the speed limit is lower on urban streets with higher pedestrian and bike traffic.

Testimony is presented without formatting.

Mark Perepelitza

#164824 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing to strongly recommend the proposed no wake zone between the Steel Bridge and Elk Rock Island. Power boats frequently cause a high-risk to small human powered craft. In some cases, it appears to be intentional disregard and lack of judgement, but often it may be simply carelessness and a lack of awareness. Regardless of the intent, the risk is very real and significant. A no wake zone can play an important role to keeping the South Reach portion of the Willamette safe and avoid serious accidents. Numerous times while out in a single or double rowing shell, I have experienced close encounters with power boats moving at high speed and sometimes making unpredictable turns. Once a boat moving at a high speed made a sharp, close turn which created a very high wake that caused my boat to flip. Fortunately, a coach was nearby to help me safely return to my boat and bail out the water so that I could continue rowing. I am especially concerned about younger rowers, beginning rowers, and times when a coach may not be quite so close by. Individuals wishing to share the river with power boats will still have an area more suited to their watercraft in the shipping lanes north of the Fremont Bridge, which is not targeted as a no-wake zone. It's a larger area and they can play with impunity leaving a safer zone through the urban core for all river users - just as the speed limit is lower on urban streets with higher pedestrian and bike traffic. River safety is especially important in Portland which has a growing population, and on-going need to provide safe and equitable access to the natural environment.

Testimony is presented without formatting.

Adam Heskitt

#164823 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing in favor of the proposed no-wake zone between the Steel Bridge and Elk Rock Island. Portland prides itself on being a city friendly toward human-powered transportation. Just like bike avenues with speed bumps, our downtown waterways need this proposed no-wake zone to protect human-powered watercraft. Power boaters have continually demonstrated carelessness and disregard for the impact of their wakes which disrupt human-powered rowers, kayakers, and stand up paddlers, and risk accidents. I have personally experienced countless instances of power boaters waking my rowing shell on the Willamette, either intentionally or with irresponsible obliviousness to the small boats all around them. These wakes can easily, and have, swamped or overturned small water craft - which can quickly develop into a more serious situation. Just this Sunday, June 21, 2020, a ski boat was turning donuts only about 100ft away from our team dock which was launching single person rowing shells. Many of these shells had newer rowers that are more at risk of capsizing from the large incessant wakes. A significant percentage of power boaters demonstrate their inexperience or irresponsibility by waking small water craft every day, and it's only a matter of time before a serious incident occurs. This is a preventable occurrence, but there is no reason to believe power boaters will self-regulate unless an enforceable no-wake zone is established. The proposed no-wake zone is the first step to a safer downtown Willamette. Individuals wishing to play with power boats will still have an area more suited to their toys in the shipping lanes north of the Fremont Bridge, which is not targeted as a no-wake zone. It's a larger area and they can play with impunity leaving a safer zone through the urban core for all river users - just as the speed limit is lower on urban streets with higher pedestrian and bike traffic. Thank you for your attention.

Testimony is presented without formatting.

Kathy Hyzy

#164822 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To the Commission: I'm writing today to express my support for the proposed Slow No Wake Zone along the South Reach of the Willamette--with one caveat. In full disclosure, I am also a member of Milwaukie City Council, though I write to you today in my capacity as a river-lover and paddleboarder. I live within view of the Willamette River, close to Elk Rock Island, and have since 2016. Since moving here, I've witnessed a significant increase in non-motorized use of the river. People drive down to my neighborhood and park here, unloading kayaks, paddleboards, rafts, canoes, and the occasional giant unicorn, and then they walk them down the path through Spring Park to access the river. In response to the increased demand, last year the City of Milwaukie added a kayak rack and stairs to the beach to Milwaukie Bay Park in order to make it easier for non-motorized users to access Milwaukie Bay. Most days when it clears 70 degrees, you can look out on the South Reach and see numerous paddlers, floaters, and swimmers. If you time your glance right, you can also witness people getting dumped in the water or rolled by the jet skiers and wake boats. If you're out on the water on a paddleboard, it's disruptive and unpleasant, and potentially unsafe if you get knocked off the wrong way. Extending a slow/no wake zone as far as Elk Rock Island has the potential to help mitigate some of this conflict and create a safer environment in a popular multi-use area of the river, while still allowing recreational power boaters and the many sturgeon and salmon fishing boats to access the river via the ramp at Milwaukie Bay Park. My one caveat is that I am concerned that creating a no wake zone along the western bank of the river may serve to concentrate wake boat and powerboat activity in the eastern half of Milwaukie Bay--exactly where we have the greatest density of paddlers and swimmers. Milwaukie Bay may be divided into multiple jurisdictions, but it is a single body of water and it will require a coordinated effort to meet the needs of all the river users who spend time in it. I'd like to see more conversation between Portland and Milwaukie on this issue. Thank you for your time. Kathy Hyzy

Testimony is presented without formatting.

Lisa Mesquit

#164821 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

A competitive crew club is a huge asset to our community and a true blessing to the students who participate. Sharing the beautiful river is an attribute we all agree on. The wakes from recreational crafts cause a serious and life threatening risk to our young rowers, even more now that they are on the river in individual boats due to COVID. The wakes also create detrimental training impact. Please consider setting aside this area as a wake free zone. Everyone in our world class city will benefit.

Testimony is presented without formatting.

jill Holmason

#164820 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

kayak owner, I am for no wake zone

Testimony is presented without formatting.

KRistin Bott

#164819 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Writing re: the South Reach plan for the Willamette River. As a rower (yes, those tiny racing shells, unstable boats powered by people facing the other direction), I'm often on the river in the early morning. Happy to share space with the fisherfolk who leave the occasional wake as they hurry from spot-to-spot -- but mostly they sit quietly, doing their thing, as we row by, doing ours. Having to stop rowing (shells are unstable, fragile, fickle creatures) for someone mid-fish sprint is one thing -- it's an inconvenience, but also to be expected with space sharing. Oftentimes the folks driving those motorboats will slow down when they see us, we nod at each other, all is well... ..but the powerboats, the wakeboats -- designed to throw huge waves for fun? Make the river an unsafe place for everyone who **isn't** them. Our rowing club (Station L) has had fairly stable boats swamped by the wake from wakeboats -- dragonboaters rescued the rowers, and one of our coaches had to return to save the shell. I cannot see a reason for huge waves to be ripped into the waters of the Willamette south of downtown -- an area that kayakers and stand-up paddleboarders, dragonboaters and outrigger canoe paddlers use, where you can see sailboats out in the evening -- all of these people also deserve access to the river + enjoying public spaces. In the interest of safety for those on the river (and arguably those enjoying a quiet evening at Sellwood Park or etc, watching wildlife and enjoying the banks), I wonder if we could create an area north of downtown that is designated for powerboating. Let the jetboats fly, let the wakeboats create amazing waves that smash into the docks north of the Fremont. And leave our upper chunk of the Willamette (downtown to Oregon City?) as a place for people to enjoy human- and wind-powered watercraft -- -- or quiet fishing -- rather than a playground for big boats and their big waves.

Testimony is presented without formatting.

Kurt Bruun

#164818 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To the Bureau of Planning and Sustainability (BPS), Thank you for providing me the opportunity to provide testimony on the proposed “Slow, No-Wake” zone to be designated between the Ross Island Bridge and South all the way to Elk Rock Island. As a resident and dock owner, I would like to report my position as being against the implementation of a “Slow, No-Wake” zone. First and foremost, based on my many years of living and recreating on the river I feel that we can absolutely all share the river safely without banned or severely restricting motor boating users. The South Reach Plan is problematic because it is declaring that there is no other option but to restrict motor boat access and recreation. Even the Sheriff and Harbormaster with Portland Fire and Rescue testified against these bias boating regulations as a solution in part because they will create numerous safety issues. Second, the proposal appears to be made with the intent of making it a paddle sports area. I feel this would be redundant as there is already such a dedicated space implemented just after the Ross Island Lagoon and Holgate Channel. Lastly, the proposed area is one of the largest boat ramps on the Willamette. By implementing a “Slow No-Wake” zone, there will be less boat owners launching their boats from that area. This has financial implications from the motor boat taxes as nearly 40% of boaters contribute to the Marine Board Revenues vs. 2.8% are contributed via waterway access from kayaks and such. These numbers do not even factor in additional revenue from fuel tax etc. <https://www.oregon.gov/osmb/info/Pages/Business-Services.aspx> In conclusion, I believe that a “Slow No-Wake” zone in this area would have a negative impact to the neighborhood, the waterway traffic and there would be a major economic impact to the Marine Board Revenue.

Testimony is presented without formatting.

Phillip Volz

#164817 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

There is an urgent need for this section if the Willamette River to be declared a slow/no wake zone. This is a portion of the river with significant use by rowers, paddlers, and swimmers. Wakes and these human powered craft are a mix that create a dangerous situation. All too often the large, powered boats fail to see that there is a small craft nearby, or they do see but are not aware of the potential for swamping or capsizing their neighbors.

Testimony is presented without formatting.

Kelly Bruun

#164816 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To the Bureau of Planning and Sustainability (BPS), Thank you for providing me the opportunity to provide testimony on the proposed “Slow, No-Wake” zone to be designated between the Ross Island Bridge and South all the way to Elk Rock Island. As a resident and dock owner, I would like to report my position as being against the implementation of a “Slow, No-Wake” zone. First and foremost, based on my many years of living and recreating on the river I feel that we can absolutely all share the river and this idea being pushed by the Calm Water Coalition, made up of mostly private paddling clubs, that other users must be banned or severely restricted for the benefit of their activities violates the public's rights to access and recreate on our waterways. The South Reach Plan is problematic because it is based on the city buying into this false narrative that there is no other option to resolving user conflict than restrict motor boat access and recreation. Even the Sheriff and Harbormaster with Portland Fire and Rescue testified against these bias boating regulations as a solution in part because they will create numerous safety issues. Fire and Rescue and Chief Boone's communications person has made their concerns clear. The city also left out many of the key stakeholders when putting this plan together. The Mayor's office agreed and in May they forced the BPS to postpone a final vote and re-open public comments. The Willamette River Community Coalition made up of many different users groups and businesses on the river spent the last month asking to finally allow these affected user groups to have direct discussions with BPS but they would not do that and now they are pushing ahead again with a final vote today. BPS is still refusing to fix the very problem with their process that has been called out by many people, even the Mayor's office. Second, the proposal appears to be made with the intent of making it a paddle sports area. I feel this would be redundant as there is already such a dedicated space implemented just after the Ross Island Lagoon and Holgate Channel. The result of only working with and listening to a narrow slice of the river users, especially because those they worked with have an extreme agenda, is that they are not working with full and complete information which is evident in the many things we hear them say about the river which are simply not true. Lastly, the proposed area is one of the largest boat ramps on the Willamette. By implementing a “Slow No-Wake” zone, there will be less boat owners launching their boats from that area. This has financial implications from the motor boat taxes as nearly 40% of boaters contribute to the Marine Board Revenues vs. 2.8% are contributed via waterway access from kayaks and such. These numbers do not even factor in additional revenue from fuel tax etc.

<https://www.oregon.gov/osmb/info/Pages/Business-Services.aspx> In conclusion, I believe that a

“Slow No-Wake” zone in this area would have a negative impact to the neighborhood, the waterway traffic and there would be a major economic impact to the Marine Board Revenue.

Testimony is presented without formatting.

Sarah Williams

#164815 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please do not I force this. We love this part of the river.

Testimony is presented without formatting.

serafine lilien

#164814 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thanks for the opportunity provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. • Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users. • Whether one is in a canoe, kayak, or even other motorized craft - artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times over the past few years. • Artificial waves make staying upright in my boat problematic, and frequently these folks pass too close furthering endangerment to other river users. • The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. • The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species. • Based on impacts to people, and the river’s ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Today we have craft built for one thing - to generate artificial waves that can be surfed. Importing surf waves from a beach to inland waters simply does not make sense. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you for your time and responsiveness to this issue.

Testimony is presented without formatting.

John Donnerberg

#164813 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I own and maintain a boat in Sellwood, year round. Fishing requires the ability to move up and down the river relatively quickly. This will ruin one of the best and historic uses of this famous stretch of fishing water. Slow and no-wake zones are valuable assets to the paddle community. This is why they already have access to the east side of Ross Island. Slow and no wake zones cannot be placed on a 3.5 mile stretch of water without significantly reducing the ability to transit the area efficiently. This will effectively eliminate the range of access to fishing in the upper reaches of the river for those that permanently moor vessels in the area. It's simply not acceptable to make a 15 minute passage to Oregon City into a 1 hour run.

Testimony is presented without formatting.

Elisabeth Flaum

#164812 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support the proposed No Wake zone between the Steel Bridge and Elk Rock Island. I have paddled on the Willamette with a dragonboat team for the last 15 years. In recent years wakeboard boats and other wake-generating craft have made the river increasingly dangerous for non-motorized users. Large wakes can swamp our boats and often move too quickly for us to get out of the way or orient ourselves safely. Smaller craft, such as kayaks and outrigger canoes, are at even greater risk. These motorized craft have the ability to move further up or downriver to less busy or endangered areas. Let them move to these areas, and leave the proposed no-wake area safe for non-motored river users. Thank you!

Testimony is presented without formatting.

Kit Goujon

#164811 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I would first like to thank BPS for listening to the entire community on this issue. There are clearly passionate pleas from both sides of the argument which will hopefully lead to an understanding of all opinions. From my perspective, I fully support the expansion of the No Wake zone, though I'd be open to other ideas that would limit the impact of boat wake and increase safety for all users. I'm currently a member of Station L Rowing Club and Portland Rowing Club, but I've also rowed with multiple teams both nationally and internationally and have seen compromises for this problem every place I've been. I've rowed all parts of the Willamette from the Fremont Bridge to the Oregon City Bridge and have experienced all the variety that our beautiful river has to offer. I've been a rower for over 20 years, but I've also spent my entire life in the world of sailing, water skiing, kayaking, windsurfing and fishing. I know how enjoyable all of these activities are, yet I'm fully aware they struggle to coexist at the same time on a body of water as narrow as the Willamette. It may seem like the river is large and the wake just dissipates, but those of us in small watercraft understand that isn't the case. When multiple motorized boats are around, this wake never stops. The wake from one boat can be easy to handle, but the colliding wake from multiple boats is impossible to prepare for and can be dangerous when caught in the middle. Being inside the current No Wake zones doesn't guarantee safe water either, as the wake rolling through these areas is still considerable in size and frequency. Even motorized boats don't want to be in each other's wake and they constantly search for flat water to enjoy the serenity of fishing or a smooth ride for their skis. Unless the city is able to enforce a limit on the number of motorized boats allowed at any given time, confine wake activity to specific locations or limit the hours that certain activities are allowed to take place (all of which I've seen in other parts of the country), it is simply unsafe to allow this degree of wake with so many other users on the river. In addition to the environmental impacts and the need to protect the houseboats, this is a policy about safety. It places a speed limit on an area of high use, just as society regularly does with our roads. For the same reason you can't street race past a school, you shouldn't be allowed to pull a skier when there are kids swimming nearby. Power boaters may feel as if our presence is ruining their fun, but their presence could end our lives. Yes, there are plenty of responsible boaters. But rules are never created for the responsible ones. And if education was simply enough, this situation would've been solved ages ago. All boaters in Oregon are required to take a boating safety course, yet multiple times a week I see violations regarding wake and safety that all boaters should be aware of. If education has worked, then why are the rowers, kayakers, dragon boaters, swimmers and paddle boarders constantly at risk every time

they're on the water? Why are they circled multiple times in attempts to swamp them with wake and then retaliated against when they report the boater for being unsafe? And yes, there are plenty of irresponsible users of human-powered craft that should be addressed as well, but that's separate from this discussion about wake on the river. Heavy wake is currently excluding some from being on the river and making it dangerous for those that are. Expanding the No Wake zone will bring more families back to enjoy the water and will allow them to do so safely. It will also keep the houseboat communities safe and provide a relief for the environment. Thank you for the opportunity to contribute to this discussion. I know there are pros and cons to both sides of the discussion and hopefully the city can come up with a compromise that will benefit all groups.

Testimony is presented without formatting.

Katlyn Bruun

#164810 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To the Bureau of Planning and Sustainability (BPS), Thank you for providing me the opportunity to provide testimony on the proposed “Slow, No-Wake” zone to be designated between the Ross Island Bridge and South all the way to Elk Rock Island. As a resident and dock owner, I would like to report my position as being against the implementation of a “Slow, No-Wake” zone. Based on my many years of living and recreating on the river I feel that we can absolutely all share the river. It seems that everyone else is trying to work together for fair and effective solutions like education, enforcement, proper signage and the Calm Water Coalition, who has been the main group driving the city's agenda, has refused to work with other groups or even to acknowledge that paddlers too have a responsibility in all of this, especially to be making safe decisions and following the OSMB paddlers rules as laid out on their website. The South Reach Plan is problematic because it is based on a false narrative that there is no other option to resolving user conflict than restrict motor boat access and recreation. The proposed area is one of the largest boat ramps on the Willamette. By implementing a “Slow No-Wake” zone, there will be less boat owners launching their boats from that area. This has financial implications from the motor boat taxes as nearly 40% of boaters contribute to the Marine Board Revenues vs. 2.8% are contributed via waterway access from kayaks and such. These numbers do not even factor in additional revenue from fuel tax etc.

<https://www.oregon.gov/osmb/info/Pages/Business-Services.aspx>

Testimony is presented without formatting.

Kim Colin

#164809 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I've been kayaking and rowing on the Willamette River between Milwaukie and the Ross Island Bridge for the past 27 years. For most of those years, it was not difficult to share the river lanes with motorized boats. With the advent of wake boats specifically designed to "throw" a bigger wake, it has become uncomfortable, bordering on dangerous, to share the water with these boats as the wakes are big enough to swamp either of my small craft boats. Since I can't easily right an overturned craft and climb back aboard, I'm forced to avoid the Willamette River entirely during weekends and warm weather days when the wake board boats are out in force. When I do go out, I have to try to avoid river crossings and stay close to the shoreline. It feels like we've taken the equivalent of nature trails and turned them into congested urban freeways. I am hopeful of a solution that allows for a designated safe zone for small craft recreation and swimming. Thank you.

Testimony is presented without formatting.

Tracie Broughton

#164808 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Wake boats present serious hazards to human powered boats such as kayaks, sailboats, canoes, dragon boats, stand up paddle boards in the Willamette. Small boats get swamped or capsized by wakes, putting many of us at risk. Please conserve these forms of recreation in our beautiful river by prohibiting wake boats from taking over. Thanks, T Broughton Dragon boat team member, stand up paddle boarder, Kayaker

Testimony is presented without formatting.

Glen Baker

#164807 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing in favor of the proposed no wake zone between the Steel Bridge and Elk Rock Island. I have personally witnessed and/or experienced many incidents where excessive wakes and careless, or indeed aggressive, behavior on the part of powered watercraft have created significant risk to human powered watercraft. In some cases I have been involved in incidents where the power operator seemed not only oblivious to the risk presented by their wake, but in fact seemed to enjoy passing intentionally close to or even circling the human powered craft. This has resulted in boats being swamped or even capsized solely due to the actions of the powered craft. On any given day, hundreds of Portland area residents may use the area in question in human-powered watercraft such as canoes, kayaks, stand-up paddle boards, rowing shells, and dragon boats. Swimming is also an increasingly popular activity that is common in this area. All participants of these sports are exposed to unnecessary risk both to the enjoyment of there sport, but more importantly to their personal safety as a result of the consistent careless behavior of powered watercraft operators. The proposed no-wake zone would provide increased safety for all human powered water craft operators. The powered community would still have access to large stretches of the river north of the proposed area that are more suited to their activities.

Testimony is presented without formatting.

Sara Mills

#164806 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To the Bureau of Planning and Sustainability (BPS), Thank you for providing me the opportunity to provide testimony on the proposed “Slow, No-Wake” zone to be designated between the Ross Island Bridge and South all the way to Elk Rock Island. As a resident and dock owner, I would like to report my position as being against the implementation of a “Slow, No-Wake” zone. The proposal appears to be made with the intent of making it a paddle sports area. I feel this would be redundant as there is already such a dedicated space implemented just after the Ross Island Lagoon and Holgate Channel. The South Reach Plan is problematic because it is based on the city buying into this false narrative that there is no other option to resolving user conflict than restrict motor boat access and recreation. Even the Sheriff and Harbormaster with Portland Fire and Rescue testified against these bias boating regulations as a solution in part because they will create numerous safety issues.

Testimony is presented without formatting.

Jesse Butterfield

#164805 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support this. We are running out of usable space for tow sports.

Testimony is presented without formatting.

Jay Martens

#164804 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing to you as a concerned citizen. I believe the Willamette River is a part of Oregon that belongs to all. One city should not pass rules that adversely affect users from other areas or users with different interests. The proposed slow/ no wake zone is nearly 3.5 miles long. This will take an inordinate amount of time for any power boat to travel. This is an overreach of power. Slow/ no wake zones are almost always small areas that have some sensitive area to be protected, such as floating homes, marinas, or boat launches. While there are some of these in this area, there are also plenty of spaces where they are not. Ross Island Lagoon has already been made a slow/ no wake area, I suggest that the proposed area be limited to river stretch from Sellwood Bridge to marker at small island adjacent to Southern tip of Ross Island. This will effectively protect the boat launch at Willamette Park, floating homes, and allow paddle sports users to travel across main channel of river to Ross Island Lagoon. There are countless power boat users including fishermen, tourists, dinner cruises, and watersports enthusiasts who also use this public treasure that we call the Willamette River. It is unfair and un-American to limit its use for one small group that does not even have to pay to register their water craft. Those of us that do pay to register our water craft are the ones paying for the care of this river and for the boat launches. Stop the proposed South Reach Plan Now. You, the City of Portland leadership, do not own the Willamette River. You are her guests, the same as the rest of us. She belongs to the entire people of Oregon.

Testimony is presented without formatting.

Blake Bruun

#164803 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To the Bureau of Planning and Sustainability (BPS), Thank you for providing me the opportunity to provide testimony on the proposed “Slow, No-Wake” zone to be designated between the Ross Island Bridge and South all the way to Elk Rock Island. As a resident and dock owner, I would like to report my position as being against the implementation of a “Slow, No-Wake” zone. By deciding to "prioritize" paddlers over motorboats as PSC chair Eli said the South Reach plan would do, this is by it's nature a discriminatory plan that will limit public access and recreation opportunities, hurt many businesses and lower property values on the river. Its seems that BPS is determined to pursue this discriminatory agenda that even thought the Marine Board told them the South Reach Plan was problematic, because it unfairly prioritizes one groups over others and will create safety and user conflict problems due to parts of the plan including where they intend to put paddlers access points. This is not how public policy should be created, by ignoring all of the city safety experts, the state agency in charge of boating which knows far more about the river and different user groups than BPS, and by intentionally excluding so many key stakeholders on the river.

Testimony is presented without formatting.

Jim Morse

#164802 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hi, I would like to testify that I am against the creating of a "No Wake " zone on the upper Willamette River. Specifically between the Ross island Bridge and Oregon City. I have lived on or around the upper Willamette River for over 20 years. The only boat wake that seems to be very disruptive is the wake from the large jet boats from the Willamette River Jet Boat company. The wakes from ski boats and for water skiing and wake surfing are fine. They are not disruptive to any docks or shoreline. Very few people swim in the river and paddle boarding individuals seem to do just fine, as they are along the shore of the river. Please do not vote this No Wake Zone in. It would ruin thousands of peoples enjoyment of the Willamette River. Thank you, Jim Morse

Testimony is presented without formatting.

Marina Rake

#164801 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Our team, Wasabi VIP (Visually Impaired Paddlers), is one of the Wasabi dragon boat teams that have capsized in the past due to the momentum of huge wakes. I personally was not on the boat when this happened; however, our teammates who were there definitely felt shaken. Fortunately no one was hurt, but everyone who participates in any water sports/activities must be aware and respect the strength of the water's current and the risks associated. I believe that a "no-wake zone" is needed, but maybe to help find a middle ground, a the zone could be established for certain days as to allow other days to be fully open for motor-powered boats.

Testimony is presented without formatting.

Margot Wolfsehr

#164800 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I DO NOT support the creation of this No Wake zone on the Willamette. I believe that the concerns caused by wake boats on this region can be solved with education and sheriff enforcement, and pushing us all to a smaller area of the river will create even more risk.

Testimony is presented without formatting.

Jason Robinson

#164799 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My family and I strongly oppose this proposal and it will dramatically effect the way we utilize the river. I can't tell you how many families we know that use this stretch of river for wake boarding, surfing, tubing etc. This in my opinion is a dramatic overreach and there are plenty of stretches of river that are too shallow for boating that would be perfect for a proposal like this, however this is not a stretch of river that makes sense at all! Please reconsider this egregious action. Sincerely,
Frequent and Informed Voter.

Testimony is presented without formatting.

Erin Allen

#164798 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am not in favor of the proposed ban. If there is a need for a slower zone (does it really need to be no wake?) but this does not seem to be an appropriate site. From Waverly Marina to Ross Island seems much more appropriate given sailing club, house boats, and boat launch. thanks!

Testimony is presented without formatting.

Len Neiberg

#164797 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a rower on the Willamette south of downtown, I have personally witnessed and been put in danger as the large wake from a speeding powerboat has flipped my small boat and those of other rowers and sent us swimming in the middle of the river. Virtually all rowers, kayakers, paddleboarders, etc launch from downtown and head south, so designating the southern section as restricted wake seems fair. The Holgate channel is already no-wake, but we have to get to and from that section, plus the channel is too small and too short to support the training of our many youth and adult athletes. Let's leave central and north for all manner of powerboats and protect the lives and enjoyment of personal-powered craft and floating fishing boats to the south.

Testimony is presented without formatting.

Kristin Sterling

#164796 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a frequent paddler on the Willamette River out of RiverPlace Marina in dragon boats and outrigger canoes. Over the past few years, I have noticed wake boat traffic congestion increasing, especially in the main channel north of Willamette Park through downtown and felt increasingly unsafe. Dragon boats, in particular, are susceptible to swamping and even capsizing. Those that drive wake boats are often unaware of human-powered craft nearby and kick up large wakes that are difficult to maneuver. We turn into wakes at an angle so that we don't flip, but more than once I have been in a dragon boat when a large wake has hit the bow and then has almost completely flooded the boat with each successive wake.

Testimony is presented without formatting.

Terry New

#164795 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As an active member of Station L Rowing Club I am writing in support of the no wake zone being extended around Ross Island. Rowers using the river in this area are all ages, from 12 to 85, with a variety of skill levels. Besides rowers, there are numerous kayakers, stand up paddle boarders, outrigger canoes enjoying the river. Human powered boaters do not have the ability to range as far as motor powered boats therefore are limited to the area of the river they can use. The expanded no wake zone would make the river much safer for human powered boaters. Motorized boats can pass through the zone and have the rest of the river to play. Thank you.

Testimony is presented without formatting.

bridgid glass

#164794 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I fully support a no wake zone on the river. Our son has been part of Rose City Rowing Club for 6yrs. He has been flipped in a boat numerous times let alone all the close calls from motor boats flying by. A lot of the motor boat community has little respect for the non motored activities happening on the shared waterfront. The youth team, Station L and Dragon boaters all have to change their schedules around last minute to accommodate the motor boat traffic. To put this into perspective, in order for our son to participate in regattas over the years he had to practice(5am sometimes earlier) before school so they wouldn't get flipped by a huge wake if they were to practice after school. The kids are instructed not to use certain racing shells to practice in sometimes because they are more sensitive to tipping with large wakes. Once the weather starts getting warmer the motorist take over the river. The river should be shared by all! No wake zone is for safety! Thank you and I hope this is taken seriously before someone else gets hurt. Bridgid Glass

Testimony is presented without formatting.

Matthew Sancomb

#164793 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I completely understand that people have a right to choose how they recreate on public waterways. However, when one party's choice in how to recreate has a significant and detrimental effect on other people and the place where they are recreating, a change needs to take place. The South Reach area of the Willamette River is an extremely busy and narrow waterway. The presence of wake surf and artificial wave recreation in this area has a detrimental impact on everyone except the few people sitting in the boat that creates the disturbance. Floating home owners report damage to their homes. The ecosystem is disturbed by the turbidity and there is an impact to shorelines. My family owns a sailboat near the Sellwood Bridge. We also enjoy paddleboarding on the river nearby. Due to the narrow nature of the river, a single wake surf boat can completely alter the surface of the river because they create such big wakes over multiple passes. The river can be truly churning during busy times. The river at these times is at best unpleasant and at worst unsafe for my family to use the river. This is just not the space for artificial wave recreation.

Testimony is presented without formatting.

Jerrod Miller

#164792 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As recreational boaters, we have every right and pay a lot of money to license our boats for a very short season as it is. Non motorized boats already have the entire Holgate Channel as a no wake zone. They do not need the entire river. Also, every no wake zone is filled with transient and homeless vessels. These vessels will move North of their current location all the way to the Hawthorne Bridge.

Testimony is presented without formatting.

Chris Martin

#164791 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Creating a no-wake zone in the areas proposed is untenable as on the west side of Ross Island and south to the Milwaukee boat ramp is as: 1) It would obstruct business and transport in an predominantly used for commercial traffic (Ex: cruise tours, raw material extraction, guided fishing) 2) No wake zones would not be executable during high river flow conditions while headed upstream, and 3) Paddle sports represent a "use case minority" for the area as they mainly take place during sunny spring, summer and fall days while other commercial and recreational use cases are prominent year-round. Alternative solutions in order of cost of project (high to low): 1) Leave the current area unchanged from its current state and encourage paddle sports users to traverse the 18 mile stretch between mile marker 30 and 50 (the Newberg pool) which is already the safest and most scenic location on the river based on the latest Newberg pool watersports restrictions. With this zones position above Willamette Falls, paddle sports will not disrupt commercial traffic, will be safer due to the reduction in recreational boat use in the Newberg pool, and will experience more consistent water flow during peak paddle sport timeframes during the summer months. Additionally, a paddle sports launch already exists at mile marker 28 adjacent to Bernert Landing. 2) Continue to launch paddle sports from Willamette park, with a designated no-wake zone to Ross Island during peak summer months (June – Sept) to allow safe travel to the east side of Ross Island. (See attachment) 3) Expand the small craft ramp that already exists on the east side of Ross Island bridge (in-line with SE Boise St) and expand the existing Ross Island no-wake zone to include the east side of the island. This would alleviate peak capacity issues seen at Willamette park while paddle sports are consuming a disproportionate amount of boat ramp capacity. This would also allow paddle sports to launch directly into a safe no-wake zone with the safety benefit implied, as well as help parents feel more comfortable about introducing the sport to their children. With the increase in inflatable SUPs, this would also bring the onshore traffic paths more in-line with the Yellow MAX line, reducing the need for private transportation and parking infrastructure. Feedback and alternative solutions respectfully submitted by... Chris Martin Christopher.Martin.cscp@gmail.com

Testimony is presented without formatting.



Tia Bellm

#164790 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I would like to thank all parties who have worked together on the River Plan/South Reach. I support making a safe space for all to enjoy including wildlife. I am reaching out as I am a dragon boater on Wasabi VIP. We were capsized by high-energy waves on the Willamette River from a wake boat in the summer of 2018. The wake boat was traveling south on the west side of the river. We capsized on the east side of the river between the Ross Island and Tilikum bridges. The tiller steering us that day was one of our top tillers in our Wasabi community and turned us appropriately to hit the wakes but the force, height and number were too much. Fortunately, none of our 20 paddlers including about 10 paddlers who are blind/visually impaired were not injured more than scrapes and bruises. Five of us, including myself (visually impaired) were caught underneath the boat. This is not an experience I would like to endure again or wish on anyone else. I feel extremely fortunate that my coach had mentioned the air pockets between the seats as I doubt I would have thought of that on my own in that terrifying moment. This has not stopped me from doing the sport I love, but to this day wakes cause anxiety. In all of my 12 years of being a dragon boat paddler I have always been told that dragon boats rarely tip over and usually it occurs in a race. This is no longer true for the stretch of the Willamette River dragon boats use. Due to the increased power and number of wake boats I no longer feel safe on the river. I have watched boats speed by human powered boats and even between human powered boats. There is often not much time to be able to paddle to a safer space or turn to be as safe as possible to avoid these high-energy waves. Our first-hand experience points to the importance of making this stretch of the Willamette River safe for the entire boating community. The current rules in place are no longer supporting the number of people utilizing the river for recreational and sport use. Over the last few years the number of motorized and human powered boats have dramatically increased. There need to be changes made in order to create a safe space for all to enjoy. I support the City to encourage OSMB in extending the slow/no-wake zone currently in place from the southern ½ of the Holgate Channel to include the entire Willamette River between the Sellwood and Hawthorne bridges. Thank you for your time.

Testimony is presented without formatting.

Andrew Allen

#164789 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I agree there needs to be a no wake zone. I think one from the Ross Island Bridge to just past the Waverly Marina makes sense. It will create a safe zone for the sailing schools and paddle sports folks, it will protect the houseboats, and it will allow the watersports folks space to ride. The proposed zone is too big.

Testimony is presented without formatting.

Shy Boyd

#164788 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please extend the No Wake Zone from South of the Sellwood Bridge to the Waverly Country Club!! There are so many non motorized boats and swimmers that use the river down here and the wakes are DANGEROUS. Not to mention all the damage they do to river banks, floating homes and docks. Please protect everyone in this part of the river South of the Sellwood Bridge down to Waverly Country Club, thank you so much.

Testimony is presented without formatting.

Ryan Mathes

#164787 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support making that part of the river a no wake zone.

Testimony is presented without formatting.

Mike Hagel

#164786 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a property owner on the Willamette River across from Elk Rock Park. We use the river for paddle boarding, PWC activity, and tow-boat wake sports. I am against implementation of additional slow no-wake zone areas as part of the overall plan. We purchased our property and installed a dock for the purpose of enjoying the recreational activities we love and that have been allowed for decades on the Willamette River. We have taken the boater education course and always utilize the river in a safe and cooperative manner. Although we understand conflicts exist between recreationalist, conflicts should primarily be managed and reduced through more effective boater education and patrolling, and not through public policy that acts to prioritize the activities of some users over those of others. In addition, long no-wake zones within the City of Portland's jurisdiction would force tow-boat users to relocate to other areas. Many would likely use areas south of Portland (often narrower) creating more congestion, degraded safety, and increased turbulent water during high use periods. This would not be fair to existing or new users within those areas.

Testimony is presented without formatting.

Ronald Kay

#164785 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Dear Commissioners Thank you for the opportunity to comment concerning the South Reach Plan, and the needs of non-motorized boating users on the Willamette River. Boats designed to generate waves for wake-depepend water sports produce a negative impact on man powered river crafts and river ecology. Swamping is problematic and even overturning for canoes, kayaks and dragon boats. Swamping has occurred several times over the past few years. Due to the negative impact on people powered crafts and rhe ecology, i feel a no-wake zone needs to be established from the Steel Bridge to Elk Rock Island.

Testimony is presented without formatting.

Jennie Segui

#164784 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please keep in mind that many families enjoy boating as quality time together on the Willamette river downtown. Not everyone is physically able to use non motorized boats to enjoy the water. Please don't take this away from responsible boaters and instead create more education for the ones that are not.

Testimony is presented without formatting.

Kerry Arkell

#164783 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am member of the Wasabi Paddling Club, I have personally witnessed the dangerous effects of power boat wakes on human powered craft. This is a major safety issue and I believe the no wake zone as proposed will significantly improve safety on the Willamette.

Testimony is presented without formatting.

Dannah Taylor

#164782 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

For eight years I have participated the sport of dragon boat paddling. During each year our sport trains for Spring, Summer and Fall competition events. Some are international competitions. During the remaining part of the year we continue to paddle 3 times a week to stay conditioned . We paddle on the Willamette River year around. The concern is the growing number of power boaters using the river as a high speed zip-zip zone. The operators and passengers appear to have no awareness of courtesy for man-powered water vessels. The wakes created by these high powered engines are a danger to several different paddling and rowing - man-powered boats. Each season there are laughing power-boaters watching the slower moving vessel become swamped, frantic bailing and sometimes sinking non-engine powered boats. A "No wake zone" through this area of the Willamette River is the only solution to these too numerous dilemmas. Best Regards, Dannah Taylor
Golden Dragon Paddling Club PDX

Testimony is presented without formatting.

Rebecca Banyas

#164781 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a resident of Milwaukie, and walk along the Milwaukie Bay daily. I would love to see the City of Portland encourage a "no wake" zone around Milwaukie Bay and Elk Rock Island. The noise and disruption of the water from speed boats is disturbing to all those who use the water for non motorized activities, and who walk, sit and fish along the river. Thank you.

Testimony is presented without formatting.

Layla Bohm

#164780 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

While I understand that excessive speeds can be disruptive, I think a no-wake zone for such a large stretch of water is also not the solution. As someone who enjoys both kayaking and boating on the Willamette River, I don't think it's fair to penalize boaters who have engines. No-wake speeds are slower than the pace I run for an entire marathon (26.2 miles) -- imagine having bicycle speeds limited to walking speeds simply because skateboarders want to share the bike lanes. It's not fair or realistic.

Testimony is presented without formatting.

Cristian Rogers

#164779 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I do NOT approve of the creation of an additional no wake zone on this stretch of the Willamette. The marine board has already introduced mandatory training for anyone wishing to generate a recreational wake and the means to punish anyone who breaks those rules to the detriment of other river users and structures. Adding a no wake zone in this area simply serves to frustrate anyone who either launches at the Willamette Park Boat Launch or Moira their vessel anywhere within this stretch. Speaking from experience as a tenant of RiverPlace Marina, with a much shorter no wake section that was introduced during the Tilikum bridge construction project: having to idle across that section was extremely frustrating For the two seasons that it was enforced, but it served a genuine purpose (protection of the cofferdams and workers). Arbitrarily preventing a wake for a 5 mile stretch of the Willamette River will effectively ruin the boating experience of any tenants at Waverly Marina or any of the houseboats within that stretch, not to mention any recreational user who launches at Willamette Park and wishes to travel south to fish or use towables. I urge the commission to reconsider this unnecessary and detrimental course of action.

Testimony is presented without formatting.

Jason Reynolds

#164778 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hello, I am writing to express my hope that an increased no-wake zone be implemented on the Willamette river. I know this discussion has valid points on both sides. I'm not in favor of eliminating users from the river, but it's clear that the attempts to educate boaters and enforce the existing laws are not working. My teenage son is a rower and was involved in an incident in which a powered boat came dangerously at high speed close to he and his crew's racing boat, causing a wake to fill their boat, resulting it to literally snap in half and sink. No injuries, but that is one example of why a no wake zone should be implemented and enforced. Thank you for your valuable time and hard work in keeping all Portlanders safe. - Jason Reynolds

Testimony is presented without formatting.

Rosy Martinez

#164777 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

"I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions."

Testimony is presented without formatting.

steven zwierzynski

#164776 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in favor of increasing the size of the no wake zone. The gain to safety far outweighs the burden, if any, placed on boaters.

Testimony is presented without formatting.

Michele Gamburd

#164775 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Big wakes damage structures at Portland Rowing Club, the community of houseboats south of the Sellwood Bridge. I have a rowing shell in the boathouse at PRC, and I have witnessed what happens down there when a large wake hits the structure. In addition, I am regularly inconvenienced and often endangered when powerboats pass too close to me while I am rowing. My human-powered craft sits 6 inches off the water, and a large wake can swamp my boat and tip me over, causing damage and scaring the cr*p out of me. Please move the power-boaters out of the "pedestrian" zone; keep the South Reach wake free.

Testimony is presented without formatting.

Mark Bruun

#164774 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To the Bureau of Planning and Sustainability (BPS), Thank you for providing me the opportunity to provide testimony on the proposed “Slow, No-Wake” zone to be designated between the Ross Island Bridge and South all the way to Elk Rock Island. As a resident and dock owner, I would like to report my position as being against the implementation of a “Slow, No-Wake” zone. First and foremost, it should be noted that this section of the water currently serves as the navigation way for most boats. Adding a “Slow, No-Wake” zone would unnecessarily increase the amount of time it would take to travel to the channel. Furthermore, I can attest that as a dock owner, the wake from these motor boats does not present any concern for the safety of my property or my family. Second, the proposal appears to be made with the intent of making it a paddle sports area. I feel this would be redundant as there is already such a dedicated space implemented just after the Ross Island Lagoon and Holgate Channel. Lastly, the proposed area is one of the largest boat ramps on the Willamette. By implementing a “Slow No-Wake” zone, there will be less boat owners launching their boats from that area. This has financial implications from the motor boat taxes as nearly 40% of boaters contribute to the Marine Board Revenues vs. 2.8% are contributed via waterway access from kayaks and such. These numbers do not even factor in additional revenue from fuel tax etc.

<https://www.oregon.gov/osmb/info/Pages/Business-Services.aspx> In conclusion, I believe that a “Slow No-Wake” zone in this area would have a negative impact to the neighborhood, the waterway traffic and there would be a major economic impact to the Marine Board Revenue. Sincerely, Mark Bruun

Testimony is presented without formatting.

Catherine Eastman

#164773 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

The Willamette River has been a long time recreational river for many. While many might want to get rid of boaters, educating those who are not following boater protocol would be a better solution than getting rid of boaters all together.

Testimony is presented without formatting.

Richard Glass

#164772 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I strongly encourage extending the No-Wake zone as proposed. Our son has been a member of the Rose City Rowing Club for the past 6 years. In that time I have heard of numerous capsized rowing shells due to large wakes created by boaters in the area under review. My son has been a part of several of these situations. A couple of years back, while training with some women of The Station L rowing team the boat was struck by a large wake from a passing speed boat that capsized them. All 5 were thrown from the boat and our son who was fully clothed and with rain boots on. The speed boat did not stop to check on their safety and proceeded down the river. To the luck of the 4 rowers and my son a group from the Wasabi Dragon Boating club (who witnessed this incident) were close by and helped them out of the water and to safety. Who knows how that would have ended up without their help. I hope that the city can work towards a vibrant riverfront space that encourages and "features" the river as it has much of the surrounding area. The simple idea of a no-wake zone where many others share the waterway seems like a no-brainer, we are lucky that something fatal has not occurred to date. This idea has worked in many other notable water cities.

Testimony is presented without formatting.

Nicole Forsi

#164771 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy our river on a human powered boat. While I have not personally been capsized by motorboats, I have come close on a number of occasions, and swamped by them too many times to count. Part of the safety protocol is to ensure there are bailing buckets every time we go out because inevitably we will be passed too closely by a motorboat and take on water. I have enjoyed waterskiing, and pleasure cruising on boats, and it's also a great way to be on the water. But I want to make sure there are safe areas for all boats, and that's why I feel a no-wake zone is needed.

Testimony is presented without formatting.

Simone Jackson

#164770 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Dear City of Portland, I have had the privilege of being born, raised and living my life in the beautiful City of Roses. It's waterways have provided decades of immeasurable pleasures to the citizens and families who enjoy recreational boating by motor. From fishing to wakeboarding, the Willamette River is hailed as one of the primary attractions to living in our beloved town. Please do not discriminate against the use of motorized water sports in favor of the few who are sporting by paddle/non-motorized! Please do not eliminate the accessible use of 3.5 miles of our river that provides so much hobby, leisure and joy to us and the families of the Portland Metropolitan area. I am a tow-boat enthusiast, and I use this section of river. I do not endorse this proposed plan.

Testimony is presented without formatting.

Tod Stathis

#164769 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I own a 2019 MB F21 and moor it at McCormick Pier on the Willamette. I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions. Additionally, allowing boat rentals on the Willamette without requiring an Oregon State Boaters Education & License is a much bigger issue of safety on the water. I have seen multiple safety related issues by rental boat drivers that have no idea what the most basic rules of the waterway are (e.g. distance from other boaters, etc). This ad demonstrates "Boater Education Cards Not Required". Thank you for allowing my testimony!

<https://skwatercraftrentals.com/Rentals-Tours/Boat-Rental>

Testimony is presented without formatting.

Kalle Crafton

#164768 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Hello, I'm in favor of expanding the no-wake zone that's currently near Ross Island. I've been rowing and/or coaching on this stretch of the Willamette since 1995. I've seen a woman rower have her rib broken from a jet skier running over her oar. I've seen more rowing shells than I can count become swamped by wake board boat wakes and require rescue. I've been flipped over myself while rowing a single scull due to a large wake. A wake of destruction is usually a metaphor. And it's an effective metaphor because it so clearly illustrates one person's impact on everyone and everything nearby. But right now, wakes of destruction are literally being debated. And I know most motorboaters are simply unaware of the affect they have, and how would they know? I don't blame them. I've been on a wake surfing boat, on a lake with no one around. It's fun. I get it. It's also an example of having to manipulate your natural surroundings in order to enjoy them. Huge wakes don't stop after you've ridden them. So I'm asking you to expand the area protected from these power-boaters' massive wakes. I'm asking for this along a stretch of river that's so well suited to rowing and other sports enjoyed by thousands in Portland. In this expanded stretch I'm asking that power boaters not manipulate all of our surroundings just for the enjoyment of a few. That seems very reasonable and fair to me. Far more people suffer from this activity in this stretch than benefit from it. I hope you consider this logic and my plea, despite the louder, richer voices coming from the other side who want nearly the whole river for their recreation. In the end, what is the value of a river in a city like Portland if it is not an attractive and safe draw for athletes who want to enjoy the water on its own terms, under our own power? Thank you.

Testimony is presented without formatting.

Elizabeth Soucie

#164767 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support creating this no wake zone. Pushing water crafts to outside this area will cause more congestion and safety concerns outside the proposed area. There are many people that use this zone safely and respectfully. I often see rental boats not respecting no wake zones.

Testimony is presented without formatting.

Chelsea Parsons

#164766 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support the creation of the proposed No Wake Zone on the Willamette. I believe a more immediate need is more education and policing in the area. No only do I think it would be ineffective to implement this No Wake Zone, as it is in other areas of the river due to lack of enforcement, but I believe it would be dangerous to limit the boaters who utilize the Willamette to a smaller area.

Testimony is presented without formatting.

Mark Hickman

#164765 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a dragon boat steers person and support the No Wake Zone. During the summer the large waves created by the Wake Board and Surf Ski boats pose a danger to human powered craft. It is very difficult to maneuver a dragon boat quick enough to properly manage these waves in order to not be capsized. If there is more than one boat, with waves coming from different directions makes the challenge excessively difficult.

Testimony is presented without formatting.

Judith Smith

#164764 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

My daughter and I have resided adjacent to the North tip of Elk Rock Island for nearly nine years. During this time, we have observed recreational boats, boards, jet skis of all kinds as they enjoy this widened aspect of the river that is called Milwaukie Bay. The use has increased dramatically in the last few years. It is a dangerous matter to mix through river traffic (boats passing through often at high speeds) with recreational others (paddle boards, kayaks, swimmers, sailboats). And some days the sound from the multiple jet skis is near deafening as they race back and forth to catch the wakes of other craft. Someone is going to get hurt right here because of the crowd on the water, a mix of slow and high speed. A man did drown recently, fallen from his kayak. Was choppy water a factor? There also is the aspect of the water between Elk Rock and 19th basically being a slough, with a deep trench, a hidden rocky shore, and wildlife. This natural area needs the protection from recreational damage that a no-wake zone would provide. The slough extends to the south end of Elk Rock Island. Any boundary for the no-wake zone should include the entire length of Elk Rock Island and not stop simply at the end of Kellogg Park. Please protect Elk Rock Island's north and east side from damage, and residents from the fear of a horrible accident happening here. Thank you for your consideration.

Testimony is presented without formatting.

Marit Ernst

#164763 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a member of the Wasabi dragon boat team and have regularly felt endangered by the wakes created by the boats during summer months. I support the no wake zone which allows smaller non-motorized boats to use this portion of the river safely. Thank you.

Testimony is presented without formatting.

Alison Adair

#164762 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support a no-wake zone for reasons of safety and equity. In consideration of safety, this section of the river, and those who use it, are deserving of a Vision Zero for the water. Like our city streets, this area is congested, and non-motorized users should both feel safe, and actually be safe, using it. In consideration of equity, maintaining a section of water, accessible from public rights of way and parks, and with a no-wake zone allowing reliably safe use by non-motorized craft allows a broader cross-section of our community to use the river. Prioritizing the rights of motorized water craft perpetuates inequity by prioritizing the rights of those who can motorized craft.

Testimony is presented without formatting.

MARY OSCHWALD

#164761 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

For the safety and health of the people who use our beloved Willamette River, I URGE you to expand the NO-WAKE zone. Doing this will ensure a calm and enjoyable use of the river for all of us. Thank you for considering everyone's safety. Mary

Testimony is presented without formatting.

Sophia Schmidt

#164760 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

This testimony pertains to the discussion about limiting motorized wake-surfing boats on part of the river. I am a high school rower, and these high-energy wake boats negatively affected my team's practices in multiple ways. Firstly, every time a wake-surfing boat passes me or my teammates, everyone has to stop rowing to let the wake go by, or they risk ending up in a dangerous position or tipping their boat. This cuts into our practice time, as it takes a couple minutes for the wake to be gone or be small enough so that we can safely begin rowing again. Secondly, the wakes produced by wake-surfing boats cause a lot of anxiety. Wakes are something I worry about every time I go out on the river to row. That anxiety causes me to be more cautious and measured in practice out of fear. I have a difficult time challenging or pushing myself in practice just because of the fear of wakes. Not only would limiting high-energy wake boats on the river improve the physical experience of rowing, it would also greatly improve the mental aspect of rowing as well, not to mention how much safer the river would be for my rowing team and for others.

Testimony is presented without formatting.

Aj Riddle

#164759 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do NOT support making the willamette river between sellwood bridge and Hawthorne bridge (down town Portland) a no wake zone. This will send all boaters to one small zone, causing congestion and unsafe boating conditions. We need more information and perhaps "paddle education" for non- motorized boaters.

Testimony is presented without formatting.

Brandon Gammie

#164758 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please do not pass this. Motorized boats and paddle boats can operate together or separate at different hours on the waterways. Why take away the rights of all motorized recreational boaters for the decisions of a few bad ones. I respect paddle operated watercraft and always slow down when in close proximity, as I also enjoy paddle recreation. Some of my fondest memories are my late father teaching me how to knee board/ski/wakeboard in this area that is subject to being closed. Please don't take away these dreams and memories for future kids to share with their friends and families. Wiser laws/enforcement/plan could be implemented to help control safety on the water.

Testimony is presented without formatting.

Jimi Barry

#164757 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To Whom It May Concern: Irresponsible boaters make the river unsafe for all non-motorized watercraft. I've been a dragon boat paddler for 16 years, and I've found boaters have become less aware of those of us who have no engine. In 2018 we had two incidents of irresponsible boaters causing harm to boat and paddlers. In the first instance, we were struck by a sailboat that ripped our till from our boat and forced one paddler to exit the boat for her own safety. Granted, this wasn't a motorized watercraft, but it was skippered by someone irresponsible. We contacted the river patrol for rescue. The sheriff had to seek out this individual because once our other boat collected the till, they fled the scene. The second incident involved the Willamette Jet Boats. While doing "cookies" in the river, the multiple waves produced caused our boat to swamp throwing our paddlers from our craft. They were unaware of what they had done, but upon contacting the company, we have worked out a compromise to safely share the river. Unfortunately, it is the irresponsible operators of jet skis and ski/speed boats that cause us the most difficulty. They often come near our boats creating waves that we are unable to avoid that don't swamp us, but make our steersperson maneuvering difficult so we do stay safe. Sometimes, the jet ski operators purposely buzz us for their entertainment. Irresponsible boaters make it dangerous for any non-motorized watercraft. While these are in the minority, they do pose danger for us. I hate to enact rules that will affect all boaters, but many of these boaters have demonstrated they are unable to share the river with us safely. I am very much in favor of a no-wake zone between the Hawthorne and Sellwood bridges. Jimi Barry Race Director, Amazon Dragons Paddling Club

Testimony is presented without formatting.

Lindsey Garlinghouse

#164756 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am an avid boater and live on the South Waterfront of Portland. The boating community has done so much to engage young kids in active water sports, and is a community that is cherished by many. Among sport boaters are sport fishermen. The river is one of the biggest draws for people to Portland, and boaters can attain education to understand the ecological and personal impacts of wake on the environment and homeowners. More education is the answer, NOT a no-wake zone on the entire river! We love our community and shutting the river down to motorized boaters would destroy businesses, community groups, and take away from what makes Portland so fun in the sunny months.

Testimony is presented without formatting.

Lee Etten

#164755 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Anna Bar

#164754 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

This ban would impact all the other boaters on the river and is far too extensive. Boats can travel safely through this stretch at a low speed without making it a no wake zone. All users of the river should share the river and it's not fair to preferentially give some some users of our public river a priority. There is literally zero impact of any wakes from Waverly Marina to elk rock park. This zone should DEFINITELY not be included in a paddle sports zone. If you do anything of the sort with a paddle sports zone, I would recommend making it a no wake zone from Waverly Marina to Ross Island bridge. This is a more reasonable proposition and many boats do travel slowly through this zone anyway because of the sailing school. Then the paddle sports users could have a nice quiet cruise around Ross Island. Additionally, the houseboat owners would like this. This would be a nice compromise that doesn't affect tow boat users that much and maybe will give the paddle sports users a little sheltered zone. Please, do not extend the zone all the way to Elk Rock. This is completely unnecessary and takes away a large portion of our river for other sports. PLEASE CONSIDER KEEPING THE NO WAKE ZONE FROM Ross Island BRIDGE TO WAVERLY MARINA ONLY. IT'S A NICE COMPROMISE- AND YOU WON'T HAVE A LOT OF PUSH BACK FROM POWER BOATS BECAUSE WE GO SLOW IN THIS AREA ANYWAY DUE TO HOUSEBOATS, SAILING SCHOOL, AND BOAT RAMP BEING NO WAKE ZONES, AND THE AREA AROUND Ross Island BEING QUITE SHALLOW. Sincerely, Anna Bar MD.

Testimony is presented without formatting.

Aubrey Patterson

#164753 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I strongly advocate for extending the no wake zone. I am a paddleboarder who lives in Milwaukie, and while many motorized boats and some ski-doos are courteous and thoughtful, there are so many that make non motorized adventurers feel legitimately unsafe or cause accidents. I want our river to be a safe place for all to recreate. Please extend the no wake zone.

Testimony is presented without formatting.

Sid Smith

#164752 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I fully support a slow, no-wake zone as proposed. I am in favor of safe recreational boating use of the Willamette River, with the emphasis on "safe." In the past several years, the increased use of large-wake boating has created unprecedented safety issues, especially for non-motorized craft. As I'm sure you're already aware, these large wakes have damaged homes, eroded the shoreline, and ruined rowing shells. Dragon boats have been swamped and have been flipped, tossing 22 paddlers into the river. Damage to the environment notwithstanding, I am more concerned about the safety of my team of paddlers. I believe that, like wearing a mask in public, the inability to create large wakes for recreational purposes on a small 3.5 mile stretch of the river is an inconvenience. We do what's right for the safety of others, not what suits our personal interests. I am a floating home owner, a motorized boater, and a dragon boater. I also am on the water most of the summer in a kayak, SUP, and outrigger canoe. I admit that the proposed SNW zone will be an inconvenience for me because we do enjoy water skiing on the river near our home. But it is just that - an inconvenience that within a year we'll forget about and adapt to.

Testimony is presented without formatting.

Frederick Morris

#164751 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We live on the West side across from Ross Island and enjoy the River walk so much. It is distressing, however to see the wide variety of small sailboats, row boats, surf boards, crew, etc. being totally disrupted by some sailor who doesn't know when to calm down and not be a major (and potentially dangerous) disruption to this aquatic playground. We have Children's Zones on the streets, why not a zone for inconsiderate sailors to slow down!

Testimony is presented without formatting.

Bob and Mary Fedoroff

#164750 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thank you for the opportunity to provide testimony today in regard to the South Reach plan, and the needs of non-motorized users of the Willamette. We appreciate your work on this project. We are members of the Golden Dragons dragon boat team and we are generally on the river three days per week for team dragon boat paddling, as well as additional unscheduled days to row our private boat. • Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts on the river’s ecology, and to other river users. • Whether one is in a canoe, kayak, or even other motorized craft - artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times over the past few years. • Artificial waves make staying upright in our boat problematic, and frequently these folks pass too close furthering endangerment to other river users. • The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. • The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species. • Based on impacts to people, and the river’s ecology - we feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Today we have craft built for one thing - to generate artificial waves that can be surfed. Importing surf waves from a beach to inland waters simply does not make sense. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you for your time and responsiveness to this issue.

Testimony is presented without formatting.

Heather Mootz

#164749 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Motorized boats should NOT be banned or limited from any area of the river. We should all be able to enjoy our gorgeous Oregon scenery!

Testimony is presented without formatting.

Alicia Hamilton

#164748 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thank you for the opportunity provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. As a riverfront homeowner (in Milwaukie), I can attest to the importance of river safety and preservation. Having recently been part of an unsuccessful river rescue in April, this issue is one that I feel strongly about and will be addressing with the Milwaukie City Council in the coming weeks. In the last few weeks I witnessed a canoe tip from a boat wake (the boat actually came back and rescued them, thankfully), as well as jet skis zipping dangerously through extremely shallow water that were surrounded by kayakers, swimmers and SUPers. We are so grateful that river use has increased, however, along with that comes the responsibility to protect and inform those using it. Please consider the following to help maintain a healthy environment for people and the local wildlife.

- Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users.
- Whether one is in a canoe, kayak, or even other motorized craft - artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times over the past few years.
- Artificial waves make staying upright in my boat problematic, and frequently these folks pass too close furthering endangerment to other river users.
- The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue.
- The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species.
- Based on impacts to people, and the river’s ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Thank you for your time and responsiveness to this issue.

Testimony is presented without formatting.

Peggy Alter

#164747 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Enjoying the Willamette is a valuable treasure to so many in Portland and surrounding areas. Keeping it clean, safe and useable is one of the reasons I can write out my tax check and feel good about sending it in. Over the fifteen or so years I have been paddling on the river I have seen many changes. Like all shared use areas in Portland the traffic is higher and safety has become questionable for both people and wildlife using it. I could relate four or five past incidents where I personally encountered motor vehicles endangering non-motored paddlers in dragon boats, canoes, and outriggers. Boats filled with water from wakes, flipped entirely, or just battling wakes and making it difficult to paddle and enjoy time on the water. The most recent was about a month ago. A friend who lives in a Riverfront condo has a few small kayaks and we were out trying to get in a little safe mental and physical health time during this difficult spring. But the river was a messy blend of uses including a few loud and fast motorized sea-doo's or scooters going back and forth quickly creating wakes and seemingly not being aware or not caring about other quieter watercraft. We, along with many others, were forced to keep to the very edge of the river and constantly battle the wake from just these two, small motor craft. Please plan to keep the river safe for all! Just as bicycles, pedestrians and motor vehicles need separation on roads, motorized craft, SUP's and kayaks, canoes and dragon boats, swimmers and floaters should have areas to allow safe use. After all, can you imagine a ski resort where snowmobiles and beginning skiers are using the same mountain slope and path at the same time? I hope you will consider the value of no wake zones and provide a Slow No Wake (SNW) zone between the Steel Bridge and Elk Rock Island.

Testimony is presented without formatting.

Jesse Nicola

#164746 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a massive no wake zone from the Hawthorne to the Sellwood and/or beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions

Testimony is presented without formatting.

Walter Bruhn

#164745 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please allow us to continue to use our public river as a boater. Paddlers should not get 100% and overrun all the other activities on the river. Thanks

Testimony is presented without formatting.

john skene

#164744 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Wake boats need to be controlled. We had a \$40,000 rowing shell destroyed because a wake boat created a wake too close to the rowers. This wake boat did not even stop to provide assistance to the nine youths who were in the water due to their inconsiderate and illegal actions. As owners of wake boats cannot act as responsible citizens when approaching other users of the river I feel they need to be isolated in a safe environment. I also believe that there needs to be enforcement of the existing wake laws, there is no use having these rules in place if there is no enforcement.

Testimony is presented without formatting.

Lydia Smith

#164743 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners, I have noticed that in the last day or so there has been a large number of testimonies saying "I am a wake boat enthusiast - I do not approve of a no-wake zone" I want to point out that those of us that in favor of a no-wake zone from Hawthorne Bridge to Waverly Golf Course are concerned about people getting hurt, someone drowning, boats capsizing, property being damaged, and the shorelines being eroded vs inconveniencing the fun the motorized boaters are seeking. Shouldn't safety and protecting property take precedent over recreation? I urge you to extend the no wake zone through to the Waverly Golf Course - those of us at the Portland Rowing Club have already incurred thousands and thousands of dollars of damage due to these unnaturally large wakes not to mention great fear for the elderly or small children when a wake boat passes by. We also have a large number of rowers, kayakers and swimmers here as well. Thank you for your consideration and I hope you will make safety for people and property your top priority.

Testimony is presented without formatting.

Amy Johnson

#164742 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thank you for the opportunity to submit testimony and to your thoughtful process to manage the Willamette River. I appreciate your service for our community. I write to support a no wake zone on the Willamette. These days, I scull regularly on the Willamette and enjoy the sublime beauty and vigor of the river. Just yesterday, I saw five fuzzy ducklings tagging behind their mother on the shores of Ross Island. I scouted the branches of the dead tree hoping the recent bald eagle wasn't also watching. Later, a huge salmon leaped out of the water and did a 360 flip, sparkling and sassy at dawn. The calm and sometimes brutal patterns of nature are powerful and reinvigorating to witness. I am a member of the Station L Rowing Club, and we value and use the river regularly. When I am on the river, dozens of non-motorized boats and crafts are on the river; they outnumber motor boats. Unfortunately, when I hear the loud blare of a racing motor boat or a jet ski heading my way, I come to attention, watch its trajectory and do all I can to protect my safety. There are places for motor boats and jet skis, but certain areas should be preserved for non-motorized watercraft. For many years, I lived in Austin, which limits motor boats on the city's Lady Bird Lake. Austin's lake thrives with rowers, paddle boarders and kayakers. Portland has the opportunity to create a human-powered river and to develop the river for community. I hope you grab the opportunity for the City. Thank you.

Testimony is presented without formatting.

Chris Hall

#164741 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing in opposition to the Planning and Sustainability Commission South Reach proposed change of use to this area of the Willamette River. I certainly can understand this in the core downtown corridor of the river but to extend this all the way to the Sellwood Bridge is quite excessive. Is this being done for safety reasons? I fear that the non motorized users of the river have lobbied hard in favor of this proposal. This would effectively overload the put ins upriver with additional traffic/congestion as well as confine a large number of boaters to what would be the narrowest part of the Willamette below the falls. Bad idea!

Testimony is presented without formatting.

Thomas Fink

#164740 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I would like to write in favor of the proposed no wake zone between the Steel Bridge and Elk Rock Island. Power boaters have continually demonstrated carelessness, blatant disregard, and poor judgement that causes or risks an incident to small human powered craft. There is no reason to believe this will diminish without a no wake zone and to wait for a serious incident to occur before instituting one would be equally careless. Countless times on the Willamette in this area, power boaters have intentionally steered close to my rowing shell to wake it, sometimes crossing the river to do so. These wakes can easily, and have, swamped or overturned small water craft - which can quickly develop into a more serious situation. Even those that have not demonstrated this astounding lack of self control seem oblivious to the human powered craft (or swimmers!) in the area, taking up the entire width of the river turning donuts, maneuvering unpredictably, and generally demonstrating wanton abandonment of the smaller craft in their vicinity. Just this Sunday, 21 June 2020, a powerboat was turning donuts only about 100ft away from our dock which was launching single person rowing shells. Many of these shells had new rowers that are more at risk of capsizing due to the large incessant wakes. Individuals wishing to play with power boats will still have an area more suited to their toys in the shipping lanes north of the Fremont Bridge, which is not targeted as a no-wake zone. It's a larger area and they can play with impunity leaving a safer zone through the urban core for all river users - just as the speed limit is lower on urban streets with higher pedestrian and bike traffic. Thanks, Thomas

Testimony is presented without formatting.

Mark Stevenson

#164739 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support adopting a “No Wake Zone” on the Willamette between the Steel Bridge and Elk Rock Island for two primary reasons: 1) safety of human powered boats which are prone to flip with passing wakes (not to mention the meaningful disruption of normal paddling/rowing); and 2) motor boats have the entire span here and north and south; as such, it seems appropriate to "share the road" and offer a wake free zone in the area that many human powered boats utilize. Thank you.

Testimony is presented without formatting.

Brenda Jamsgard

#164738 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am hoping that there will be some regulations on the river to limit the area that the large wake boats are allowed. We own two kayaks and it is nearly impossible to have a safe and enjoyable paddle with these boats around. I think the river in the downtown area is best with no giant wake boats. They are extremely disruptive and dangerous for kayaks, paddle boards, dragon boats, canoes, and especially rowing shells. Our daughter has rowed for Rose City Rowing for 5 years. It is very frustrating when practices have to be cancelled due to the conditions brought about by wake boats. I hate to even think about what these boats and there wakes do to house boats. Please restrict their use of the river. Thank you

Testimony is presented without formatting.

Rob Mccrory

#164737 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Done! Dear Planning & Sustainability Commission: I have spent many hours boating on the Willamette River, and count those days as the highlight of every summer. I do NOT support making a no wake zone from the Hawthorne Bridge to the Sellwood Bridge or beyond. Creating such a zone would prioritize non-motorized boating over other uses. Instead of taking such restrictive and exclusionary measures, let's keep the river open to all uses and give Oregonians equal access. Let's support education and enforcement efforts instead of limiting the river's usability. Please do not create a no wake zone. Kindest regards.

Testimony is presented without formatting.

John Chin

#164736 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tiller for the Golden Dragons and would like a no wake zone established between the Steel Bridge and Elk Rock Island. The dragon boats are very susceptible to capsizing and there has been little regard for our boats whose paddlers average age is over 65 years of age. If capsized, it could result in a large loss of life. John Chin

Testimony is presented without formatting.

Mark Bame

#164735 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater on this section of water and I do not approve or agree with this proposal.

Testimony is presented without formatting.

Nancy Davis

#164734 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support a "Slow/No Wake Zone" between the Steel Bridge and Elk Rock Island to make it possible for everyone to share the river, and to preserve the environment. The waterfront is a beautiful and thriving community shared space that everyone should be able to access safely. With increased traffic from motorboats, wakeboards, kayaks, rowing programs, fishers, tour boats and working ships, the lack of any regulation is not working - and people have already been hurt. I would ask the commission to please create a "Slow No Wake Zone" between the Steel Bridge and Elk Rock Island for the safety and enjoyment of all users and contribute to the shared sense of community and purpose growing along our beautiful waterfront. Thank you

Testimony is presented without formatting.

Nigel Clift

#164733 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a frequent user of the river for swimming, sup and kayaking. I would like to see the no wake zone increased. The river becomes hazardous to non-motorized river users with chop from boats on the busy rivers days, not to mention damage to the banks and house boats.

Testimony is presented without formatting.

Linda Blue

#164732 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As both a kayaker and grandmother I feel the amount of high powered boats and their wakes are a danger. I do not feel it is safe to be on the willamette in my kayak with all the boats racing around. It's not only loud it's dangerous. I would never take my grandkids out on a Human powered boat until there are wake free areas. Even then, last year I had to help rescue a friend and his kayak after a power boat wake overturned him in a no wake zone. Basically, I avoid the willamette and will continue to, until something changes to make it more safe.

Testimony is presented without formatting.

Luke Cooley

#164731 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We are always boating in this area. The area by the homes that goes behind the island has already been designated a no wake zone there is no reason to have this additional no wake zone.

Testimony is presented without formatting.

Rachel Miller

#164730 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Frankly, this is a public safety issue. When these massive waves approach a small rowing shell, it's not simply a "fun dip" in the river. There are serious safety issues that can arise especially if the rower is unaware of the wake. As a coach, my main job is to keep kids safe during practice but these wakes are out of my control and most drivers of these boats blow off any requests to reduce wake size. These wakes are deterring the progress of our club and preventing potential new rowers from accessing the river. If your goal is to have the Willamette a safe and accessible place for all- banning these high energy wake boats is the way you do it.

Testimony is presented without formatting.

Caitlin Jerger

#164729 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

The river is a safe place for me and my family to take the boat out. Creating a no wake zone would be detrimental to the safe and healthy environment we have created for summer activities.

Testimony is presented without formatting.

Bill Coshow

#164728 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a boater, kayaker, canoeist, stand up paddler boarder and swimmer, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established from the Steel Bridge to Elk Rock Island. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

Testimony is presented without formatting.

Cory Hay

#164727 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a water sports enthusiast and have a tow boat and enjoy to use this area of the river and do not support this plan at all.

Testimony is presented without formatting.

Chris Grenzer

#164726 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I believe the slow/no wake is a great idea in this area. I paddle board this area and have had difficulty staying on the board at times of large surf wakes in the area. I also believe the zone should be extended, should include the Waverly area and nearby floating homes.

Testimony is presented without formatting.

Sarah Cleveland

#164725 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in favor of expanding the no wake zone. Thank you.

Testimony is presented without formatting.

Dan Schoenbaum

#164724 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing on behalf of my family of 5 people. We live on the Willamette River and enjoy boating and wakesurfing with our kids. We live in the area where you are considering making changes and implementing wake restrictions. Doing so will remove the ability to enjoy the area for the activities we most love, and worse, will force more boats into a small area from the southern tip of portland to West Linn. All boats will crowd in this area, causing more soil erosion and unsafe boating conditions. I ask that you please do not implement a no wake zone and create a massive traffic imbalance on the river.

Testimony is presented without formatting.

Denby Evans

#164723 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We are power boat users and use this section of the river with our family.

Testimony is presented without formatting.

Julie Eigler

#164722 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support the proposal to limit wakes in this zone to protect the riverbanks, the wildlife, and all the people enjoying the peace of the river in this section. Thank you.

Testimony is presented without formatting.

Linda Peppler

#164721 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a boater, kayaker, canoeist, stand up paddler boarder and swimmer, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established from the Steel Bridge to Elk Rock Island. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

Testimony is presented without formatting.

Clytie Rimberg

#164720 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a rower and open water swimmer. I have witnessed the extreme erosion caused by high wake boats all along the banks of the Willamette. In addition to the nonchalant with which these operators tear through posted no wake zones, they pose an extreme danger to users of non motorized crafts in terms of swamping, flipping and in at least one memorable case, the complete destruction of a \$45000 boat which resulted in 9 kids being tossed into the water of Milwaukee bay. The Willamette river is too narrow in this stretch (and upstream to Oregon City) to accomodate this type of watercraft.

Testimony is presented without formatting.

Jim Turner

#164719 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing in support of a no wake zone between Steel Bridge and Elk Rock Island. I am a recreational kayaker and stand up paddle boarder. While I seek being outdoors on the river in its natural state with currents, chop and all, power boats and wakes that result from their use at high speed or intentionally created are in conflict. This use is can be rather threatening to many recreational boaters and paddlers. Please establish a no wake zone in your planning area. Thanks.

Testimony is presented without formatting.

Jess Niella

#164718 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Last year was my first year paddling, and it changed my life. I now have a chosen family! The absolute worst memory of being out on the water consisted of a hot summer day, lots of activity out on the water, and a speed boat (recreational 18-20') very purposely creating wakes so that the non motorized boats around them would be tormented. I can only relate it to a high school bully. We yelled at them to stop, and they laughed and pulled out a middle finger. The South Waterfront area should not even allow any speeds over wake zone. Hundreds of others try to enjoy the water in peaceful ways, and there aren't enough police to stop them. Higher speeds belong in other areas, other lakes. Let us enjoy the water peacefully downtown, please!

Testimony is presented without formatting.

Brad Smith

#164717 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a power boat owner and I do not support this plan.

Testimony is presented without formatting.

David Lemen

#164716 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

By restricting/removing boater access for recreational purposes in this area you are forcing more boaters to a smaller more confined location elsewhere, either further up river towards OC where boater traffic is already high causing more chaos and potential incidents. Also, if this is going to become an area just for paddle boarders and those in small crafts are they going to be limited and restricted elsewhere on the river?

Testimony is presented without formatting.

Courtney Seymour

#164715 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast. I use this section of the river and I DO NOT support or endorse the proposed plan.

Testimony is presented without formatting.

Crystal Mellum

#164714 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast that uses this part of the river with my family. I do not support this proposed plan.

Testimony is presented without formatting.

Lawrence LaMarsh

#164713 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you for allowing my testimony. As the past safety officer for the paddling club I want all understand that safety is of paramount concern. Our safety efforts for many years were primarily focused on cold water immersion and hypothermia. In the past 3 years our efforts have shifted to training for capsized vessels. This is because of the steep increase in capsized paddle craft and rowing sculls brought on by the high energy wakes produced by tow boats that are designed to produce them. The proposed River Plan is designed to make this very active part of the river as safe as possible for all users.

Testimony is presented without formatting.

Dionicio Mercado

#164712 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and do not approve of this plan.

Testimony is presented without formatting.

Jeremy Hunt

#164711 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a water skier and the proposed plan would negatively impact tower water sports and other boating recreation on the river

Testimony is presented without formatting.

Graham Taylor

#164710 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I use the Willamette River for both sides of this issue. I'm an owner of a wakeboard boat who loves to wakeboard on big wakes. I'm a rower who loves to be on the water and enjoy the peace and tranquility of human powered speed. I support the limitation of High-Energy Wakes. I admit, while the wakes are super fun to ride, they're also terrible for the shores and native habitats everyone is trying to recreate on the South Reach. But far worse, the massive wakes are more damaging to rowers, paddlers and kayakers by throwing them overboard and causing severe equipment damage. Big wakes are so much fun, but we boat owners are mobile and can take them anywhere. There are lakes and reservoirs all over the West Coast we visit, that accommodate our sport, including other stretches of the Willamette River and Columbia River. Wake boat owners are very mobile. We put them on a trailer and drive. Easy. I'm used to driving 2-4 hours for a good body of water. It's worth it. Kayakers/paddlers are generally easily mobile as well with cartop racks. Lucky them. But they should still be safe on the South Reach. Rowing requires massive shells that don't trailer well. We cannot easily go elsewhere. Rowing is a daily event for some of us that can't easily move to another stretch of the river and is not compatible with local streams and small lakes. Rowing in Portland needs the South Reach back to a safe environment. Rowing on the South Reach was there long before High-Energy Wakeboard boats were ever invented, rowing predates wakeboarding, even waterskiing, in Portland by many decades. From a passionate wakeboarder, please do the right thing and make our Willamette River safe again and protect the environment. (I almost didn't put this in, it's a bit over the top, but so true.) Unfortunately, a few bad actors have brought this to a head, but admittedly, wakeboard boat owners are not a self-policing group of individuals. As a cohort, we're generally self-absorbed and often drinking on the water and completely unaware of our surrounding and impact we make on other. Sad, but true. It's only a matter of time before an accident happens and the viral video gets posted. It's the right thing to do. Make the South Reach safe for human powered craft.

Testimony is presented without formatting.

Bob Nelson

#164709 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

The proposal to limit access to a large area of our Major public waterway by imposing a no wake zone is unacceptable. 3.5 miles of area with the intent of giving priority access to paddle sports - wrong. We all have the right to access our rivers. How long would it take to navigate through this stretch at no wake speed... It would take 45 minutes each way to pass through at no wake speeds. The river is too swift much of the year for recreational paddle sports much of the year anyway. I can't even see how this is a legal proposal. Paddle sports are better suited to slow moving areas, outlets, lakes and streams. The Tualatin River is great for paddle sports (although even the Tualatin River is too swift for most paddlers many months of the year as well). We all have the right to reasonable access the river to fish, waterski, paddle,... this proposal limits reasonable access and travel for all groups but paddlers. And paddlers will rarely paddle up river for 3.5 miles. People need to do what we have always done, use the appropriate waterway for your craft. There are plenty in Oregon.

Testimony is presented without formatting.

Ali Kavianian

#164708 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Christy Wilson

#164707 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I spend a lot of time on the Willamette River - usually between Hawthorne Bridge and Sellwood Bridge - on paddle boards, kayaks, and wake surf boats. I DO NOT support making this area a no wake zone. The matters at hand would be better solved with further boating education and sheriff enforcement on the water. But closing that much of the river to being a No Wake zone is discriminatory and would ruin river recreation for countless people.

Testimony is presented without formatting.

Chasity Boyce

#164706 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the willamette and disagree with a no wake zone.

Testimony is presented without formatting.

Jennifer Chi

#164705 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have spent years boating on the Willamette River. It is the highlight of my summer. I do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Mark Russell

#164704 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am not in favor of your proposed change to restrict a large area of our public river to a no wake zone. I have been a boater on the Willamette River for 20+ years and value the ability to safely use my boat. I strongly urge you to not modify the river use as proposed.

Testimony is presented without formatting.

Rylee Richardson

#164703 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have enjoyed boating in his area since I was a kid, I am now in my 30's. There really is no need to extend a no wake zone as far as the Hawthorn bridge to sellwood. Boaters only get the opportunity for a few months out of the year to enjoy this time and this would take recreation down for Portland.

Testimony is presented without formatting.

Tanya Hamburger

#164702 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in favor of increasing the no-wake zone, for the safety of everyone's recreational enjoyment.

Testimony is presented without formatting.

Kekoa Achong

#164701 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and I do not approve of the south reach river plan.

Testimony is presented without formatting.

Karen Pardue

#164700 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Non-motorized boats should stick to the sides of the river, and irresponsible boaters buzzing the docks and other boats should be enforced more, or have an online complaint line so video of offenders can be submitted for actual policing of offenders can happen. Making the entire river a 'no-wake zone' between bridges isn't fair to all the responsible boaters on the water.

Testimony is presented without formatting.

Leslie Picco

#164699 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Anyone that's enjoyed time on my boat please take a minute and submit a quick comment. The very future of boating - fishing, pleasure, you name it is at stake. I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Elizabeth Koopmann

#164698 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am strongly in favor of creating a Slow No Wake Zone between the Steel Bridge and Elk Rock Island. Please think of those who would like to be out on the water but can only do it in a non motorized watercraft. A lot of these watercraft can be powered solo (and thank goodness) enabling many more folks to enjoy the outdoors and exercise safely during these difficult times. Creating this No Wake zone is overdue and quite frankly couldn't be more timely! Please create a safe space for non motorized watercraft. It's the right thing to do.

Testimony is presented without formatting.

Laura Jeffery

#164697 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I was thrilled to hear there is a proposal to make our river more accessible and safe. Having a no-wake zone in this area will make an enormous difference for the ability of Portlanders to enjoy this resource. It is scary to go swimming, paddle board or row with the current huge wakes created by a few folks being inconsiderate. The vast majority of people who can use the river are being scared away by the few who are creating danger for the many. Portland can increase the no wake zone, and open the river to all. With a motorized boat, folks can easily get out of the no wake zone and have at it! The majority of the populace can be free to enjoy our river without the dangerous wakes, the wake creators can get somewhere less populated and still enjoy their fun, and we all win! Thank you for making it possible to include everyone's needs! Laura Jeffery

Testimony is presented without formatting.

Merve Kara

#164696 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

To Whom It May Concern; I have been paddling for two years actively. Last summer on a Saturday morning our boat capsized during a practice because of a speed boat. He was fast and recklessly close to our boat. In seconds our boat capsized and when I came out I was underneath the boat. I can guarantee you that it was very scary. Speed boats create safety concerns for paddlers and risk our lives. I would like our city to expand the no wake zone.

Testimony is presented without formatting.

Greg Nesting

#164695 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I grew up on the Willamette river. We would fish off the log rafts behind Ross island, and swim across the channel to Ross island and spend the day on the beaches and swim back to the Eastside. Years later after college my friends and I have enjoyed surfing wake boarding paddling fishing everywhere on the Willamette river. there is no reason to exclude certain activities on the river for the benefit of others, so it is very unfair to make restrictions on any stretch of the river.

Testimony is presented without formatting.

Nancy Butler

#164694 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have been paddling on the Willamette River since 2003. I have paddled in dragon boats, outrigger canoes and kayaks. Twice, I have been in dragon boats that were swamped and capsized due to wakes. One time from a barge going to the Ross Island lagoon. Since the no wake zones were established the river has been much safer for non-motorized craft. But as an outrigger steerperson, I have had to be vigilant in watching for boats violating common sense safety precautions. Since COVID 19, I have been paddling a single person kayak. I am spending more time around the Sellwood Bridge and Waverly Country Club. I would like to see the no-wake zone upheld and extended further south. Every time I am on the river, I see numerous people on SUP's and kayaks. Today I paddled by half a dozen people with kids in inflatables and on SUPS's. Please make the river safe for everyone by limiting the disturbances from motorized craft that create hazards for many people trying to enjoy the river. The moroboats have thousands of miles of waterways available to the, please give us a portion that is protected for human powered craft. Nancy Butler

Testimony is presented without formatting.

Jessica Asai

#164693 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Dear Planning & Sustainability Commission: I have spent many hours boating on the Willamette River, and count those days as the highlight of every summer. I do NOT support making a no wake zone from the Hawthorne Bridge to the Sellwood Bridge or beyond. Creating such a zone would prioritize non-motorized boating over other uses. Instead of taking such restrictive and exclusionary measures, let's keep the river open to all uses and give Oregonians equal access. Let's support education and enforcement efforts instead of limiting the river's usability. Please do not create a no wake zone. Kindest regards.

Testimony is presented without formatting.

luis magana

#164692 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This proposal is ridiculous!!! like life its all about adaptation there is only so much river and we all have to share it respectively. its like the saying "not in my neighborhood " but they are not the only people that have the right to use the river. this is a large recreational part of Portland and all groups of need to learn to share the already limited water ways that we have.

Testimony is presented without formatting.

Chris DeMars

#164691 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm writing to express my strong support for a "Slow/No-Wake Zone" between the Steele Bridge and Elk Island on the Willamette River. My son participates in the Rose City Rowing Club, and the rowers are often rowing near extremely fast boats that create significant, dangerous wake. For example, last year, a speedboat's wake was so powerful that it broke a rowing scull in half, causing the nine young rowers to fall into the Willamette. Luckily, none were hurt, but we may not be so lucky the next time. I am supportive of the river being used by people with various interests, and believe that keeping boat speed relatively low in the part of the river closest to downtown will ensure widespread enjoyment for all interested parties, including speedboaters, rowers, kayakers, and swimmers. The river is a public good, and should be safely usable by all. I sincerely appreciate your consideration of this request. Thank you, Chris DeMars

Testimony is presented without formatting.

Molly Mastrorilli

#164690 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a coach at Rose City Rowing Club and I am in favor of extending the no-wake zone. I have been rowing, and now coaching, on this river for almost a decade now and have experienced numerous wakes that have put either myself or my athletes in danger. Just the other day we had a single out on the water and two motor boats coming at high speeds decided to go on either side of her, she managed to stay afloat but she was rolling in wakes so high I couldn't see her boat. She was lucky as she had enough confidence and experience, that is not the case for all athletes. While this solution may not be the best long term, it will help to keep man powered boats safer while something can be agreed upon.

Testimony is presented without formatting.

Paul Kester

#164689 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I strongly request that there be a "Slow/No Wake Zone" established between the Steel Bridge and Elk Rock Island. Both my sons are part of Portland's community rowing programs. Both then and their friends have been swamped and battered by wakes from fast-moving motorized boats. The wakes are significant and destructive; and have damaged not only equipment that requires repair, but also thrown children into the river when their boats were swamped, tipped, or in one case of a boat carrying nine rowers, broken in half and sunk. The waterfront is a beautiful and thriving community shared space, and I don't want to deprive people of its usage, but with increased traffic from motorboats, wakeboards, kayaks, rowing programs, fishers, tour boats and working ships, the lack of any regulation is not working - and people have already been hurt. I would ask the commission to please create a "Slow No Wake Zone" between the Steel Bridge and Elk Rock Island for the safety and enjoyment of all users and contribute to the shared sense of community and purpose growing along our beautiful waterfront. Thank you.

Testimony is presented without formatting.

Kevin Kryder

#164688 | June 23, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

My name is Kevin Kryder and I'm writing in OPPOSITION to the proposed rule changes that would restrict wake surfing and other towed water sports on large sections of the Willamette River. As someone that has grown up on Oregon's waterways I have been fortunate enough to enjoy this public resource in several different facets. As a child I would float in tubes, while in college I rowed crew on the Willamette and now as an adult I'm an avid kayaker and wake surfer. Much like our roadways I understand that it is imperative to have education and rules to allow for enjoyment of our waterways by all. However, the proposed rule changes would unfairly target a specific demographic of boaters while elevating the desires of private home owners and others that choose to enjoy a public resource in different manner. Through anecdotal evidence, the guise of environmental concern and unsubstantiated claims of property damage attributed solely to wake boats, groups proposing the rule changes seek to push an agenda that conforms to their narrow view of how they believe a public resource should be utilized. In addition, the proposed rules would lead to further congestion of motorized boats creating unsafe operating conditions, concerns that were echoed by the Harbor Master and Sheriff when they testified against the proposed rule changes. In 2009 the no wake zone in the Holgate Channel was adopted to create a safe space for paddle sports. Several years later the same groups responsible for pushing their agenda for the Holgate no wake zone wish to expand that concept to the main channel of the river due to concerns over congestion and dangerous paddling conditions. Suspiciously absent is their acknowledgment of and accountability for people failing to adhere to already established rules and zones designated for paddle sports as well as the lack of mandatory education for the operation of non-motorized watercraft. There are literally hundreds of miles of waterways in Oregon where wake boats can not operate (either due to physical ability, lack of launching facilities or government restrictions) that paddle sports are free to access. This in essence is the same as shutting down I-5 to cars and trucks because people want to ride their bikes in the middle of the highway as opposed to established bike lanes. Why would we consider shutting down the main channel to wake sports when it makes as much sense if not more to limit paddle sports to side channels and already established no wake zones or non-motorized bodies of water? I'm not advocating for the restriction of paddle sports on the Willamette but rather using it as an example to highlight the absurdity of the new proposed no wake regulations. In short I OPPOSE the implementation of new rules establishing large sections of no wake zones on the Willamette River. I do however support mandatory education for motorized and non-motorized boaters, the implementation of no wake zones with close proximity to docks and am open to the idea

of one-way zones for towed water sports. Thank you for your time.

Testimony is presented without formatting.

Eric Ledecky

#164687 | June 23, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Good evening, I have been on a dragon boat team since 1993. Since then the water way has only become even more congested over the years. On numerous occasions I have seen far too many close call situations. Consistently I see wake boarding boats create white caps that go all the way to the shore. Wakes that have sunk dragon boats, flipped over kayaks, knocked paddle boarders down, pushed boats in to the dock and damaged them, made other boating participants fall down in their boat. No boat should have to alter course to keep safe. Not only is this not safe, the environmental impact on the shore line has gotten worse. I would like the city to have better river patrolling and have the no wake zone in downtown. Thank you for reading this and taking my thoughts in consideration Eric

Testimony is presented without formatting.

Nikki Berlin

#164686 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I oppose restricting boats that produce a wake or wake related recreation in large areas of the Willamette. Boaters that don't adhere to the rules need to be held accountable and fined rather than punishing those who observe and uphold the rules. I would also suggest there be more education and signage of the of the current no wake zones. Adding additional no wake zones will not solve the issue of the few irresponsible boaters who already don't adhere to them. Motorized and Non motorized can share the river way and all users of the river should be held accountable to existing rules and not one group be favored over the other.

Testimony is presented without formatting.

Lisa Batey

#164685 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To the Portland Planning and Sustainability Commission: I encourage you to pursue a no-wake zone in the Willamette River from the Steel Bridge to Elk Rock Island. Controlling the speed and wake of motorized craft is the right thing to do both for other river users (including paddlers as well as swimmers and anglers), as well as for the fish and the health of the shoreline. Indeed, such a measure is the only option that can realistically satisfy the five objectives set forth in the River Plan/South Reach, as set out in the June 12 "River Recreation" memo: Objective #7– Study potential public swimming opportunities with amenities for families in the South Reach. Objective #8 – Support public fishing opportunities in the South Reach. Objective #9 – Upgrade existing boating facilities and create new boating facilities to make motorized and nonmotorized boating more accessible. Objective #10 – Minimize the impacts of in river boating and other recreational facilities on fish and wildlife habitat through facility design, improvements and public education. Objective #11 – Develop and expand partnerships that promote and address boater education and safety and reduce conflicts between different watercraft and minimize the impacts of watercraft on shallow water habitat, riverbank erosion and floating structures. Similar goals are part of the update to our Comprehensive Plan, including the Willamette Greenway protections, which we anticipate adopting this summer. Meanwhile, experience this spring in Milwaukie Bay, the segment of the Willamette River at the south end of your study area, is that the wakes of ski boats and jet skis are making the river unsafe for users on paddle boards, in kayaks and canoes. More than one human-powered craft has been swamped by wakes necessitating rescue of the paddler(s) this year. Milwaukie Bay is a very special habitat area, bringing together the mouth of both Johnson and Kellogg Creeks, Elk Rock Island, and the Elk Rock cliff face across the river. Eliminating wakes would help preserve the shoreline on both sides of the river and on Elk Rock Island. I realize the creation of a no-wake zone takes action by the Oregon Marine Board, and is not solely within your control. But I feel certain that my fellow councilors as well as many residents of Milwaukie would gladly be your partners in advocating for a no-wake zone that encompasses Milwaukie Bay. Thank you for your consideration.

Lisa Batey, Councilor City of Milwaukie

Testimony is presented without formatting.

Marcy Berkowitz

#164684 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am strongly in favor of increasing the size of the no-wake zone. My daughter rows on the river and it is not safe for any rowers when big wakes come their way. Please make sure the river is safe for everyone.

Testimony is presented without formatting.

David Edington

#164683 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

This stretch of river should be a no wake zone. Here's why. Although most of my boating experience is in rowing, I have also spent plenty of time riding and driving a wake boat and have quite enjoyed my time doing it. During this time, however, my location along the river didn't matter. I could easily move from one portion of the river to another and this location change did not have any effect on my enjoyment of being in a motor boat. Unfortunately, rowers, kayakers, and other small man powered boats don't have this same luxury. The ability for them to search for a flat stretch of water to practice on isn't possible as they are limited by their lack of motorized propulsion. However, this brings up the question of why these boats require a flatter stretch of water in the first place. That reason is safety. I have watched high speed motor boats nearly miss rowers, and even watched a motor boat collide with one of our rowing shells, causing injury to the boat and athletes. I have also seen boats swamp, capsize, or break in half due to the high energy wakes caused by these boats. This, at the very minimum, I believe that boat speeds should be limited and high energy wakes should not be allowed in the Portland area as safety should vastly outweigh someone's amusement, especially if that same amusement can be found in an area that does not jeopardize others' safety. This safety for all boaters combined with the environmental impact of high energy wakes should be more the enough reason to ban high energy wakes from this body of water.

Testimony is presented without formatting.

Matthew Berger

#164682 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To Whom It May Concern at the Planning and Sustainability Commission: The Oregon Youth Sailing Foundation (OYSF) is a Portland-based non-profit with the mission of making sailing in Oregon accessible to all. We help enrich the lives of Oregon youth by supporting programs that sustain junior dinghy sailing and give opportunities to those otherwise would not have a chance to experience the beauty of Oregon's waterways. Our partners at the Willamette Sailing Club (WSC) run the largest youth learn-to-sail and race programs in the state (and the only junior programs in Portland) as well as host Portland's annual Wooden Boat Festival/Sail-a-Small-Boat Day. Over 750 youth take classes and practice at WSC annually and nearly 500 people attend the Festival each summer. In addition, OYSF runs a free Community Sailing Program for underserved youth at WSC for over 100 Oregon students per year. Our Community Sailing participants come from organizations such as Self Enhancement, Inc., Portland Opportunities Industrialization Center, Neighborhood House, and more. All of this takes place just north of Willamette Park between the west bank of the Willamette River and the southern end of Ross Island. As a program director, sailing coach and US Coast Guard licensed captain, I have experienced first-hand the danger and disruption that can be caused by reckless power boating around novice youth sailors. I am certainly not opposed to power boating or high speed water sports, but I worry that any Willamette River plan that would centralize this activity to a zone near WSC would greatly increase the risk of accident and injury to our city's junior sailors. I sympathize with the difficulty of such a situation, but hope that a final decision does not increase traffic and wake in front of the Willamette Sailing Club. It is already a danger to our youth and increasing traffic in this area would increase that danger. Thank you for your time, Matthew Berger

Testimony is presented without formatting.

Adult Sailing Classes

Beginner to Intermediate

2 weekends (Sat/ Sun) or 3 weeks (Tues/ Thurs)

\$375 (\$275 for Members)

Adults will learn the basics of small boat sailing on 14-foot Club 420's, which are sailed by two people. Classes will be a mix of class room session and as much on water time as possible. All sailors are required to demonstrate their ability to swim by passing a 50-foot swim check and capsized recovery.

Sessions and Dates	Day(s)	Time
1. May 2, 3, 9, 10	Sat/ Sun	10am - 2pm
2. May 19, 21, 26, 28, June 2, 4	Tues/ Thurs	6:00 - 8:30pm
3. May 30, 31, June 6, 7	Sat/ Sun	10am - 2pm
4. June 9, 11, 16, 18, 23, 25	Tues/ Thurs	6:00 - 8:30pm
5. June 13, 14, 20, 21	Sat/ Sun	10am - 2pm
6. June 30, July 2, 7, 9, 14, 16	Tues/ Thurs	6:00 - 8:30pm
7. July 18, 19, 25, 26	Sat/ Sun	10am - 2pm
8. July 21, 23, 28, 30, Aug 4, 6	Tues/ Thurs	6:00 - 8:30pm
9. August 8, 9, 15, 16	Sat/ Sun	10am - 2pm
10. August 11, 13, 18, 20, 25, 27	Tues/ Thurs	6:00 - 8:30pm
11. August 22, 23, 29, 30	Sat/ Sun	10am - 2pm

Fun for All Ages!

Family Fridays

Fridays June - August 5:00pm-Dusk

\$25/boat (FREE for Members)

Community members, sailing school participants, and club members are invited to join us for Family Fridays. Club 420s are available to check out. Space is available on a first-come, first-serve basis.

Private Lessons

Three Hours All Ages All Levels

\$300 for one person (\$200 for Members)

\$375 for two people \$25 for each additional after

Private Sailing Lessons can be personalized to exactly what you want to learn. The coaches will give you individualized feedback and teach to your skill level. Call the WSC office to schedule private lessons.

Custom Sailing Events

K-12 Trips \$14/person/hour

Custom Events \$18/person/hour

We are happy to host your class field trip, corporate team building event, family reunion, or anything else you can imagine! Call the WSC office today to schedule your custom sailing event.

About Willamette Sailing Club

Membership & Moorage

Benefits of membership at WSC include access to convenient boat storage, discounts on sailing classes, year-round access to a friendly and social community of both racing and cruising sailors, plus after school junior sailing teams for ages 8-18. Willamette Sailing Club offers reasonably priced land, dock, and rack moorage for your sailboat, kayak, or rowboat. Call the office for details and availability.



Racing

Willamette Sailing Club runs dinghy racing from February to October. During the Spring and Summer, Lasers race on Mondays and all other fleets race on Wednesdays. Please visit our website for more information.

How Do I Sign Up?

Online registration is easy at
www.WillametteSailingClub.com
(503) 730-SAIL

Where is WSC?

Physical Address:
6336 SW Beaver Ave
Portland, OR 97239

Mailing Address:
PMB #122
5331 SW Macadam Ave Ste 258
Portland, OR 97239



Photo by Andrew Haliburton

Beginner to Intermediate

Ages 12-18

Half day Laser/ 420 Camp

\$375 (\$275 for Regular Members)

Half Day, One Week Monday - Friday

Teens will learn the basics of small boats sailing through hands on learning and fun games that are designed to practice boathandling and water safety. Teens can learn to sail on either two person Club 420s, or one person Lasers. All sailors are required to demonstrate their ability to swim by passing a 50-foot swim check.



Teen River Adventure Camp
\$495 (\$395 for Regular Members)
Half Day, One Week Monday - Friday

Teens will learn to basics of small boat sailing while exploring the river, visiting the docks downtown, going on nature walks, tour the submarine at OMSI and much more! Ages 12-18 sail in two-person C420s. All sailors will be required to complete a 50-foot swim check. Be sure to bring a lunch!

Advanced

Ages 8-18

Advanced Race Team, by Application Only
Monday - Thursday 5:00pm - 8:00pm

Advanced Sailors with racing experience can apply to join the Summer Race Team. They will work with coaches to improve their boat handling skills and learn about race theory. Sailors can sail Optis, C420s, or Lasers. Regatta travel is optional, but highly encouraged. Email Director@willamettesailingclub.com for more information.



Beginner to Intermediate

Ages 8-11

Half Day Opti Camp

\$375 (\$275 for Regular Members)

Half Day, One Week Monday - Friday

Sailors will learn the basics of small boats sailing through hands on learning and fun games that are designed to practice boathandling and water safety. Ages 8-11 sail one person Optis. All sailors are required to demonstrate their ability to swim by passing a 50-foot swim check.



River Adventure Camp
\$495 (\$395 for Regular Members)
Half Day, One Week Monday - Friday

Sailors will learn to basics of small boat sailing while exploring the river, visiting the docks downtown, going on nature walks, tour the submarine and OMSI and much more! Ages 12-18 sail in two-person C420s. All sailors will be required to complete a 50-foot swim check. Be sure to bring a lunch!

How Do I Sign Up?

Online registration is easy at
www.WillametteSailingClub.com
(503) 730-SAIL



Youth Sailing Camp Run Weekly
June 8 - August 28, 2020

Beginner

Ages 5-7

Minnows Half Day Camp (afternoons)

\$325 (\$225 for Regular Members)

Half Day, One Week Monday - Friday

The Minnows camp is the start of the journey to start exploring the river by boat. Sailors spend the afternoon sailing, swimming, and learning about the river from the safe protection of the harbor. **Swim check is not required.**



About the Swim Check

All youth and adult sailing classes (excluding Minnows) are required to complete a 50-foot swim check. This consists of jumping off the dock and swimming to a swim ladder 50-feet down the dock. Participants will then take their life jackets off, tread water for approximately one minute and then put their life jackets on in the water. The swim check allows coaches to gauge the participant's comfort level in the water and is an important safety feature of our camps and classes. Participants will also be instructed on the proper way to handle a capsized boat and will complete the capsize practice in the safety of our harbour. Swim checks are **required** in order the participate in our program.







a non-profit for the future of sailing

OregonYouthSailing.org

4418 SE Henderson St.

Portland, OR 97206

Contact@OregonYouthSailing.org

OYSF Community Sailing Program

Oregon Youth Sailing Foundation's (OYSF) Community Sailing Program (CSP) at Willamette Sailing Club (WSC) provides free sail and instructor job training to Portland teens who otherwise would not have the opportunity to be on the water. Ours is the only free small boat sail training program for youth in PDX.

Why Community Sailing?

The sport of sailing strengthens both the body and the mind. In addition to being an enjoyable hobby and physically challenging competitive sport, sailing teaches teamwork, problem solving, and appreciation for the outdoors. It builds confidence and life skills. Teaching young people to sail on their own empowers them and fosters independence.

However, substantial equipment/membership costs, proximity to the water, and cultural barriers limit economic and ethnic diversity at sailing clubs. Few of our participants have had any previous Willamette River experience, let alone sail training. OYSF feels this disparity in access to the Willamette, one of Portland's greatest local natural resources, is unacceptable.

About OYSF Community Sailing

This program is offered to middle and high school students from selected partner organizations who work with underserved and at-risk youth in the Portland Metro area. OYSF covers all program costs as well as provides nutritious snacks for participants. Scheduling is flexible with notice, but classes are always offered on Friday afternoons in the spring and fall and 9-4pm, Mon-Fri in summer.

Certified WSC coaches administer a United States Sailing Association (US Sailing)-approved and insured beginner sail training course on 14' Club 420 dinghies and a 22' Catalina keel boat. US Sailing is the national governing body for the sport of sailing. Teens will learn the basics of small boat sailing while doing drills and fun games designed to practice boat handling skills and exploring the Willamette River. Course curriculum includes a history of sailing, water safety, nomenclature, physics of sailing, rigging/unrigging, points of sail, steering, tacking/jibing, launching/landing, knots, right of way, capsize recovery and all other US Sailing-specified beginner skills.

Upon completion of a course, interested teens are offered free WSC youth membership, a position on WSC's competitive high school team, and can be placed in WSC's free Counselor In Training (CIT) program. The WSC CIT volunteer program trains potential sailing coaches by pairing them with certified, experienced coaches during summer learn-to-sail programming. After a participant completes the CIT program (meaning they have served at least one season as a CIT, are at least 16 years of age, and have earned US Sailing Level I Instructor and Oregon Safe Boater certification), they will be promoted to a paid Assistant Coach role and eventually to a Lead Coach position.

Participants who enter and complete WSC's CIT program will be guided through US Sailing instructor certification and Oregon Safe Boater certification. OYSF will provide funding for such endeavors.

What does success look like?

OYSF's Community Sailing Program provides PDX teens the opportunity to experience the river and the joy of sailing, but the ultimate goal of the program is to develop lasting relationships and encourage youth to stay connected to the water.

Long-term, success will mean increased diversity in the PDX sailing community and breaking down the stereotype that sailing is an exclusive sport. Having sailors, CITs, and coaches from a variety of backgrounds will help change the image and make it more inclusive and accessible to the next generation.

Short term, success of the CSP will be measured by attendance, feedback, continued involvement, and sailors' progress. Participant surveys and instructor evaluations will be conducted before and after completion of each session.

Thus far, the effectiveness of the CSP program has been proven by the participation, overwhelmingly positive feedback, and identification of potential CIT candidates in 2018. Our current partners include Self Enhancement, Inc., Metropolitan Family Services, Portland Opportunities Industrialization Center, and Wind & Oar. Finding new partners and reaching more youth is our goal for 2019.

Sustainability

Community Sailing is a major focus for OYSF as it directly relates to our mission. To ensure sustainability, we budget annually for the CSP in a dedicated fund. Any part of the CSP budget not fulfilled by grants will be met through cash/in-kind donations. OYSF believes that continued visible success of the CSP enables future fundraising. Current CSP sponsors include:

- Columbia Sportswear
- Northwest Yacht Brokers Association
- Portland Yacht Club Youth Sailing Scholarship Fund
- Rose City Youth Sailing Society
- The TK Foundation
- The Philopthochos Society of Portland

OYSF Mission

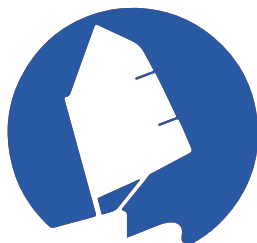
Founded in 2007, Oregon Youth Sailing Foundation is a 501(c)(3) non-profit that establishes programs and makes grants for the support of youth dinghy sailing in Oregon. OYSF succeeds by accomplishing its mission to “get more Oregon youth sailing” from all walks of life.

OYSF aims to keep sailing alive and active in Oregon by making it accessible to young people, with a focus on those who otherwise would not have the opportunity to be on the water. The programs we support connect youth to the joy of sailing and the life skills and confidence it helps build.

As of 2019, OYSF has raised over \$500,000 and funded boats, sails, facilities, equipment, travel and free community sailing programs at the Columbia Gorge Racing Association, Eugene Yacht Club, Lewis & Clark College, Oregon Corinthian Sailing Association, Oregon Maritime Museum, Metropolitan Family Services, Portland Opportunities Industrialization Center, Portland State University, Sea Scouts, Self Enhancement, Inc., Willamette Sailing Club and Yaquina Bay Yacht Club.

OYSF's current major projects include:

- **Community Sailing Program** provides free sail and job training to underserved teens in the PDX area
- **Sustainable Sailing Campaign** for fleet replacement throughout Oregon
- **Eugene Yacht Club Youth Dock Project** will move the junior sailing dinghies on Fern Ridge Reservoir into deeper water and extend their season by several months
- **Collegiate Sailing Fund** sustains college sailing in Oregon by supporting coaching and program costs
- **Equipment Fund** accepts cash and in-kind donations to provide equipment for youth sailing programs
- **Travel Reimbursement Fund** helps defray the cost of travel for youth racing programs and coaches



a non-profit for the future of sailing

www.OregonYouthSailing.org

**OREGON YOUTH
SAILING FOUNDATION**

Get More Oregon Youth Sailing!

Chris Shortell

#164681 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing because my teenage daughter rows along this section of the Willamette with Rose City Rowing Club. As part of the South Reach plan, I strongly encourage you to establish a no wake zone that runs from the Steel Bridge to Elk Rock Island. This is an area of the river used by many non-motorized boaters who are significantly impacted by the large number of wakes. This can, at times, make this section of the river effectively unusable for them. There are also serious erosion and environmental concerns that the Commission needs to take into account. The enjoyment of a small number of boaters is diminishing the experience for the larger community and gradually destroying a critical natural resource for our region.

Testimony is presented without formatting.

Bill Gabel

#164680 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boat enthusiast, I do not support this proposed draft, there should not be restrictions on these areas, paddle boarders have the whole back side of Ross Island, they have no required training or permits to help contribute to the state marine board. To restrict usage is to be bias towards one group

Testimony is presented without formatting.

Josh McKay

#154830 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a towboat enthusiast and use that part of the river to spend time with my family and friends boating. I do not support the decision to make this a paddle sport only section. We can share the water just like we share the road!

Testimony is presented without formatting.

Kathryn Bereman-Skelly,

#154829 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am in favor of increasing the size of the no-wake zone on the river. The quieter inhabitants of the river warrant a louder voice in this decision. Portland is a visionary city and a leader in protecting our natural lands and waterways. Let's make sure we maintain this vision. Increasing the size of the no-wake zone allows preservation of the natural riverway environment, protection of home and business interests, and prioritization of human safety. Environmental Concerns Wakes from motorized boats cause damage to natural habitats. Wakes cause: -Shoreline erosion -Damage to shoreline nesting grounds -Destruction of natural vegetation and plant beds -Disruption and harm to sensitive river wildlife such as otter, fish, and birds Commercial Concerns Wakes from motorized boats cause: -Property damage to docks, decking, and seawalls -Damage to shored equipment -Damage to home and business structures sharing the waterfront And, wakes from motorized boats cause significant human safety concerns. They cause: -Swamping of smaller vessels such as fishing boats, kayaks, canoes, and rowing shells. Last year a 7-foot wake cracked a high school rowing team's shell in half, throwing all of the boys into the river. -Dangerous swimming conditions -Threat of injuries and falls overboard due to unstable vessels rolling. -Drowning due preventable measures. Controlling and eliminating motorized wakes can save lives, and save species. Extending the no-wake zone will help allow the many diverse, quiet, unmotorized life forms to thrive.

Testimony is presented without formatting.

Dana Clinton

#154828 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boat owner, sup paddler, and kayaker. I am in strong opposition of the South Reach plan and the closing of the Willamette to wake sports/boats. As a slip owner at Waverly Marina, it would take me 2 hrs to get past downtown (if no wake) not to mention unsafely pinch pockets of water sports together. These restrictions would hinder the multiple boat ramps and Marinas that are currently located within or near the proposed areas. I know that there is a better way to provide education, certification, and enforcement that keeps the waterways open to all. It's important that during this time, we continue to find better ways to be inclusive. Further dividing people is the exact opposite actions that we need to be taking right now. Outdoor sports should unite us. There is a way we can all enjoy the beautiful Portland waters together without excluding each other.

Testimony is presented without formatting.

John Clinton

#154827 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a boat own, paddle boarder, and paddler. I've heard all the arguments but have to say this purposed plan is ludicrous. Closing stretches is only going to force boaters into tighter and tighter confines creating extremely hazardous conditions for any all all river users in those areas. Instead of closing the river SET RULES! Like directional surfing. Only surfing up steam in the center of the channel. Also, the paddlers need to be licensed to use the water way. Google for deaths caused by wake sports. Now Google death of kayaker, SUP, etc. The news is littered with people killing themselves enjoying these sports without the proper training or knowledge yet not a single death is attributed to wake knocking someone in the water. So please dont try and sell this plan as a "safety" measure.

Testimony is presented without formatting.

Shelby Robinson

#154826 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing in support of the proposal for a Slow-No-Wake Zone for the stretch of the Willamette River between the Hawthorne and Sellwood Bridges. I have been an active member of the OWLS Dragonflies dragon boating team since 2010. We practice on that part of the river 2-3 times weekly, almost year-round. My teammates and I know how important it is for that stretch to be a Slow-No-Wake Zone, for the safety of human-powered crafts like dragon boats. Many times during the spring and summer, we have experienced wakes that, had we not been paying close attention, could have resulted in us capsizing. This is a real safety concern for my team and for other dragon boating team. I would further support the Slow-No-Wake Zone being extended from the Sellwood Bridge, down to the northern boundary of the Waverly Country Club, for the same safety reasons. Thank you for your consideration of this matter.

Testimony is presented without formatting.

Brendan Barnes

#154825 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please do not extend the no wake zone down to Elk Rock, it will just force people to boat upriver and make it more dangerous as the waterways get more crowded.

Testimony is presented without formatting.

Steve Herring

#154824 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I think the amount of no-wake area in the South Reach area should be increased. Boats with motors can easily travel to areas of lower population density. The Willamette River in the middle of the Portland metropolitan area is an ideal location for human-powered watercraft that are more suitable to a high-density urban area.

Testimony is presented without formatting.

Kristen Schlafer

#154823 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I live at the Portland Rowing Club, just south of the Sellwood Bridge. I have noticed, the last couple years, that the impact of boat wakes-- both in quantity and magnitude-- have increased significantly. In the summers, particularly, we are regularly tossed about in our homes as folks engaged in various motorized water recreation activities on the Willamette zoom back and forth repeatedly, for hours at a time. I have heard that non-motorized boaters have sometimes been capsized by these wakes, and I know my neighbors' homes have been damaged by the repeated water-thrashing. I hope there can be a way to support motorized water recreation to continue in locations that do NOT impact people's homes, property (moored boats) and daily lives in the way it has been. We here are concerned that this problem will only get worse if the wake-free zone stretches only between the Hawthorne Bridge and the Sellwood Bridge. We need protection for our floating neighborhood. Thank you for your consideration.

Testimony is presented without formatting.

John Hobson

#154822 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

> I am a tow boat owner/enthusiast and use the lower Willamette with family and friends and I do not endorse this proposed plan.

Testimony is presented without formatting.

Nick Khoury

#154821 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please extend the NO-WAKE Zone on the Willamette River.

Testimony is presented without formatting.

Colette Becker

#154820 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a huge tow boat enthusiast, I was really disappointed to hear about this proposal. I do not endorse closing this section of the willamette river to these tow boats. We are so lucky to have access to this beautiful water way, and I hope this will continue!

Testimony is presented without formatting.

Samantha Pratto

#154819 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I feel that making this area into a no wake zone would be a misuse of a public area enjoyed by many.

Testimony is presented without formatting.

Dennis Frisbee

#154818 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat owner and enthusiast. I DO NOT support or endorse the proposed rules!

Testimony is presented without formatting.

Chris Mackovjak

#154817 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a tow-boat enthusiast and do not endorse closing this section of the river. Thank you very much.

Testimony is presented without formatting.

Steven Cruickshank

#154816 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I use a enjoy boat towed activities, typically wake boarding in the lower Willamette and I do not agree with the proposed plan to limit the area we are allowed to ride.

Testimony is presented without formatting.

Tim Stabio

#154815 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a future motor boat owner and do not agree with the proposed no wake restrictions between Ross Island bridge and elk island!

Testimony is presented without formatting.

Sophia Dexter

#154814 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I strongly advocate for an extension of the no-wake zone up until at least the Ross Island Bridge. I am now a senior in high school, and spend almost all the time that I am not in school or doing homework rowing on the river with my team Rose City Rowing Club. There are wakes that we have to deal with year-round, but when the weather becomes warm and sunny, that is when the high-energy wake boats come out to play. Especially this time of year, when we are working in single-person boats that are very small, light, and capsize extremely easily, the wakes produced by these wake boarders are very dangerous. We have all kinds of levels of rowers out on the water, from experienced to brand new. Everyone is susceptible to capsizing in these huge wakes, but especially the novices who are often scared and inexperienced when dealing with these wakes. The wakes kicked up by the high-energy boats are terrifying and dangerous, sometimes coming up as high as a rower's shoulder or head. They can cause you to flip, swamp, and possibly damage very expensive boats. A little while ago there was a situation in which an eight-person boat from the Lake Oswego Community Rowing club snapped clean in half while people were rowing in it because it was caught by surprise in one of these wakes. One of my friends who now rows with us at Rose City was in that boat. It was an incredibly shocking and dangerous situation for everyone involved from LOCR, and caused thousands, if not tens of thousands of dollars in damage. The news was appalling, and sparked outrage within the entire rowing community on the Willamette River. Just a few days ago I personally experienced a situation in a single-person boat where I was stuck in the area right at the tip of Ross Island before the bridge, trying to cross the channel. I was in one place for a very long time, because there were huge, constant wakes from wake boarders and high-energy wake boats that kept me from going anywhere. All I could do was get my boat parallel to the roll of one wake after another in an attempt to make it less likely for me to capsize, and hope that two conflicting ones didn't come at the same time and overwhelm me. It was a scary and vulnerable situation. Thankfully I had a safety launch very close to me (within talking distance), but they could not do anything to help except to help keep me safe in the event that I went down. Eventually I was able to make it back to the dock, taking off when there was a break in the chain of boats. I was rocked by wakes the whole way back, making me very unsteady, and at some points, afraid I was going to flip. That day I saw multiple rowers' boats flip because of the wakes from high-powered wake boats — thankfully everyone ended up safe at the end of the day, but it would not have been hard for something to go wrong. My experience, and the condition of the river that day, are not rare occurrences. Day after day — in the summer especially — the wake boarders shake the river with

their wakes, causing dangerous and nerve wracking situations for not just rowers, but all people in small, light watercraft. Our coaches and safety launches have been working extremely hard and are admirably doing their best to keep everyone as safe as possible, but it is a near impossible task with the sheer amount of wakes being thrown at us. I beg of you: extend the no-wake zone. Every day we are put in uncertain, unsafe, and scary situations due to these wakes. Not to mention the damage they do to the river ecosystem as well as people who live in houseboats' homes. All we want is everyone's safety. Is that too much to ask at the cost of the enjoyment of the few?

Testimony is presented without formatting.

Bryan Pushkar

#154813 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

My name is Bryan and I regularly paddle on the Willamette river South Reach in my kayak and on a dragon boat. I'd like to thank the BPS staff for their work on this project. I am concerned about safety and the environmental effect of larger motorized watercraft. I strongly support restrictions on wake and speed. Both have significant impact on small watercraft and the ecosystem. Large wakes can easily swamp or capsize a boat. Additionally, high speeds reduce available reaction times. I have witnessed many occasions where fast moving boats have put small craft in danger and even capsized them. Often the operators of these fast, large boats seem to have no concern for the shared use of the water or the safety of anyone else on the river. I am an experienced, strong paddler yet there are many times when I avoid the river because of the safety issues arising from the speed and wake of large motorboats. I can only imagine how less experienced paddlers are affected by these issues. Fear for safety should not keep Oregonians from enjoying their waterways. Limits on speed and on wake are essential to keeping the river safe for all users especially in high use zones like the south reach.

Testimony is presented without formatting.

Daniel Rohlf

#154812 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

The Planning and Sustainability Commission (PSC) should ensure that the South Reach River Plan increases water safety and habitat protection around Ross Island, as well as imposes stiffer penalties on people who violate the law by destroying wildlife habitat in this portion of the lower Willamette River. The river from the Ross Island Bridge to the Waverly clubhouse should be a no-wake zone. I spend a great deal of time throughout the year paddling non-motorized boats on the Willamette River between Riverplace Marina and Elk Rock Island. In addition to paddling my own small watercraft, I am a member of the Wasabi Paddling Club and often paddle in dragon boats and six person outrigger canoes. I often experience fear and anxiety while paddling – and have been overturned or nearly overturned – by large wakes from high-powered wake boats. My boat was capsized by a large wake when I was taking a member of our paddling club out for his first time on a two-person outrigger canoe. On another occasion I felt in danger of being capsized while steering a six person outrigger when a passing wake boat caused a wake larger than waves I experienced off the coast of Honolulu (the wave was so large there was a person surfing behind this particular boat without the need for a rope attached to the boat itself). As others have testified, other members of my club have been in boats capsized by large wakes, including a dragon boat carrying our team of blind paddlers. High-powered motorized boats – particularly boats designed to produce large wakes – pose serious danger to non-motorized boaters on an ongoing basis. Many people have been injured or placed at serious risk by these boats. Additionally, the large wakes discussed above cause serious damage to riparian habitat in the lower Willamette, critical habitat for threatened and endangered salmon and steelhead. The City of Portland requires landowners and others in this area to spend millions of dollars – or forego development worth comparable amounts of money – in an effort to protect salmon habitat. However, large wakes degrade and destroy this very habitat. In fact, since regulators such as the City of Portland may be liable for section 9 violations of the federal Endangered Species Act for inadequately regulating activities that result in “take” of protected species – as these wakes certainly do – the City may violate federal law unless it adequately regulates these wakes to protect juvenile salmon and steelhead. Further, Goal 15 of the state’s land use law requires that “the natural vegetative fringe along the River shall be enhanced and protected to the maximum extent practicable.” Large wakes damage this vegetation and the City’s failure to take action to prevent this damage would be inconsistent with the City’s legal obligations. Finally, current penalties for illegally removing vegetation along the Willamette Greenway are inadequate to deter such activity. The River Plan should call for the City to increase monitoring of riparian

vegetation and stiffen penalties for violations of protections for this habitat.

Testimony is presented without formatting.

Jessica Short

#154811 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

My daughter has been rowing on the Willamette for the last 3 years as a member of two rowing clubs. Each day she rows with her crew I say a little prayer for the safe return of her boat and the rest of her team. In the back of my mind lives the memory of one fateful practice when I fretfully scanned the water for any sign of her returning back to the boathouse, as the light faded from the sky. Darkness fell as I ran up the trail to the viewing platforms hoping to catch a glimpse of some activity that would calm my fears about what could have happened to my daughter. For over an hour I waited in darkness with parental nightmares playing through my head, until at last the crew returned. The rowers were shivering cold and shaken to their cores as they relayed the horrifying ordeal they had endured on the river that day in the fall of 2018 when their shell was waked-out by power boats and sunk. The crew told how wake boats and power boats sped by both sides of them as they rowed by the Milwaukie Riverfront Park. The huge wakes toppled over both sides of the boat and within 10 minutes the girls were chest-deep in frigid water. Motorized boats continued to zoom by them without stopping to check on their safety. The coach took some of the crew to a nearby private dock, while the rest remained with the sunken shell to make sure that no other power boat would run into it. The coach returned to the Charlie S. Brown Boathouse in Lake Oswego to get help, pumps, and buckets. Meanwhile the girls on the dock were frightened for their teammates in the water, as power boats raced by all around them, not seeming to notice the girls heads slightly above water holding onto a 62-foot shell for dear life as the wakes toppled over them. As I mentioned before, eventually this crew made it back to their boathouse safely, but not without lasting scars of traumatic experience. I wholeheartedly support a no-wake zone so that anyone in a non-motorized boat can be more safely assured a great day out on the river.

Testimony is presented without formatting.

Kristen Whitby

#154810 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a native Portlander, I have enjoyed our rivers in many forms. I have participated in all types of water sports, including; water skiing, kayaking, rowing, canoeing, SUP, and even wading with my dog while playing fetch. The rivers that run thru our city are the dividers of East and West, the waterways for transport, for commerce, for Rose festival races and cooling off on a summer's day. They provide homes to wildlife and fish habitat. I have eaten salmon caught on the a Willamette and Columbia. They can bring us peace as we flow down them or paddle up them. There is nothing like a still morning on a human powered craft to soothe the soul. Being out in nature, watching the herons, eagles and other water fowl in the quiet hours sets the tone for a great day. I understand the need to share the river. I grew up enjoying the speed and excitement of waterskiing behind a speed boat. Yet, it is important to share the space. Creating no wake zones close to houseboats, boat ramps, marinas and behind Ross Island makes sense. There are plenty of places that a powerboat can put the throttle down and go. Save some parts of the river for us in human powered crafts. Every time a powerboat races by me in a kayak, SUP or Skulling shell, I am forced to change my course, usually stop my workout and focus on not tipping, flipping or being swamped. Let's share the river. Thanks for listening! Kris Whitby

Testimony is presented without formatting.

Lisa Watzke

#154809 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As the parent of a competitive rower at Rose City Rowing Club, I am concerned about the lack of enforcement of laws to maintain a no-wake zone around non-motorized boats. Our children's safety on the river is at stake when they are subjected to dangerous situations that could injure or lead to drowning. Please consider the great size of the river and ensure a safe recreational area for our rowers by committing to a no-wake zone.

Testimony is presented without formatting.

Diana Moosman

#154808 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My high school son has rowed with Rose City Rowing for the past 4 years. Being on the river with this incredible team of 150 kids has changed his life. No exaggeration. When I hear how scary it can be when A large wake rocks the small craft holding these high school kids it's very concerning. And when I hear that a large wave can break one of the boats in half it's frightening. These kids work so hard and learn such life lessons when rowing with their team and they deserve to have the respect of a no wake zone on our river. I was at the Head of the Charles regatta in Boston last Fall. I was moved at how passionate that city was about this sport. There are over 20 rowing clubs on the Charles River. Rowing is a lifelong sport and I was inspired to see Athletes of all ages competing. I would love to see Portland as a strong rowing town. We have the river for it. Please make it safe.

Testimony is presented without formatting.

Nora O'Neill

#154807 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing to express the necessity of an extended no wake zone on the South Reach of the Willamette. Large wakes damage the ecosystem, disrupt non motorized boaters and are a general nuisance to everyone other than the boat itself. On sunny days, wake boaters flock to the seemingly unused water, making it impossible to row without stopping for the enormous boat breaking wakes.

Testimony is presented without formatting.

Ryan Whitney

#154806 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

First off I would like to thank you for taking the time to read my testimony. When it comes to my favorite recreational time and place I get very concerned when I hear about these kind of rules being passed. Recreational boating has been activity that I have enjoyed immensely since I was a young child and I have now passed this on to my own child. I consider myself to be a very seasoned and responsible boat captain who takes the rules of the river very seriously. Along with many of my other friends that enjoy this pass time as well and own pleasure boats, we have been using this portion of the river for recreation for decades mostly unopposed. In this testimony I would like to make a few observations and bring up some concerns that I have. I hope the people reading will take this seriously because I am not a part-time boat operator. I have a boat slip in Johns Landing and I'm on the River 3-4 times a week. I see a lot of fun but I have also seen some bizarre behavior that we need to address. Ski boats and pleasurecraft have been operating in this section of the river long before paddleboarders. That doesn't mean we shouldn't share the river with non-motorized floating toys but why are we being kicked out of an area that we've enjoyed so long? I'd like to mention we pay a lot of money to keep our boats in that area, fund the boat ramp and register our boats. Many of the facilities and docks wouldn't be there for paddle borders to use if it wasn't for the money generated by motorboats. (I know it's not about money but it's always about money) Paddleboarders and kayaks were given a very nice section of the river behind Ross island on the Eastside. It is a no wake zone and full of nature including bald eagles, Osprey and deer. It is a safe place for paddleboarders to go explore. Everybody compromised and there you have it. The section of the river that is now being proposed to be closed to water sports happens to be a shipping channel. It's on the maps! Although River commerce isn't what it used to be it's still is a shipping channel and it shows it on the Raster charts. If commercial traffic was what it was 30 years ago on the river we probably wouldn't be having this discussion. Paddleboarders have many other bodies of water as options to play on. There are many lakes and ponds that paddle borders can use within ten miles that pleasure craft and ski boats cannot. Why take one of the limited areas that we can use and enjoy away from us for paddleboarders convenience. Now this one seems to be a sensitive subject, if we turn the proposed area into a no wake zone I believe it will turn this into a Shangri-La for "pirate boats" if you are one of those people that does not understand what I'm talking about, these are derelict Boats that homeless people hide on stay almost permanently anchored out in the river. These are non-functioning sailboats mostly. You can ask anybody that has been out on the river and they will tell you about these "pirate boats". I'm not sure why we turn a blind eye to this or give them a

pass. They anchor in any calm water that they can find so they can conduct their criminal activities like stealing motors from boats and other expensive items off of moored boats. If we turn that whole area into a no wake zone they will never leave and inevitably come there by the hundreds. Just like they've done everywhere else in the city of Portland. These are unregistered boats, they are dumping their garbage overboard in the water that you want to paddleboard in. They are dumping their black water tanks from their Porta potty's straight into the river. These are unintended consequences that I don't think that people are considering. That or they think it's insensitive to exclude them in this territory grab. As a paddle border I would think that you would want to stay closer to the shore at least within 100 feet. If not for safety reasons but maybe its a little more interesting? Unless you're crossing to the other side of the river why can't paddle borders and non-motorized boats stay closer to the shore where larger Watercraft can't go? This sharing of the river to me doesn't seem very complicated. I see paddle borders on a regular basis in the dead center of the river puffing along. Maybe it's legal but that doesn't make it necessarily smart. It's kind of like if I was riding a bicycle, I know that I can ride in the street but because I don't want to eat my dinner through a straw the rest of my life I usually stay to the side of the road or in a bicycle lane. You see we compromised and we share the road with the bicycles as car owners. If you kick the motor boats out of the proposed area they're just going to go south past Milwaukie and cause overcrowding in the narrows and ruin residential docks. That's when people will get really hurt and there will be property damage. As water skiers, Wake borders, tubers or surfers we really like the calmer water near Ross island for water sports. It's a lot wider, not as many homes with private docks and we are upstream from the industrial water runoff portions of downtown to the Columbia. When I see joggers and bicycle riders on the road they are often times being very responsible and wearing bright colors, reflective gear and helmets etc. There's already been several instances this year of people drowning in the river while playing around on paddleboard's. No they were not due to pleasure craft or ski boats but they didn't have the correct safety gear. As registered boat owners we are required by law to have fire, extinguishers, life preservers, kill switches and a license that ensures that we understand the rules of the river. Why are we not looking for paddle borders to be accountable for their own safety as well? Instead of blaming the big boats for their river unhappiness maybe they should take a good look at themselves and take some responsibility for where they are paddle boarding in the river, their visibility, and safety gear. That way if they are being responsible and motorboats are being responsible we can reduce the amount of conflicts we will have on the river.. Thank you for taking the time to read to my testimony. This is not something I enjoy doing but it's important to me and many others that the river remains the place that everybody can use. If we all use a little common sense I think we can compromise here on what's best for everybody. Although I disagree with the idea to shut down motorized water sports in the area I do believe we should have an understanding about how things work out there on the river.

Testimony is presented without formatting.

Ashley Mastrorilli

#154805 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a parent of four children who row this stretch of river and as a user myself, I strongly support extending the no wake zone. It's important that ALL river users work together to make it accessible for everyone. The wakes created by many power boats make the river dangerous for users who row, kayak, canoe, and stand up paddle board. Please make the river safe and usable for everyone! Thank you for your careful consideration of this issue.

Testimony is presented without formatting.

Lisa Hillhouse

#154804 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have been paddling dragon boats and outrigger canoes on the Willamette River for twelve years. Wakes, particularly from boats with Wake Enhancing Devices have been creating dangerous situations for myself and my fellow paddlers for as long as I have been paddling on this river. We regularly encounter boaters who speed too close, clearly without an understanding of the repercussions of their actions. On occasion boaters speed too close on purpose; this is not the norm but it does happen many times every summer. When a boat is full of water, even when not completely swamped, it becomes heavy and therefor difficult if not impossible to paddle or steer, leaving the boat unable to move and vulnerable to other boats like barges that cannot move aside easily. Wakes threaten the safety of those paddling in human-powered boats: they can easily swamp or capsize a boat, and I don't believe it is fair to ask paddlers to be in danger when there are many places available for speedboats that are not available for paddlers.

Testimony is presented without formatting.

Tim Melius

#154803 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boat owner and user of this river and do not support this idea!

Testimony is presented without formatting.

Donna Noling

#154802 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support an extended no-wake zone on the Willamette River. My family has enjoyed this river for years with boats for recreation and fishing as well as paddle boarding and canoeing. An extended no-wake zone will create more congestion on parts of the river and will create an unsafe boating experience for Portlanders. Instead of another polarizing issue, and turning this into another "US vs THEM" scenario, let's trust in Portlanders to come together and let's educate ALL users of the river so we can all co-exist and enjoy this beautiful river together.

Testimony is presented without formatting.

Clark Weber

#154801 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Planning and Sustainability Commission, I am a tow-boat enthusiast and do not support the plan to restrict the usage of the Willamette River known as South Reach. The river is being increasingly regulated to the point where it is becoming a confusing mess to boaters and paddlers alike. By locking areas of the river to specific usage, the net effect is that tow boaters are compressed to a small section of the water and it becomes unsafe for all usage. The larger stretches of wide water can safely support multiple use sporting where narrow stretches of the river cannot. If any areas are restricted, it should be those narrow sections where paddlers can enjoy spaces where tow boaters cannot safely operate. The rest should be left open for both to use and enjoy. Thank you.

Testimony is presented without formatting.

Dianne Ensign

#154800 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

We are living in the Anthropocene and human activities are having enormously negative impacts on the natural world. The relationship between wildlife and their environment is what keeps the planet healthy, but it's a fragile balance. As crucial habitats are destroyed, time is running out. To ensure adequate habitat on the lower Willamette River, I strongly urge the PSC to increase the Slow/ No Wake Zone around Ross Island, and to increase penalties for people who illegally destroy wildlife habitat along the Willamette River. Motorized boats and especially wake surfing boats create artificial waves that decrease safety for non-motorized river recreation such as swimming and kayaking. These artificial waves also create significant environmental damage by disturbing nearshore habitat for listed salmon species and eroding river bank vegetation that is important for native birds and other wildlife. The impacts are particularly significant around natural areas such as Ross Island and Oaks Bottom. Please extend the current no wake zone the full length of the Holgate channel along Ross Island, and prioritize impacts to wildlife and habitat along the Willamette, especially surrounding Ross Island and Holgate Channel when considering a Slow Wake Zone. Please also consider safety impacts to non-motorized recreation when considering a Slow Wake Zone. One of the biggest environmental challenges in the South Reach of the Willamette is the ongoing illegal removal of vegetation in the greenway adjacent to the river. Removal of trees and shrubs reduces habitat, disrupts nesting of native birds, decreases shade which raises water temperatures, and increases erosion of the riverbank. Please increase monitoring to survey for illegal removal of vegetation in the greenway and increase penalties for illegal removal of vegetation in the Greenway. Fines for repeat offenders of removing vegetation from the greenway should be sharply increased. Thank you for the opportunity to comment on these important environmental issues that deeply impact the health of our river.

Testimony is presented without formatting.

Lars Fuchs

#154799 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a 15+-year resident of Portland, I have repeatedly navigated this section of the Willamette River defined in the South Reach River Plan by Kayak, Canoe, SUP, Sailboat, Motor Boat and as a caller piloting (and responsible for the well being of) a dragon boat full of paddlers. I can say without hesitation that every one of these voyages into the waterfront area has been imperiled by either near-miss collisions with inattentive motorized water-craft traveling at unsafe speeds or swamping due to the multiple wakes left behind. The volume of traffic has noticeably increased on this stretch of the waterfront in the short time I have lived here and mandating no-wake speeds in this zone is the only way to maintain a safe and enjoyable water usage environment for all watercraft in this high-traffic corridor. Launches from Willamette Park, Willamette Sailing Club, the dock at OMSI, plus the Alder Creek paddlecraft rental business next to OMSI ensures that there will be a continuous influx of mixed-use watercraft as well as novice paddlers and novice watercraft operators into this waterway. When Waterfront events such as the Blues Festival convene these risks only increase. If motorized watercraft are allowed to navigate at greater than a no-wake rate of travel in the South Reach River Plan area it is not a question of if but when a collision will take place at a speed that will cause serious harm.

Testimony is presented without formatting.

Karl Hofmeister

#154798 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing in support of extending the no wake zone in the downtown corridor. I am writing as a paddler, open water swimmer, and as the parent of a high school athlete with Rose City Rowing. I have considerable experience with watercraft in general, both motor and sail powered (including receiving a now expired Captain's license). The Willamette River can be very congested in the area under discussion. A no wake zone makes our city's river more approachable for more people. It's safer, as less experienced motor boat pilots have more time to see traffic around them. A boat under power can create a dangerous condition where the captain doesn't have full visibility straight ahead (a large speedboat piloted by a chiropractor struck a small ski boat with 6 kids, killing some when I was growing up in Florida). The added speed makes it more difficult for sail and paddle craft, and for swimmers, to safely navigate the river. The added wakes make a very approachable paddling area difficult, and for rowers, nearly impossible. The Willamette is one of the crowning jewels of the city. Please focus on what makes Portland such a sought after city by keeping it safe and available for more river users. Karl Hofmeister

Testimony is presented without formatting.

Susan Senf

#154797 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As parents of a team member at the Rose City Rowing Club, we are concerned about the dangers power boat wakes create for those accessing the river on non-powered and/or smaller vessels. We are aware of an incident in the Fall of 2019 where a crew of 8 was rowing when a 7 foot wake boat slammed down on the boat and broke it in two. This sent all of the youth crew into the Willamette - the driver of the boat did not even stop to find out if anyone was injured or needed help. We were lucky that our son was not on the water that day and that no one was injured. But it certainly demonstrates the importance of increasing no-wake zones in order to ensure the safety of those not in power vehicles. We hope that you will give consideration to ensuring appropriate safety for ALL of the uses of the river and plan for an appropriate increase the no wake zone.

Testimony is presented without formatting.

kevin lisonbee

#154796 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support the expansion of the no wake zone. This would make it safer for the large non-motorized communities that spend 9 months on the river. I have skied on the Willamette River a few times, I find the Willamette channel a great place for this activity. Please consider the safety of all the river uses in making this decision.

Testimony is presented without formatting.

Annie Rohlf

#154795 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Wake boats are a huge nuisance on the river. We desperately need more wake free zones. You wouldn't let someone drive a tank down a public road in the middle of Portland. It would wreck the road and be a danger. Wake boats destroy the riverbank, rough up the river for all of the other users-fishermen, small boats, swimmers, houseboats and proceed wrecklessly. It is only a matter of time before someone dies and then it is too late. We need this zone now.

Testimony is presented without formatting.

Maxine Dexter

#154794 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To Whom It May Concern: My husband, daughter and I are all rowers who enjoy being able to safely utilize the wonderful Willamette River. As a parent to a young rower who is on the river nearly every day in a very small boat without a motor, I have become increasingly concerned about the safety of all rowers, but particularly, our children. High-energy wake board motor boats have repeatedly put various members of my family and rowing community at clear and significant risk as they speed by without perhaps recognizing that their wake creates dramatic and dangerous changes in current and water flow. This can be precipitously dangerous for a small, motorless boats, especially in the warm months when many pleasure boaters are out on the river going in various directions at the same time. No-wake zones are critical to protecting the people in these motorless water vessels when characteristics of the river and surroundings create dangerous conditions. Additionally, I have seen dramatic adverse and dangerous impacts on stand up paddle boarders, swimmers, as well as house boats by these high-energy wake board motor boats that are simply unacceptable. Please extend no-wake zones along areas of the river where narrow passage as well as shore characteristics create significant danger for others. Regards, Maxine Dexter, MD 1854 NW Aspen Ave. Portland, OR 97210

Testimony is presented without formatting.

DANIEL SCARPINE

#154793 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support expansion of the no wake zone south of Ross Island. I appreciate it is challenging to balance all uses between motorized use, paddle craft and floating homes. In this case I think the City is acknowledging that paddle craft have extremely limited access to the river within City limits and expanded no wake zones make safer conditions for mixed use of motorized and paddle craft.

Testimony is presented without formatting.

Timothy O'Neill

#154792 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Dear Sir, I am writing to plead with you to make a wake free zone near Willamette park for at least one mile in either direction. There is no need to go above wake producing speed here. It is heavily used by all. Personally, I am a fisherman and have a powerboat with a 130hp outboard that does 42mph. I don't ever start my main motor on this stretch as it is rude and obnoxious to speed past rowers, sailers and paddlers. Let these numbskulls in their use their wakeboats in Clackamas county. Sincerely Tim O'Neill

Testimony is presented without formatting.

Nathan Dunithan

#154791 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and use the lower Willamette with family and friends and I do not endorse this proposed plan.

Testimony is presented without formatting.

James Short

#154790 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My daughter has been a youth rower for two different rowing clubs on the Willamette River. In the fall of 2018, my daughter was rowing for Lake Oswego Community Rowing in the women's varsity 8 boat and their shell was sunk from the wakes of power boats in the area of Riverfront Park in Milwaukie on a hot fall day. My daughter had to safely swim to a nearby private floating dock before being rescued by the coach. I am writing in support of a no wake zone into the South Reach of the Willamette River. This expansion of the no wake zone is a safety issue for all non-motorized boaters.

Testimony is presented without formatting.

Juliana O'Neill

#154789 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

High energy wake boats must be regulated on the Willamette River's South Reach. As a parent of children who row on this river, I have an immediate concern for their safety and for the safety of all non-motorized craft on the river. A four foot wake is a virtual tidal surge every time someone speeds past. These surges scare people, overturn boats, break rowing shells, disrupt house boats, and erode habitats... so many people and habitats are impacted by the actions of a few. There is no reason to travel through this busy corridor on a boat designed to disrupt the waterway. Extend the no-wake zone, for safety, for the environment, and for economic growth.

Testimony is presented without formatting.

Isabella Short

#154788 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

During the fall of 2018, on a stretch of the Willamette River in Milwaukie, I experienced a frightening sinking of my rowing shell. I was part of the Lake Oswego Community Rowing club and during practice the experienced women's varsity eight person racing shell got waked out by power boaters. It was a hot day and many power boats were out wake surfing and tubing. We were rowing and many boats were zooming past us on both sides; leaving big and powerful wakes that were filling our shell with water. In about ten minutes, the racing shell had been overflowed with water and caused the boat to sink. It was terrifying that many boats were speeding past us and they didn't care about our safety. The nine of us were sitting in cold water up to our chests. My coach took five of us to a nearby dock and left four teammates in the water with the sunken shell to make sure it wouldn't be damaged by other power boats. We bailed the water out of the boat and had to finish our row back to the dock over an hour past the end of practice. I am in support of a wake zone in this stretch of the river to keep non-motorized boats safe.

Testimony is presented without formatting.

gavin lisonbee

#154787 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a high school rower at rose city rowing club and i would really like to see the no wake zone extended. i have had to take extreme measures for the last 2 weeks not to cap size my boat because of large wakes from motorized boats on the wrong side of the river not following river safety rules

Testimony is presented without formatting.

Katherine de la Forest

#154786 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been a member of the Portland dragon boat community for 9 years. During that time, I have had the opportunity to experience the river as I never had before: to see it change with the seasons, rising with the snowmelt; to see the deer and bald eagles on Ross Island; to see our city reflected on the water on a crisp, cold winter night. But in the summer, our time on the river becomes much different and often dangerous. The wake created by speed boats and other motorized craft, whether due to lack of knowledge or disregard, threatens our safety. I have been lucky to never be on our boat when it has tipped; other members of our dragon boat community are not as lucky. Thank you for the effort and time that has gone into building this plan to limit wake in the downtown area. I hope that, with its passage, our river remains a safe place to experience our beautiful city.

Testimony is presented without formatting.

Tim Atkinson

#154785 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast and use this section of the river and do not endorse this proposed plan.

Testimony is presented without formatting.

Kiri Hagerman

#154784 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support an extended No Wake zone so that everyone can use the river safely. Large wakes create an unsafe environment for people in smaller craft. The river doesn't only belong to people with powerful speed boats.

Testimony is presented without formatting.

Alice Brocoun

#154783 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Support the slow no wake zone on the Willamette. As a dragon boat paddler for the last ten years (and a local bicyclist, hiker and birder), I appreciate the river for its meditative and aesthetic qualities. Boats not human powered produce a wake (and noise and disturbance) which disturbs the natural qualities of the river. The wake itself is dangerous to dragon boat paddlers and disturbs the shoreline and wildlife. Thank you, Alice Brocoun

Testimony is presented without formatting.

Susanna Shinen

#154782 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

The river inequality showing up in this “plan” is embarrassing coming from Portland. We all like the river. The goal should be coexistence, not bullying groups off it. The issues of safety should be enforced onto all river users. To play on the river is a responsibility we all take on when we launch, no matter which craft we choose. As a boat operator, we do take courses on how to navigate the river and operate safely around others. I ask the same for renters and paddlers. A slow no wake zone against all motor boats is a joke. A no surf/wake zone against just ballasted boats seems very targeted but if they were directional, that could be an option. Understanding each other is one way to make this work. Not all boaters are jerks. Some of us actually care and occasionally spend time paddling on other days. I know what it’s like to encounter large wakes on a paddle board. Yeah, it’s possible you might fall in, and that is part of playing on the big river. That’s why it’s mandatory to have PFD’s on board. Experiencing both sides, I get it. Learning about each other will help the paddlers know what to expect and maybe stay to the edges of the river and the boaters to stay towards the center and still have access through. Truth is, we should all be sharing this space.

Testimony is presented without formatting.

LeRoy Landers

#154781 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Our son has been a youth rower for two different rowing clubs housed on the Willamette River. For the last four years, I have watched these clubs provide opportunity for hundreds of our local youth; not only to learn how to row, but also develop character and personal skills that will serve them for the rest of their lives. For these youth, and countless other citizens who enjoy the Willamette River, EXPANSION OF THE NO WAKE ZONE IS, AT ITS VERY CORE, A SAFETY ISSUE. For this reason, and in order to provide more equitable use of the Willamette as a shared natural resource, I strongly support expansion of the no wake zone.

Testimony is presented without formatting.

Dag Hemmerich

#154780 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We row on the river 4 to 5 times a week. Power boats regularly wake our shells and have caused several single and double shells to capsize, and caused dangerous/hair-raising situations for larger shells. Kayaks and dragon boats have had similar experiences. An enforced no-wake-zone would remove that danger. Wakes also cause damage to shorelines, eroding and de-stabilizing them. A speed-and-splash zone could be established at a stretch of the river less frequented by human-powered craft, that has a less vulnerable shoreline.

Testimony is presented without formatting.

Janice Belknap

#154779 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I support a Slow No Wake zone in downtown Portland. I watched the rowers on the river for years before I joined a class and learned myself. Classes on summer evenings were always nerve wracking as we fought one wake after another. But I learned, joined the club, and found a new way to enjoy the river. Since then, there has been paddle boarding, kayaking and swimming. They are all great ways to be active, form inter-generational friendships, and enjoy nature. They are also all stressful when surrounded by powerboats and wakes. Now that we are limited to rowing in single person boats (thanks Covid!), the anxiety about hitting a wake and capsizing is very high. It has happened and will happen again. We're still out there making the most of the amazing recreational resource the Willamette River provides. We hope to make these activities safer for ourselves and all the future water sport enthusiasts who come after us.

Testimony is presented without formatting.

Robin Wang

#154778 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

ALL citizens of Portland should be entitled to recreate in the Willamette River. Yet those that can afford a motorized craft are preventing those less privileged from enjoying the river because the wakes they cause pose a safety hazard to more affordable, human powered crafts such as flotation devices, canoes, kayaks, paddleboards as well as swimmers. To enable a more inclusive and equitable use of the river, wake free zones should be maintained, signage of the wake free zones should be improved / expanded, enforcement of wake free zones should be improved, and boat owners and drivers should be held liable for any damages or injuries should they cause wakes in no-wake zones.

Testimony is presented without formatting.

lisa mccauley

#154777 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a member of Wasabi I am with my team in our boat practicing for races in the weeknight evenings and mid morning weekends. In the 12 years that I have been an athletic paddler there have been many close calls due to the wake and irresponsible actions of boaters. I am also a mother and just like one can reasonably expect to be able to take your child to a playground and they would be safe from traffic we should treat certain areas of the rather large river a safe place for those that have no way of defense against boaters. Obviously not all boaters are bad but it is very frightening when you are trying to get your workout with your team and get taunted or water logged by them. We have specific lanes for bike riders and cars are not allowed in those lanes. Car drivers don't just get to say, "Who cares!" I'll drive where I please. We can't let motorized boats do exactly that. Please keep us safe.

Testimony is presented without formatting.

Gracie Van Hoomissen

#154776 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As someone who actively does recreational activities on the Willamette River, both motor boats and rowing, this wake zone is very important. Not only do I experience the direct impact of the wakes, but when I am on a boat, I never use this area of water. This body of water produces elite athletes who have gone on to row for Stanford, UWashington, Harvard, etc. The amount of time we put into this sport is often times wasted because we have to wait for wakes to pass so we don't break our equipment or sink our boat.

Testimony is presented without formatting.

Drusilla van Hengel

#154775 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in favor of extending the no-wake zone. This will make the river accessible to more people using low impact craft and make it safe for all ages and abilities.

Testimony is presented without formatting.

Dave Frey

#154774 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have lived on the river for 30 years. I enjoy stand up paddling, rowing, fishing, skiing, wake boarding, surfing, and jet skiing. I also use the river to commute to work in both my fishing boat and my wake board boat. All these user groups would love if "only there type" was accommodated on this stretch of the river. There is currently a designated area behind Ross island for no wake sports. This proposal discriminates against all other users in a giant section of the river. By designating sections of the river for specific uses you are creating a much bigger problem. All the wake boarders, surfers, and jet skiers will be jammed into a much narrower section of the river which will create a dangerous situation for everyone (not to mention the erosion problems it will create). This is the equivalent of requiring everyone to share the road with bicycles (and move at their speed) on I-5 from the Terwilliger turns into Portland. It is not the right solution for the cars or the bicycles.

Testimony is presented without formatting.

Ava Klash

#154773 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a young, frequent rower on the Willamette River and when a boat flies by me on the river, it makes me afraid for my life. I spend over 100 days out of the year on the water and the fact that motorized watercraft spend maybe a tenth of that time on the water but don't even take proper safety precautions around nonmotorized watercraft such as our club's expensive boats carrying kids as young as 13 is highly concerning to me. Please extend the no-wake zone to ensure that there are no tragedies and improve the safety of everyone on the river.

Testimony is presented without formatting.

Thomas Whitlow

#154772 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To Whom This May Concern, As someone that loves to enjoy the Williamite River for recreational purposes for myself and my family, I respectfully request that the Planning and Sustainability Commission on the River Plan consider the alternative. The agree with the NMMA and their proposal to initiate the rulemaking process instead of banning wakeboard boats. The current rules force all wakeboat activities along the Upper Willamette into two limited zones, creating congestion and safety issues on the river. They unreasonably target a specific boat type and sport and limit recreational opportunities on public waters. This petition would safely open the river up to wakeboat activities by directing wakesurfers to operate one-way and in the center of the river while still allowing other water sports to participate closer to shore. States and counties around the country have improved order and safety by enacting one-way towed water sport rules. This petition offers an opportunity to create boating rules that improve the on-water experience for wakeboats and allows much-needed flexibility for those who want to waterski and tube closer to shore. Please consider this as an alternative. Thank you so much for your time and consideration.

Testimony is presented without formatting.

Scott Korn

#154771 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support the expansion of the No-Wake zone into the South Reach.

Testimony is presented without formatting.

Brian Fleener

#154770 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support the proposed draft, I enjoy waterskiing on the river including this section.

Testimony is presented without formatting.

Douglas Newbury

#154769 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My family and I are both tow boat enthusiast and paddle board enthusiast. We do not endorse the South Reach River Plan. Restricting sections of the that section of the river to a slow no-wake zone is not in the best interests of all water way users. It would force us to use our tow boat in condensed sections of the river which would create additional navigational hazards. I would like to see all users, boaters and paddlers, have to take a river safety coarse. Better education required by all groups would significantly improve safety.

Testimony is presented without formatting.

Lindsay McQuaid

#154768 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Hello, my name is Lindsay McQuaid. I am a Portland native and president of the board of the Rose City Rowing Club. I support expanding the No Wake Zone in order to promote safe, healthy recreation on our river. The most impactful moments of my adolescence took place on the Willamette River, training and racing with my rowing team. I learned teamwork, determination, and confidence. I went on to row at the University of Notre Dame, earn an MBA, and return to Portland to work and raise my family. Rowing continues to play a large part in my success. As a representative of the Rose City Rowing Club, I ask that the Willamette River provides a safe place for young people to access the water and participate in healthy outdoor activities, such as rowing. Our young people are the future of this city, and rowing is an activity that helps develop responsible citizens. Our river has space for both motorboats and rowing shells/kayaks/etc - a No Wake Zone will go a long way in keeping everyone safe. On a personal note, should my daughter choose, my hope is that the river can be a place where she pursues her dreams and challenges herself. For me, the river became a second home and part of what drew me back to Portland. I request that the Commission looks out for its constituents and expands the No Wake Zone into the South Reach. Thank you for your consideration.

Testimony is presented without formatting.

Kenny Welsh

#154767 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am part of the tow boat community and utilize the proposed no wake zone on the Willamette twice a week and DO NOT support the new no wake zone. Please reconsider not pushing this through.

Testimony is presented without formatting.

Jeff Miller

#154766 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please do not add or increase the no wake zone in the downtown area. There are plenty of smaller rivers and lakes that can be used for paddling, kayaking, and other activities. This is one of the few rivers large enough for powered boats like mine. I don't wake board or wake surf, and I still don't agree with this. My cabin cruiser can only go in the Willamette or Columbia rivers. There are already many no wake zones up and down the river. Thanks for your time.

Testimony is presented without formatting.

Jean Zinn

#154765 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Wakes cause very high wakes that swamp our dragonboats. We have 22 people aboard. Safety is a high priority for my team. It is very hard to keep them safe with the high wakes, close calls and general disregard of the rules of the river. Please make the river safe for all of us. Grant us a safe passage way to a new wake zone. Jeanie Zinn MWPC coach

Testimony is presented without formatting.

Meghan Simmons

#154764 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and use this part of the river. Please reconsider.

Testimony is presented without formatting.

Greg Waters

#154763 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My name is Greg Waters. I am an avid boater on the Willamette River I put more time on this river than most. I am strongly against shutting down motor boats in this stretch of the river. The Paddlers and kayakers already have a large stretch of river that has been designated to them and they are trying to take more. There is no reason to shut this much river down. I am however for a compromise to make the area in front of Willamette park over to Ross Island maybe a 500' wide stretch across the river that is no wake. This would give the paddlers an area to get across and it would make the boat launch safer as well. Taking away water rights and moving boaters into smaller areas will increase the risk of accidents to happen. These excessive rules would have a major impact on how we recreate and how I provide income for my family. I sell and service the boats that are being targeted . Not only does it effect my families income but it would also impact my 20+ Co Workers and their families income along with all the businesses and manufactures that we do business with. Thank you for your time. -Greg Waters

Testimony is presented without formatting.

Heidi Hess

#154762 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Personally, I am tired of continuing to have this conversation. This boils down to sharing our river. It's an EQUITY issue, it's an access issue, and I refuse to have groups of people bullied out of enjoying their river because making a very small section of a much larger river a no wake zone is un-appealing. We have to share our roads with other cars. Why can't we share our rivers with motorized and non-motorized craft? Why are we still having this conversation.

Testimony is presented without formatting.

Dixie Kraft

#154761 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This water way should not be limited. Our family loves to launch at Meldrum Bar in Gladstone and boat the river all the way to down town with the family. Putting a 3 mile no wake zone would make this trip far longer. We also enjoy Water sport activities. It should not be limited for just paddle boards and kayakers. There are lots of shallow arms that can be used for paddle boarders. Please don't block the water way like this. Thank you Dede Kraft

Testimony is presented without formatting.

Emily Neve

#154760 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Huge wakes are dangerously unsafe and as an avid Willamette paddler of SUP, OC, kayak and dragon boats I absolutely agree with an expanded no wake zone. I've experienced several scary events due to tow boats and it's becoming constant turbulent waters where non motorized watercraft are continuously being put in danger. Please help give us a safe place to paddle again.

Testimony is presented without formatting.

Paige Jurgensen

#154759 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a member of a dragonboat team and I strongly support this measure. In August 2019, my team's boat was sunk by two speed boats that were not taking the proper safety precautions. Please vote in favor of INCREASING THE NO WAKE ZONE.

Testimony is presented without formatting.

bob louie

#154758 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

"I am in favor of increasing the size of the no-wake zone on the Willamette River."

Testimony is presented without formatting.

Sharon Bird

#154757 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a water craft owner, a Wasbi Dragon boat paddler, and Rose festival Dragon paddler, I have seen and been in at least eight dangerous situations in the past three years. Each dangerous situation has involved a Tow boat passing by that produced a very large wake that has capsized, made the craft take on water, or put the boat in an unsafe situation. Having areas with no wake zones would provide my family and teams a more safe time on our waterways. Thank You, Sharon Bird

Testimony is presented without formatting.

Dina Khoury

#154756 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please EXTEND THE NO WAKE ZONE. WE need to keep the river safe for everyone - not just motorized boaters.

Testimony is presented without formatting.

Emma Lamb-Smith

#154755 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you for the opportunity to comment on the South Reach plan. I am strongly in favor of expanding the no-wake zone. As a high-school rower with Rose City Rowing Club, I've experienced wakes that threaten to flip my boat and that put me and my fellow rowers in danger. It seems the motor boaters are not conscious of where we are rowing and most don't slow down when they pass us.

Testimony is presented without formatting.

Helena Khoury

#154754 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Keep the river peaceful. Please EXTEND THE NO WAKE ZONE.

Testimony is presented without formatting.

James Barrett

#154753 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commission Members: I am the Chair of the Board of Directors of Station L Rowing Club, where I have been a member for almost 10 years. I am writing in support of a "Slow-No-Wake Zone" for the stretch of Willamette River between the Hawthorne Bridge and extending one-half mile south of the Sellwood Bridge, to the northern border of the Waverly Country Club. Station L offers coached rowing to approximately 120 members and a learn-to-row program that attracts 80 to 100 new adult rowers per year. On a daily basis from March through October, and on most weekends during the winter, the Club fields rowing sculls on the Willamette River from its current eastside location north of the Marquam Bridge. These sculls range in size from singles to eight-person racing sculls. The sculls are narrow, fragile, and highly susceptible to swamping and capsizing in rough water. When motorized watercraft pass through the river at high speeds, even at a distance, the sculls must stop and maneuver to take the resulting wake at a safe angle to minimize the threat of capsizing. It is a danger to rowers if they cannot navigate wakes safely, whether because the wakes are too large or because the rowers do not have enough notice to position themselves at a safe angle. It also makes the sport less accessible to those who fear being capsized. The Club's learn-to-row program fields novice rowers, many of whom are learning to appreciate the river for the first time and who do not always understand the risks posed by motorized watercraft. A safe environment is obviously critical. It makes no sense to allow motorized watercraft to travel at high speeds in a relatively short span of river where these activities are concentrated. Thank you for your consideration. James Barrett Board Chair, Station L Rowing Club

Testimony is presented without formatting.

Nael Khoury

#154752 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please EXTEND THE NON-WAKE Zone. The Willamette should be shared by all and the motorized boaters are the ones that are privileged, not these kids trying to learn a quiet peaceful sport.

Testimony is presented without formatting.

Nick Khoury

#154751 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please EXTEND THE NO WAKE ZONE. We need to keep the non-motorized boaters safe, reduce noise and protect boat houses. Thank you.

Testimony is presented without formatting.

Renee Morgan

#154750 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Calm Water Coalition Testimony

Testimony is presented without formatting.



To: Portland Planning and Sustainability Commission
Re: Regulations on the Willamette River

6/20/20

Dear Commissioners,

Calm Water Coalition appreciates this opportunity for further public comment on the PSC South Reach Plan. We applaud the thorough and detailed In-River Recreation Goals and update to Goal 15 of the Willamette Greenway Plan, as well as the emphasis on increased public access opportunities. The seven PSC meetings held for public comment acknowledged and amplified the voices and ideas of many river users. We look forward to seeing the Proposed South Reach In-River Recreation Objectives and Goals become Actions.

We have reviewed the concept adopted by the OSMB at their May 13th meeting, which was subsequently amended by the Staff, and still believe that this is a significant issue regarding human health and safety and sustainability of the riverine ecosystem on the Lower Willamette River. We have consulted with several city bureaus including the Bureau of Environmental Services and the PSC regarding the recreation goals of the South Reach Plan. The future image for the Plan requires safety regulations for both motorized and nonmotorized craft as well as increased educational opportunities for boating and river safety.

Therefore, we support PSC's joint recommendation to the Oregon State Marine Board for a Slow-No-Wake Zone (SNW) between the Hawthorne and Sellwood Bridge, with the amendments to *extend it to the county line at the north edge of Waverly Country Club, so it includes Portland Rowing Club, Waverly Marina and all adjacent boat slip facilities*. Also, commercial and official safety vessels and coach safety launches are always exempt from OSMB restrictions; others not exempt by the rules could be considered for seasonal or specific exceptions.

This SNW proposal would provide safety for 3000 people, as cited in the Plan, who participate in South Reach dragon boat, outrigger, sailing, canoe-kayak teams, swimmers, and rowing organizations. The zone extension is required in order to provide protection south of the Sellwood Bridge to paddleboarders, rowers, and kayakers, canoers and approximately 200 boats and boat slips, two covered and two uncovered boating marinas, and the 32 floating homes and Boathouse rowers launch dock at Portland Rowing Club. It would also protect habitat restoration and critical shoreline along Powers Marine Park.

Calm Water Coalition will continue to support the current Marine Board-endorsed *B2 Pass Through Rule Concept (No Towed Sport, unballasted)* in this area, as long as rule will be enforced. This concept would allow fishing boats and other non-ballasted motorboats and commercial craft to transit this three-mile stretch of the river at normal speeds.

Finally, we are in support of a collaboration between the City, OSMB, Multnomah County and community partners in pursuing a Wake Sports Priority Zone and improved river access for motor boaters north of the Steel Bridge. As the ongoing rulemaking process has shown, it will be difficult for all users to share one small narrow space.

Thank you for all the work you have put into the Plan and for the opportunity to provide input.

Signed,

Sid Smith, President
DragonSports USA

Tom Crowder, Race Director
Portland-Kaohsiung Sister City Association
Rose Festival Dragon Boat Races

Ron Schmidt, President
Waterfront Organizations of Oregon (WOOO)

Dan Yates
President, Portland Spirit River Cruises

Marlon Bump, Harbormaster
RiverPlace Marina

Nick Haley, Vice President
Portland Boathouse, Rose City Rowing Program Dir.

Bernie Thurber, President
Portland Boathouse

Sam Taylor, Head Crew Coach
Lewis & Clark College Rowing
Oaks Park Community Boathouse Manager

Kathy Criswell, President
Wasabi Paddling Club

Susan West
Friends of RiverPlace

Kaspar Murer, Past President
Wasabi Paddling and Outrigger Club

Willie Levenson
Human Access Project, The Big Float

Renee Morgan, Board Member
Portland Rowing Club

Matthew Berger, Development Director
Oregon Youth Sailing Foundation

Mitchel Burke, Program Director
Willamette Sailing Club

Kelly Holtz, Commodore
Oregon Yacht Club

Bob & Pam Turner
Macadam Bay Moorage

H. Andrew Case, Harbormaster
Waverly Marina

Julie King, Resident, Kayaker
Oregon Yacht Club

Peter DeChamp, President
Quayside Condominium Owners Assoc.
Willamette Fisherman

Peggy Hennessy,
Quayside Condominium Owners Assoc.

Capt. R. Peter Wilcox
Founding Director IPDP, Canadian Coastal
Champion, SAGE

Mark Roeckers, President
The Landing Boat Club

Portland Rowing Club Floating Home Owners

Dick Aanderud, Commodore
Arlene Kavlock, Board Member
Sheila Thompson, Board Member
Lydia Smith, Board Member
Charlie Peake, Board Member
Winnie McDonald, Board Member
Robert Meyer, resident
Lisa Aanderud, resident
Richard Lakeman, resident
Sue Sandford, resident
Susan Peters, resident
Risa Harrell, resident
Matthew Klepp, resident
Megan Klepp, resident
Dorie Roth, Harbormaster

Kamel Khoury

#154749 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing to request the EXTENSION of the NO-WAKE Zone - to keep non-motorized boaters safe. Thank you.

Testimony is presented without formatting.

David Trumm

#154748 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a powered watersports user on the Willamette River and I do not agree with a plan to limit our boats use on this section of the river. Making this section of the river for paddle boarders only is not a fair and adequate use of the river for the public. This is a public waterway not a private paddle board zone. This is a public waterway area that should be available to the entire public to enjoy for their own boating activities.

Testimony is presented without formatting.

Roger Kainu

#154747 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I oppose the idea of a designated wake free zone being considered on the Willamette river. Using river enforcement should keep excessive speed low and still provide opportunity for wake boarding.

Testimony is presented without formatting.

Toby McElravey

#154746 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a boater and do not support this.

Testimony is presented without formatting.

Konstantina Khoury

#154745 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in favor of increasing the size of the No-Wake Zone on the Willamette River. The safety and welfare of many non-powered boaters is at stake. This ability to have a peaceful use of our river and enjoy it's majestic nature is what makes our city so unique. The traffic on the river has increased to a point where it is not safe, and also creates noise pollution. Please vote in favor of INCREASING THE NO WAKE ZONE - so we can all enjoy the beauty and serenity of our water-ways.

Testimony is presented without formatting.

Chris Edington

#154744 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in favor of increasing the size of the no-wake zone.

Testimony is presented without formatting.

Rosalie Wood

#154743 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing to you regarding the safety of the waterway between Hawthorne bridge and Ross Island bridge. I urge you to consider reducing speed through this area as there are many recreational non-motorized boaters currently using this waterway. I both Dragon Boat & Outrigger along that waterway. Last year, we were just on the south side of the Markam bridge and we were swamped in the Dragon Boat by two boats going by rather close. What I couldn't understand is that NOBODY on a boat in the water came to our aide! It took us near 15 minutes to swim our boat to shore. A Good Samaritan on shore had to call for water rescue to help us out. A few weeks earlier this happened to another Dragonboat too. During peak season the waterway gets extremely busy. There have been speed boats that think it's funny to speed close to our outrigger. The water becomes so choppy it gets difficult to navigate through some of the wakes. I am a steer on the outrigger. My concern is should we flip, boaters who are speeding through may not see us soon enough to avoid injury to a person. There are kayaks, SUP's, tubers and swimmers now in this area, along with Dragonboats and Outriggers. The waterway needs to be shared safely. There is a whole lot of river beyond this area that speedboats and skidoo's can accelerate. Please take action and make this area user friendly for all boaters.

Testimony is presented without formatting.

Chelsea Catchpole

#154742 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Council, please expand the no wake zone on the Willamette River. I have personally experience being in a dragon boat that was capsized by a reckless wake boater. I have witnessed other boats being swamped and often these actions appear to be intentional. It would be much safer for people on human powered water craft to enjoy this portion of the river with it was a no wake zone. Thank you.

Testimony is presented without formatting.

Ben Klash

#154741 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I heartily support a no-wake zone in as much of the proposed area as possible to ensure the safety of non-motorized watercraft. Attempts to increase awareness about river safety have clearly not been enough to make the Willamette from the Ross Island Bridge to George Rogers Park a safe environment when wake-producing pleasure craft are present.

Testimony is presented without formatting.

Cees Van Baaren

#154740 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a youth sailor, it has become very scary to sail on sunny days on the willamette river with all the wake boats. My boat is small and they don't seem to slow down for anything. Scares me to be on the river with out my coaches in their boats.

Testimony is presented without formatting.

Mike Frutiger

#154739 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been an avid boater and have boated on the Willamette River for over 55 years. In regards to the proposed plan to implement a slow/no wake zone on the lower Willamette I strongly disagree. This stretch of river that is being proposed to become a slow zone is one of the best stretches for Watersports and taking this away from avid watersport enthusiasts is just wrong. Yes there are issues with safety for both parties, and some boaters do not have the proper education but that also goes for the paddlers who decide to paddle down the middle of the river. If you want it to be fare for boats parties then start having kayaks, canoes, paddle boards and whatever else you paddle pay for registration of those vessels. Maybe with the influx of funds given to the state via registration fees they will start to address the homeless population living along the shores and in their half sunken boats destroying our waterways.

Testimony is presented without formatting.

Zoe Van Baaren

#154738 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My son is a rower and I've seen the increase of boat traffic on the Willamette over the years from when my kids were young sailors to now being high schools rowers too much traffic not enough safe space for them to row. We're not asking for much just a safe place for these kids to be high school athletes on the river away from boats with the big waves and party boats.

Testimony is presented without formatting.

Ryan Whitney

#154737 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

First off I would like to thank you for taking the time to read my testimony. When it comes to my favorite recreational time and place I get very concerned when I hear about these kind of rules being passed. Recreational boating has been activity that I have enjoyed immensely since I was a young child and I have now passed this on to my own child. I consider myself to be a very seasoned and responsible boat captain Who takes the rules of the river very seriously. Along with many of my other friends that enjoy this past time as well and own motor boats, we have been using this portion of the river for recreation for decades mostly unopposed. In this testimony I would like to make a few observations and bring up some concerns that I have. I hope the people listening will take this seriously because I am not a part-time boat operator. I have a boat slip in Johns Landing and I'm on the River 3-4 times a week. I see a lot of fun but I have also seen some bizarre behavior that we need to address. ski boats and pleasurecraft have been operating in this section of the river long before paddle borders. That doesn't mean we shouldn't share the river with non-motorized floating toys but why are we being kicked out of an area that we've enjoyed so long not to mention we pay a lot of money to keep our boats in that area, fund the boat ramp and registering our boats. Many of the facilities and docks wouldn't be there for paddle borders to use if it wasn't for the money generated by motorboats. (I know it's not about money but it's always about money) Paddleboarders and kayaks were given a very nice section of the river behind Ross island on the Eastside. It is a no wake zone and full of nature including bald eagles and Osprey. It is a safe place for paddle borders to go explore. Everybody compromised and there you have it. The section of the river that is now being proposed to be closed to water sports happens to be a shipping channel. It's on the maps! Although River commerce isn't what it used to be it's still is a shipping channel and it shows it on the Raster charts. If commercial traffic was what it was 30 years ago on the river we probably wouldn't be having this discussion. Paddleboarders have many other bodies of water as options to play in. There are many lakes and ponds that paddle borders can use within ten miles that pleasure craft and ski boats cannot. Why take one of the limited areas that we can use and enjoy away from us for paddleboarders convenience. Now this one seems to be a sensitive subject, if we turn the proposed area into a no wake zone I believe it will turn this into a Shangri-La for "pirate boats" if you were one of those people that does not understand what I'm talking about, these are derelict Boats that people live on that stay almost permanently anchored out in the river. These are non-functioning sailboats mostly. You can ask anybody that has been out on the river and they will tell you about these "pirate boats". I'm not sure why we turned a blind eye to this or them a pass.

The anchor in any cold water that they can find so they can conduct their criminal activities. If we turn that whole area into a no wake zone they will anchor income there by the hundreds. Just like they've done everywhere else in the city of Portland. These are unregistered boats, they are dumping their garbage overboard in the water that you want to paddleboard in. They are dumping their black water tanks from their Porta potty's straight into the river. These are unintended consequences that I don't think that people are considering. That or they think it's insensitive to exclude them as we'll in this territory grab. As a paddle border I would think that you would want to stay closer to the shore at least within 100 feet. If not for safety reasons but maybe its a little more interesting? Unless you're crossing to the other side of the river why can't paddle borders and non-motorized boats stay closer to the shore where larger Watercraft can't go? This sharing of the river to me doesn't seem very complicated. I see paddle borders on a regular basis in the dead center of the river puffing along. Maybe it's legal but that doesn't make it necessarily smart. It's kind of like if I was riding a bicycle I know that I can ride in the street. But because I don't want to eat my dinner through a straw the rest of my life I usually stay to the side of the road or in a bicycle lane. You see we compromised and we share the road with the bicycles as car owners. If you kick the motor boats out of the proposed area they're just going to go south past Milwaukie and cause overcrowding in the narrows and ruin residential docks. That's when people will get really hurt and there will be property damage. As water skiers, Wake borders, tubers or surfers we really like the calmer water near Ross island for water sports. It's a lot wider, not as many homes with private docks and we are upstream from the industrial water runoff portions of downtown to the Columbia. When I see joggers and bicycle riders on the road they are often times being very responsible and wearing bright colors, reflective gear and safety gear. There's already been several instances this year of people drowning in the river while playing around on paddleboard's. No they were not due to pleasure craft or ski boats but not having the correct safety gear. As registered boat owners we are required by law to have fire, extinguishers, life preservers, kill switches amongst other things. Why are we not looking for paddle borders to be accountable for their own safety as well. Instead of blaming the big boats fir their river unhappiness maybe they should take a good look at themselves and take some responsibility for where they are paddle boarding in the river, their visibility, and safety gear. That way if they are being responsible and we are being responsible we can reduce the amount of conflicts we will have on the river.. Thank you for taking the time to listen to my testimony. this is not something I enjoy doing But it's important to me and many others that the river remains the place that everybody can use. If we all use a little common sense I think we can compromise here on what's best for everybody. Although I disagree with the idea to shut down motorized water sports in the area I do believe we should have an understanding about how things work out there on the river. Ryan Whitney Whitney Enterprises

Testimony is presented without formatting.

KJ JACKSON

#154736 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I would like the Portland Planning and Sustainability Commission to implement a No Wake Zone on the river. The wake boards have made it very unsafe for human powered watercraft on the river. Thank you for your consideration.

Testimony is presented without formatting.

Scott Darling

#154735 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As an active paddler 4 times a week all year round, I feel that I need to express my concerns regarding the safety concerns with the increase of large wakes in recent years from the wake boats. Furthermore the river rage that has been displayed towards me by boats with names like “Hate Dog” (registration number available) is getting out of control. Doing figure 8 patterns around me on the river with the massive wake is aggressive and threatening with no place to go. The wave from the captain sealed the deal of the intentions of this boater (license plate available too). We need a safe place to paddle and sail.

Testimony is presented without formatting.

Amanda Klash

#154734 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I believe in the importance of the river being for everyone in Portland. The heart of the matter here is the safety of those more vulnerable in smaller boats and shells. My child is currently rowing in a single shell until RCRC is allowed to put the eights on the water and we have heard multiple reports from her of big wakes from inexperienced or careless drivers. Well meaning people will create a wake and then send an apologetic mea culpa wave to the kids as if this makes their current situation better. Our children, while young, have many years of training and safety on the water under their coaches but this cannot protect them from careless or reckless behavior. I support a no wake zone for all non motor crafts in specific, carefully regulated areas of the river so that everyone can be safe.

Testimony is presented without formatting.

Kyli Mosher

#154733 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Making this stretch of the river in downtown Portland a no wake zone would be a detriment to the city and those who enjoy water activities. Many of us in the community use the river as a place to get away and enjoy ourselves. I do NOT endorse the proposed plan.

Testimony is presented without formatting.

Jan Younker

#154732 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing regarding safety concerns on the Willamette River. I believe there should be a Slow No Wake zone on the stretch of river from the Hawthorne Bridge to the Sellwood Bridge for the safety of human powered watercraft. The jetboats, Portland Spirit and cruisers go out of their way to prevent any kind of adverse water conditions but not the large wake boats. I have personally experienced several times being in a dragon boat and swamped by large powerful wake boats. Many of them will purposely come extremely close or cross in front of us to cause large wakes to swamp or capsize our watercraft which could have hazardous results. It can be extremely dangerous if you are in a smaller outrigger canoe. Thank you for all your hard work and safety consideration.

Testimony is presented without formatting.

Zoe van Baaren

#154731 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

The river is for everyone. I am a sailor and a rower. I am a mother of two boys who are sailors and rowers. Unfortunately this river is not safe for all. We have to strategize when it is safe for our family to be on the river. These motor boats do not follow the rules. It is outrageous the speed they go with no regard for the children or adults on smaller non-motorized crafts. We are trying to bring children to the water to be the next generation of stewards. To enjoy and protect the beautiful waterways. For all of us to enjoy. Please increase the no wake zone! Best,

Testimony is presented without formatting.

Charity Duckett

#154730 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support the plan for the no wake zone.

Testimony is presented without formatting.

Douglas McCulloch

#154729 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support this proposal to establish and enforce no wake zones for the safety and well-being of all who wish to enjoy the river. The risk to paddlers on the river is not trivial and shouldn't be disregarded by those who feel that they have the right to put others in unnecessary danger.

Testimony is presented without formatting.

Jocelyn Reahl

#154728 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

During my time rowing for the Rose City Rowing Club in high school (2011-2015), I always dreaded wake boats as they went by during practice. They were a hazard we encountered while we were rowing, and we would frequently need to completely stop rowing and rapidly perform maneuvers to keep ourselves safe from the wakes. Rowing shells are particularly long and narrow, and will snap in half if a wake hits it the wrong way. During my time rowing on the Willamette, we had multiple close calls with wake boats in the South Reach, particularly on the western side of Ross Island; once in 2011, a wake boat came very close to our boat and created a wake that was about ~5 ft tall, and in my 8 years of rowing it was one of the tallest wakes I had ever endured in a rowing shell. If wake boats were regulated in the South Reach, or at least forced to go at a slower speed, we would have never encountered these hazards.

Testimony is presented without formatting.

Jonathan Hays

#154727 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

There are many other areas of the state and even the Willamette where people can drive watercraft in fun ways, but there are very few areas that are peaceful, calm, and safe for non-motorized vehicles. This particular area of the waterfront needs to have an expanded no wake zone so that our youth can safely participate in sports like rowing without fear of an accident. Our city is home to Rose City Rowing which, if you weren't aware, is a nationally acclaimed youth rowing team. We owe it to the kids that row with them to provide them a safe place to do it. This area needs a much larger no-wake zone. Us adults have screwed up enough of the things that these kids are going to inherit, so why don't we at least give them a safe place to be on the water.

Testimony is presented without formatting.

Kathleen Frutiger

#154726 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We have boated this stretch of river of over 3 decades and I strongly disagree with the proposed plan to make 3.5 miles of water way a slow/no wake zone. Yes I agree there should be an area paddle sports should have a safe place to recreate, but that does need to include a 3.5 mile stretch. If you were to make a slow/no wake zone from the north edge of the Willamette Sailing Club to the Waverly Marina this should be an adequate amount of safe space with for paddle sports.

Testimony is presented without formatting.

Juanita Santana

#154725 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners, My name is Juanita Santana, I am submitting testimony in support of the River Plan/South Reach as it is currently written. I am a member of the Wasabi, Grand Masters Dragon Boat Club, I have been paddling at the Willamette River for at least five years now. I especially would like to express my most urgent support for the Plan's goal to provide safe on-water recreational experiences by bringing back the Multnomah County Sheriff's River Patrol and by providing more boater safety education. In addition, the proposal to install a slow-no-wake zone for the stretch of the River between the Hawthorn Bridge and the Sellwood Bridge will provide much needed safety for human powered watercraft and at the same time it will protect the fragile eco-system in this area. I would like to stress my personal experience of having motorized speed boats ignore safety rules and endanger our team's safety and potentially our lives. I believe the city should not wait until a tragedy happens to make the decision to implement the River Plan/South Reach proposal. I want to thank BPS in advance for approving the River Plan/ South Reach plan. The implementation of the plan will improve the safety of all River users and it will increase the number of community events in the hearth of the city. Thank you so much for your time and attention to this matter. Sincerely, Juanita Santana.

Testimony is presented without formatting.

Maureen Louie

#154724 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am strongly in favor of increasing the size of the no wake zone on the Willamete River. Everyone should be able to SAFELY enjoy our river and also respect others and the laws. Please extend the size of the no wake zone. Thank you.

Testimony is presented without formatting.

Lucas Bradley

#154723 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Don't make a no wake zone in downtown. You've got to be kidding me how is this even a question? You can't keep making exclusionary policies in Portland for special interests. Portland is diverse and should be inclusionary if anything. The river is there for everyone to enjoy together safely.

Testimony is presented without formatting.

Brett Strohlein

#154722 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a long time resident and user of the waterway I feel this plan is not the highest and best use of the waterway. Creating a no-wake zone effectively eliminates use for a large part of the community that utilizes the waterways. I strongly oppose this on the basis of excluding one group of users in favor of another. That alone is against the core tenants of Portland. I ask that the council not continue to marginalize users of our spaces because of a single sided preference. I explore that you do not take away the use of our public spaces or limit use of our resources by all. Responsible use of the water is possible and does not need to come through exclusion.

Testimony is presented without formatting.

Erica Bartleson

#154721 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I use this section of the river to paddle non-motorized water craft (paddle board, kayak, and dragon boat). I would like this area to be kept safe for non-motorized boat use. Excessive boat speed and boat traffic make paddling conditions unsafe.

Testimony is presented without formatting.

Heidi Hinrichs

#154720 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a boater, kayaker, canoeist, stand up paddler boarder and swimmer, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established from the Steel Bridge to Elk Rock Island. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

Testimony is presented without formatting.

Calvin Noling

#154719 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing to oppose the South Reach Plan and no-wake zone on the Willamette River. I am power-boater who uses the river safely and responsibly for years. It is imperative and appropriate that the Portland Planning Bureau take time to hear the perspectives from all stakeholders and river user groups interested in use and access to our River, and in particular I suggest additional input is due by the power boating community. Implementing a no-wake zone will stress other parts of the river by pushing power boaters into a smaller area; this stands to threaten public safety. I also advocate for paddlers to use the edges of the river rather than the main channel - paddlers are small and difficult to see and use of the center of the river is rough. What I advocate the City of Portland focus on is eliminating or heavily regulating the derelict boat population that has become an eyesore and I would have to believe are discharging raw sewage into the river. Perhaps a small no-wake zone or river crossing for paddlers would be appropriate near Willamette Park, but certainly not beyond that. Thank you for your consideration.

Testimony is presented without formatting.

Amit Singh

#154718 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in strong support for creating a Slow No Wake (SNW) zone between the Steel Bridge and Elk Rock Island on the Willamette River. For the past few years, I haven't been able to kayak or canoe on the Willamette river due to the wake boats and the danger they create. This is true for the rest of my family as well as my friends. I really love being on the river in a kayak or a canoe, slowly paddling and appreciating all the amazing wildlife with the beautiful Portland city in the background. We are truly blessed to have this living river running through our city, and we need to do all that's reasonable and possible to protect the river, the aquatic life and other animals that live in and around the river. By creating a no wake zone, we can protect the peace of the river and allow those activities on and in the water that do not cause unreasonable disturbance to the wildlife. The river should be available for appreciation and use by all residents of Portland, and not for the enjoyment of only select few. For these reasons, I urge the Commissioners to support the creation of a no wake board zone between the Steel Bridge and Elk Rock Island. Sincerely, Amit Singh

Testimony is presented without formatting.

Char Cook

#154717 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

For almost 20 years I have enjoyed paddling dragon boats on the beautiful Willamette River. In all kinds of weather conditions, summer and winter, early morning, and late at night I have felt the joy of it. I believe in sharing the river with various watercraft but I feel invisible to fast moving motored vessels. I was in a boat that swamped, due to a fast moving motor boat. The boat driver did not see us, slow down, look back, or seemingly care. We were invisible and could have lost our lives. Please consider our safety and human lives in your upcoming decision. Char Cook

Testimony is presented without formatting.

Holly Sancomb

#154716 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thanks for the opportunity provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. I am concerned specifically about boats that generate artificial wakes for wakeboarding and wake-surfing. These boat wakes have a negative impact on the ecology of the river and to other users of the river. We are owners of a sailboat and slip at the Waverly Marina. The artificial wake motor boats create huge waves for boat owners and non-motorized watercraft on the river. We enjoy paddleboarding as a family on the river, but conditions that that these "wake dependent" water-sports create are extremely unsafe, particularly for younger paddlers. The wakes crash into the marina create causing the boats to bounce uncontrollably and damaging watercraft. I am also concerned about the destruction of habitat for waterfowl and other wildlife caused by artificial wakes. The big waves that crash along the river edge erode the shoreline and destroy aquatic plants that live there. These rough waves are troublesome for humans on kayaks, canoes, and paddleboards, let alone baby ducks who call these shores home. Additionally, there are negative impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. A letter from NOAA Fisheries in January, to the Oregon State Marine Board outlined these concerns but the OSMB has done nothing to address this issue. It is time to address the growing problem. Based on impacts to people, and the river's ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Surf waves are meant for the beach, not for inland waterways where artificial surf becomes detrimental to wildlife and non-motorized boaters. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you for your time and swift action regarding this issue. Holly Sancomb Portland, OR

Testimony is presented without formatting.

Lisa McGraw

#154715 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a cancer survivor, rowing with the woman of Wasabi Soar has been vital not only to my continued physical health, but as a source of emotional health, and great friendships. The anxiety caused by some of the wake-causing boats getting so close and too fast is not good for anyone's health. We are in danger of being thrown in the river if we don't have the time and space to approach the wakes head on. On crowded days, especially, there isn't the time and space to operate safely. It is a lovely, long river - there should be safe spaces for non-motorized boats, and for those who live on houseboats also! Thank you for your consideration.

Testimony is presented without formatting.

annie malkasian

#154714 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

NO WAKE ZONE I am writing to let you know that I support the plans for the River Plan/South Reach. As an avid user of the river from downtown Portland to the Waverly Country Club, paddling my non motorized river craft in the main channel and the Holgate channel, it has become increasingly dangerous for me to maintain my safety from the wakes that motorized boats create. I love to share the river with everyone but I don't think any of the arguments against no-wake zones understand the impact their boats create for someone like me. To navigate their wake I have to actually cross into their wake to take the waves head on which then leaves me vulnerable in the middle of the river in a cross way position. When several boats are coming one after another I am literally trapped in their wakes for a long period of time and it is frightening. Having motorized boats Slow down would make such a huge difference to how I hand my craft and get myself back on the side of the river out of the way. It has also been my experience to have speed boats literally come speeding up from behind, never slowing down and leaving me in a most hazardous position. When I capsized because of their wake, none of the boaters check to see if I am okay, they don't double back, they don't slow down but instead maintain their speed and keep going. This is a very dangerous situation. I have witnessed this time and time again and it is so disheartening to think that I am out there in the river, capsized and nobody even considers checking on me. Speed boats have even created so much make, coming dangerously close to a 20 person dragon boat that they actually capsized the craft, did not slow down but watched as 22 people floundered and struggled. It took almost 1 hour to get the dragon boat turned right side up, bailed and get the people back in the boat. However, most of the equipment - as in their paddles - had floated away leaving the crew with minimal equipment to get them back to the dock downtown. Hypothermia is a huge problem when things like this happen, along with shock and disorientation. All that I have shared happens in the Holgate Channel which seems to be a war zone at times. It is unacceptable behavior on the part of motorized boaters to leave people stranded in the river - where is the decency and common courtesy??? These are not occasional occurrences at all. Today two speed boats travelled side by side on the river and great speed, I got myself in position to handle the tremendous wakes that just kept coming and coming, tossing me all over the place and I held on for dear life not to go over. Meanwhile I am out in the middle of the river and a perfect target for any other motorized boat who also happens along. I want to share the river and enjoy it with every one but I am concerned about my health and safety and all those who have non-motorized craft. Does someone have to get seriously hurt before anyone takes these concerns seriously??? I hope that will never be the case but

it is getting dangerously close to becoming a reality. Something has to be done to create and police a non-wake zone PLEASE. thank you for your time and the work and effort you put in.

Testimony is presented without formatting.

Ryan Frutiger

#154713 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am an avid boater and frequently boat the corridor of which the proposed area to be made a slow no wake zone. I DO NOT support the proposed draft to make this area a slow/no wake zone. If you want to create a safe environment for everyone, especially paddle sports, make a slow/no wake zone from the Willamette Sailing Club to the Sellwood Bridge. This allows the paddlers Safe access to the back side of Ross Island as well as all the way down to the Sellwood Bridge. The Willamette Sailing Club will also have a safe area for their sailing camps which has a large population of teenage kids having to dodge passing motorboats. Please reconsider this proposed plan to shut down 3.5 miles of waterway to a slow/no wake to motorized boats. You are taking away a great stretch of river for water sports.

Testimony is presented without formatting.

Jenny Withycombe

#154712 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am providing testimony in support of limiting water craft speeds on the South Reach of the Willamette River. I have been a rower for 20 years. I've rowed on every type of water there is and by far, the Willamette River is one of the most dangerous places I've rowed because of the excessive speed and general carelessness of motorized water craft. Willamette Rowing Club rows from Oaks Park to the Lake Oswego boathouse 5-7 days a week from May-November and 2 days a week from November-May. To that point - limiting speeds only as far South as Elk Rock is not far enough. Elk Rock is a particularly dangerous spot on the river because of the hydraulics and the blind spot caused by the out cropping. Because there is no public put in between Elk Rock and the LO Boathouse - I see no reason not to extend the low- no wake zone a little further south. I could provide story after story citing the dangers of high wakes for crew shells. But it is not just the wake that causes stress - it is the carelessness of the motorized boaters. They frequently zip close to the shells which are 1/4" thick in the hull. Despite our best efforts to stop rowing and ride the wake - damage is common. Typically motorized boaters do not follow the rules of the river and we often find ourselves frantically waving them off moments before running us over. Although some boaters are respectful and slow down for us to pass - most seem to intentionally interfere with our rowing. As a city that is centered around the water, it saddens me how difficult it is to actually access the water safely. Please consider expanding the low- no-wake zone a little further South and ensure we can build a safe community around the Willamette River.

Testimony is presented without formatting.

Chase Caldwell

#154711 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a active tow boat enthusiast and this would make me travel further for recreation. This is central to the city.

Testimony is presented without formatting.

Jessica Supinski

#154710 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have witnessed rowing shells flip over because of the wake caused by power boats in the Willamette, in the section in question. There is often little room for them to maneuver when such wakes occur. It would be nice if there were a protected area where they know they are safe. My dragonboat teammates and I have also been flooded on many occasions due to large waves, and after having flipped on a dragonboat, several of my teammates have severe anxiety about it happening again. Please help protect the non-motorized water users. Thanks!

Testimony is presented without formatting.

Rebecca Erickson

#154709 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a human powered boater, I believe there absolutely must be an enforced wake-free zone on the Willamette. From OMSI to Ross Island especially, where there are so many people on the water in the summer. It is simply not safe nor humane to allow big wakes to capsize human powered boats. Please make and enforce no-wake rules.

Testimony is presented without formatting.

Bren Trask

#154708 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please put in a no wake zone it is vitally important for me as a coach of a high level dragon boat crew. I need to be able to use the river to train my crews for world events. When we spend the entire practice trying not to swamp due to large wakes it is heart breaking. Please put in a no wake zone.
Coach Bren Trask Wasabi Women's Program

Testimony is presented without formatting.

Drew Cardinale

#154707 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm against the plan to make the 3.5 mile stretch of river in Portland a no wake/no toe zone.

Testimony is presented without formatting.

Dale Ritter

#154706 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

To preserve the livability of the Portland area it is important that the "NO WAKE ZONE" plan be implemented from the Morrison to the Sellwood bridges. Thanks

Testimony is presented without formatting.

Jeff Radich

#154705 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I own a boat and use this area of the river. I strongly disagree with this proposal.

Testimony is presented without formatting.

Niki Grose

#154704 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in support of the expansion of the no wake zone. My daughter spent many years rowing on the Willamette River, and now coaches youth. It has become apparent to me that over just shy of a decade, these motorized wake-surfing boats have increased in prevalence, making it impossible at times for athletes to do a sport they so passionately love and are dedicated to. It is also important to note that rowing is unique in that it is extremely hard to simply just find a “quieter stretch of water.” Moving rowing shells is time consuming and isn’t feasible to do every day at the drop of a hat for an entire team. The program my daughter coaches for does a great job of making rowing accessible to everyone. It is unfortunate that kids are denied valuable experiences because it is unsafe for them to use the water in front of their boatyard.

Testimony is presented without formatting.

Jeremy Eichner

#154703 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm against the river plan. I paddle board , fish , and run a power boat in that area. There is plenty of room to do all activities in that area. I would hate to see our river only allow one type of recreation.

Testimony is presented without formatting.

Michael Dunbar

#154702 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I emphatically believe the no-wake zone must be extended. Wake boats simply create too great an energy wake for unpowered craft to respond and react. In the last 3 seasons, have seen these boats capsize a Dragon boat full of visually impaired paddlers. I am amazed that any of them feel safe enough to continue the sport. I know FOR A FACT what it's like to have a wake boat come up from behind while in a Dragon boat. I barely caught him passing on the right before our whole boat capsized. Not swamped, they flat out flipped us over. THERE WAS ZERO TIME TO REACT. To top it off, the operator of the boat was observed looking back at us but didn't bother to stop or render aid. No regard for what had just occurred. Our boat has also rendered aid to a crew boat that had been swamped from someone passing too close. They were pretty shook up and claimed there was simply no time to react. I'm not sure if the public realizes that along with teams of High School and College students, we have teams age 50 and older that are also training for our next big international race while staying in shape and seeing friends. At 55, I am now the youngest in our boat and look forward to being able to practice and race until at least 85. I am amazed, however, that so far nobody has been knocked unconscious being struck in the head when the boat flips. I was lucky. By the time I got my bearings after ours flipped, I realized it was on top of me. (Pretty dark under a boat, it turns out). Along with the extended no-wake zone there should be an increase in public awareness through a PSA or perhaps increased dock signage to indicate that no-wake zones are there to prevent people from being hurt or possibly drowned. What was once a reasonably safe community paddling activity is now simply too dangerous to risk for some people. All these events have been happening in the last 2-3 years and it will only get worse unless these proposed changes are made to adapt to the changing river usage. Please adopt the proposed changes. PLEASE SOLVE THIS PROBLEM BEFORE SOMEONE GETS SERIOUSLY HURT OR KILLED. NO JOKE, FOLKS.

Testimony is presented without formatting.

Douglas Hill

#154701 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a member of the Wasabi Burn Dragon Boat Team. During many of our Spring/Summer practices, we are often faced with severe wakes created by speeding boats. This can lead to potentially life-threatening consequences for our boat during practices, and the boats often have anywhere from 20-24 people aboard. We experienced a capsizing during one of our practices in June of 2019. Our hope is that stronger restrictions for these speeding boats create a safer existence for recreational boats like our dragon boat.

Testimony is presented without formatting.

Alex Page

#154700 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

There have been many times while I have been paddling on the river that we have been swamped by boats with big wakes. It can be very dangerous for those of us paddling, and can cause our canoe to flip. Even with an experienced paddler.

Testimony is presented without formatting.

jane schaffer

#154699 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I support the plan. I have rowed on the stretch of the river for over a decade in sculling boats. The wakes that are created by motorized boats often create a dangerous situation for rowers. During the summer months it is not possible to use the river in the afternoon and evening because of the constant wakes created by speed boats. We are not asking for the portion of the river not be accessible to motorized boats, we are asking that they go slower for a 10 mile stretch of the water in order for human powered boats to be safe and have access to the river. I have experienced huge wakes that nearly swamped my boat many times. It's frightening to say the least. Yesterday I witnessed a motorized boat pulling a water skier in front of a group of houseboats across from Oaks Park. They passed in front of the houseboats twice through the no wake zone buoys. I wish I could say that was an unusual site, but it was not. I have also noticed the erosion and damage to the shoreline created by large wakes. Also, the wakes, noise, and speeding boats disturb the local wildlife.

Testimony is presented without formatting.

Antonio Maldonado-Liu

#154698 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have regularly paddled on the Willamette River for the past 10 years. In the past 2 years, I have had multiple close calls with motorized watercraft, each time the watercraft coming well within 20 feet of me at full speed, and I have often encountered these craft within the No-Wake Zone of the Holgate channel. I am extremely concerned that these craft pose a legitimate threat to life and safety of human-powered watercraft on the Willamette River.

Testimony is presented without formatting.

Joshha Chamberlain

#154697 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am against this plan. I enjoy the river with traffic as it is now.

Testimony is presented without formatting.

Suk Kim

#154696 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I, along with my family, submit this testimony in strong support for the recommendation that there be a Slow No Wake (SNW) zone between the Steel Bridge and Elk Rock Island on the Willamette River. We are a family that enjoys kayaking and canoeing on the river, and we have enjoyed paddling on the Willamette River with our children from the time they were very young. We even created a Mother's Day and Father's Day tradition where we go to the Willamette River to paddle on the river as a family. We started with canoeing when our kids were young and then kayaking once they became older. However, in the last few years, we have been forced to drive all the way out to Scapoose Bay for this simple family activity, due to the number of wake surfing boats and the very dangerous waves that these motorized boats and boards create on the river. We no longer felt safe to paddle on the river and enjoy the amazing wildlife all around us in the river, because we didn't know when a motor boat would speed by pulling wake boards. This is certainly not an equitable result, since for the enjoyment of the few, many residents who appreciate non-motorized river activities, such as kayakers, canoeists, stand-up paddlers, dragon boaters, swimmers and rowers, are forced to find other locations or put up with dangerous conditions. Additionally, our daughter has been rowing with the Rose City Rowing Club for the past six years and have numerous stories to share about the times that motorized boats have created highly dangerous situation on the river. She relayed one instance last summer when one boat with a wake surfer purposefully rode close to her rowing shell to create waves that the rowers had to work extremely hard to keep in balance in order to prevent the boat from flipping. These high school students from all over Portland train everyday on the river, and this provides the students with an incredible sense of purpose and community. Being on the river everyday on a crew boat instills in the students a sense of appreciation for the necessity of careful management and respect for the natural resources of the river and surrounding watershed. Our daughter has wonderful memories of seeing deer swimming in the river, bald eagles circling above them and seals playfully bobbing near their boats. She also has a real love of the river and its sounds, texture, shape and feel. The wake boats greatly disturb not only other humans on the river, but also the aquatic species and other animals who live in and around the river. For all of the above reasons, we sincerely request that the Commissioners support creating a Slow No Wake zone on the River between the Steel Bridge and Elk Rock Island.

Testimony is presented without formatting.

Kathleen Huffman

#154695 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing to support a no wake zone on the Willamette river. Two summers ago I was rowing on the river when our boat was swamped by a reckless motor boat and we capsized. The motor boat did not stay to ensure we were not injured nor did they assist us when we called for help. The Willamette river is an amazing place for Oregonians to enjoy a variety of activities- kayaking, rowing, paddle boating, stand up paddling, etc and make friends while staying fit. These human powered craft want to enjoy this area and having a no wake zone allows them to share the river without the dangers of the few that are on motor powered boats. There are many other areas to enjoy a motor powered/wake creating boat but having a designated area that is no wake makes it so more can enjoy the city free from harm of being capsized. Please help us continue to safely enjoy the river with a no wake zone.

Testimony is presented without formatting.

Ryan Gieszler

#154694 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hello, I am a tow-boat enthusiast who uses the section of water between the sellwood bridge and elk rock island. I do not endorse this proposal.

Testimony is presented without formatting.

Brian Grose

#154693 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in favor of implementing a no wake zone. In my experience, and from what my daughter has told me (who has spent the better part of the last 8 years on the Willamette,) those who drive boats that create large wakes seem to be unaware of their surroundings and act recklessly with little regard to the impact their wake has on smaller boats. While it isn't ideal to limit the use of the river, it has become a matter of overall safety. These boats put rowers, swimmers, paddle boarders, kayakers, and dragon boaters in oftentimes life threatening situations.

Testimony is presented without formatting.

JoAnne Newland

#154692 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thanks cannot happen. Boaters are not illegal

Testimony is presented without formatting.

Anthony E

#154691 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm adding more for other people to use. See Thank you. This is what I wrote. We follow the rules currently in place and each type of boater has room to share the water. Behind the island -approx 2/3 of the river there on the willamette is currently no wake zone and is a safer place for that type of recreation than the channel. Slow zones are already in place by floating homes and are well respected. I am a safe tow-boater and do not support the no wake zone as it is biased against one type of boater against another as well. Water skiing in the channel is very dangerous. We need to keep the larger open areas available for this sport as well.

Testimony is presented without formatting.

Joyce McCulloch

#154690 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a dragon boat paddler for the past seven years, I have seen safety on the river significantly degrade as the number of motorized tow boats and wake boats have Increased on the Willamette. I personally have experienced serious wakes that knocked off our steersperson off the boat, swamped our boat and brought us dangerously close to capsize more than once. While some motorized drivers are respectful, too many appear to disregard the safety of non-motorized boaters and refuse to slow down or move away. Even those that make obvious efforts to slow down still create significant wake that is dangerous to paddlers, especially when the water has become extremely choppy from the cross wakes of multiple boats. Summer on the river has become a very frightening experience. We need to find a way to allow all boaters, including non-motorized boaters to be safe and enjoy the river. The proposed legislation is a compromise that creates safe, no wake zones while still allowing motorized boats access to areas of the river where they can enjoy their sport as enjoy ours. There must be room for everyone. I fear that if this proposal does not pass we will see a serious, possible fatal accident on the river. Please pass this proposal. Thank you!

Testimony is presented without formatting.

Anita Bigelow

#154689 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I understand the South Reach Plan includes a proposal for a slow speed/ no wake zone from around river mile 13 to about river mile 16, about 3 1/2 miles. It's also my understanding that an emergency responder would have an exemption from speed and wake restrictions. In any case, I completely support a slow speed/no wake in the South Reach, mostly for the same reasons I support reduced speed zones by schools. The Willamette in the South Reach is where large numbers of people swim, row, and paddle. With the distancing we now do and may have to continue doing, most people in non-motorized craft are in small, single person boats — and so, like swimmers, are hard to see from a fast-moving power boat or jet ski, especially in water chopped up by big wakes. For the swimmer or person in a small boat, fast boats and big wakes are terrifying, with a real threat of injury and damaged equipment. Fast boats in big numbers (think a sunny summer afternoon) effectively close the river for the swimmer, rower, or paddler at that time. A slow speed/no wake zone, on the other hand keeps the river open for everybody. I realize that some power boaters have made a significant investment in big muscle boats and would find it frustrating to slow down as they negotiate a slow speed/no wake zone to get to the 10 miles of Willamette north of the Hawthorne or as they get to the 8 miles or so of the Willamette waiting for them south, between the South Reach and Willamette Falls. Even the Lamborghini must slow down by a school, but the school zone does not close city streets to the Lamborghini. I also support the slow speed/no wake zone for what I see as its collateral benefits: reduced wake damage to moored boats, docks, and house boats; reduced river beach and bank erosion — and, perhaps, less noise to interfere with enjoyment of the river. Thank you.

Testimony is presented without formatting.

Julia Martens

#154688 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support this plan. As a boat owner, who pays the yearly required fees, I do not agree with taking away our rights to the water. Paddle boarders do not have to pay the fee and there are plenty of areas where they can go to use their boards. They should still be able to go out on the river while boats are out there. It is not fair to give them 3.5 miles of the river and make boaters not have that option. If this is passed, I know you will have many boaters upset and could potentially lose business, meaning you could be losing your fees that you get from boaters every year, which you don't get from paddle boarders or kayakers (as stated earlier). Thank you.

Testimony is presented without formatting.

Dan Pence

#154687 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I own a boat slip in the Landing Boat Club and seek relief from excessive boat wakes which are destroying our marina and damaging boats. Please recommend that the OSMB create a No-Wake zone along the Willamette from the Hawthorn Bridge to Waverly. We are lifelong boaters and own a variety. This change will benefit nearly all boating activities.

Testimony is presented without formatting.

Desi Mendez

#154686 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a Portland native and an avid wakeboarder, slalom skier, and wakesurfer. I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions. This would eliminate everything I love to do on the river in a key spot of the river that I have enjoyed for over 3 decades growing up on the river. I enjoy powered water sports, fishing, and yes even kayaking and paddle boarding. I love it all and respect it all. These restrictions are one sided and have no place here. We need it to be inclusive, not exclusive. This river doesn't belong to one group of people and shouldn't be segregated, especially along one of the busiest and most used pieces of the river. These restrictions are the equivalent of taking the Fremont bridge and making it a pedestrian only bridge. Its unfair and should not be done.

Testimony is presented without formatting.

Katherine Grose

#154685 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

This testimony is in regards to the limitation of motorized wake surfing boats on parts of the Willamette River. I am currently a rowing coach for high school kids, and it has quickly become apparent to me that these boats are extremely dangerous for our athletes. I have seen athletes flip in their boats because of these large wakes, and oftentimes the drivers of these boats drive extremely recklessly, weaving between our rowers and rounding blind corners at high speeds. Not only do these boats create dangerous conditions, but they make it impossible for our athletes to use the river at times. At best, on a sunny and warm afternoon, our athletes find themselves constantly stopping and bracing themselves for these wakes. At worst, we often need to cancel practice all together for fear of expensive equipment damage and severe injury. It's unfortunate to limit the use of the river for certain people. But as it stands now, rowers are unable to use the river at times because of these boats and their wakes.

Testimony is presented without formatting.

Missy Berg

#154684 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restriction.

Testimony is presented without formatting.

John Romanko

#154683 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Do not let false claims by power-boat owners have any influence on this decision. NO ONE is proposing banning all powerboats from this particular stretch of the river. It will not create a safety hazard due to motorcraft being forced onto other ill-suited routes, as claimed in an editorial in the Oregonian the other day. Tourist boats will not be forced out of business. With the exception of specialized craft designed specifically to create large wakes, other craft will still be allowed; they simply will be asked to go slow enough to create no wake. This is entirely reasonable. No one's business interests are harmed by being asked to slow down, and it would make the river safer, not more dangerous. Nor are anyone's "rights" being abrogated. If powerboat owners were being swamped by marauding hoards of rowing shells, would they accept our argument that "we just like to row that way"? They would not. Please make your decision based only on sound, inclusive, thoughtful arguments and claims. Thank you.

Testimony is presented without formatting.

Dave Fleck

#154682 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a frequent boater that often uses these waterways for wake sports. I'm completely against this proposal.

Testimony is presented without formatting.

Lauren Wancata

#154681 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I like to go out for quiet and calm boat rides, and I find that wake surf boats are a problem. I support a no wake zone between the Hawthorne Bridge to the Sellwood Bridge.

Testimony is presented without formatting.

Ryan Cox

#154680 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please maintain access to and enjoyment of the Willamette for all users. Extremely concerned that you are considering imposing a slow no wake zone over such a large and important stretch of the Willamette. At no wake speed, it would take nearly an hour to transit the proposed zone when traveling up river. This would have the impact of forcing towed watersports users to concentrate traffic into other areas rather than allowing them to spread out. A similar restriction in the Newberg pool has lead to dangerous conditions there. As you know, law enforcement and commercial craft would be exempt for the slow no wake zone which means the expected benefits of the zone would be minimal, while the damage to the powerboat community would be significant. Please preserve access and full enjoyment of the Willamette for all users.

Testimony is presented without formatting.

Alyssa Keeran

#154679 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am strongly against the willamette river having slow no wake or non motorized boats sections. This is a public river and needs to remain open for ALL water sports. I own a boat and boat on the Willamette river with my family all summer long- if you make these kind of restrictions you are limiting where we can go and are going to make those sections of the river more crowded and dangerous for water sports.

Testimony is presented without formatting.

Darrell Fuhriman

#154678 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To the commission: I'm writing to you to encourage the commission to adopt a larger no-wake zone through the downtown core. During high demand hours and seasons, the river has become the sole domain of a small group of users — those in large watercraft, which often designed to generate large wakes for skiing. These wakes frequently make the river unusable by human-powered craft unless those users are willing to risk damage to equipment, or to themselves. As a rower, I find that I must wake up very early during the summer to get out and enjoy the river before it becomes unusable by small craft. The sheer volume of wakes and all-too-often outright reckless behavior by large, motorized craft make the river, quite simply, too dangerous. The narrow river, and reflective concrete walls in the downtown core further exacerbate the problem. This isn't about shutting down one group's access to the river. It's about making a small section of the river safe for all users.

Testimony is presented without formatting.

Quinn McElroy-Fuchs

#154677 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

To whom this may concern, Having a no-wake zone means providing a safe place for people on the river to kayak, paddle, and dragon boat without worry of being overtaken by a wake. There is plenty of space on the river for people to drive there boats and I believe that there needs to be space for everyone on the river, so it can be enjoyed and shared by the community. By taking away that safe space you are preventing groups of people from going out and enjoying our river.

Testimony is presented without formatting.

Madeline Edwards

#154676 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in support of implementing a slow no wake zone between the Steel Bridge and Elk Rock Island. My safety and the safety of other paddlers and rowers is at risk due to excessive wake. Please consider the safety of the community.

Testimony is presented without formatting.

Carol Hoekstra

#154675 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a year round paddler and have been paddling weekly on the Willamette River in Portland for over 20 years. The conflicts and safety issues between full speed, especially wake boarding, power boats and the human powered community have been growing. It's gotten pretty bad and I have a high tolerance. Far too few "wake board" boats observe prudent and courteous behaviors around smaller craft. We do not have the ability to quickly maneuver out of the way or safely navigate the deep and turbulent boat wakes that they create when those wakes are so close and reverberating back at us from two sides. Wake board boats pass close by under tow creating troughs several feet deep, then turn, stop abruptly and create wave patterns that easily swamp or flip light open hulled watercraft. In my club we have had increasing incidents where the safety of crews and equipment is violated. In general over the last few summers and in the section near Ross Island especially, the increase in high speed wake boats has made enjoying the river worry fraught, unpleasant and sometimes unsafe. We want to share the river for all to enjoy, and there are great river sharing power boat owners too; but they are at least equally matched by those who do not. A no wake zone that we can trust because it is actively monitored can create a solution which no longer puts paddlers, rowers, kayakers, SUPers in conflict with the power boating community.

Testimony is presented without formatting.

Luana Clark

#154674 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We follow the rules currently in place and each type of boater has room to share the water. Slow zones are already in place by floating homes and are well respected. I am a safe tow-boater and do not support the no wake zone as it is biased against one type of boater against another as well.

Testimony is presented without formatting.

Gary Grieve

#154673 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a boater, kayaker, canoeist, stand up paddler boarder and swimmer, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established from the Steel Bridge to Elk Rock Island. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

Testimony is presented without formatting.

AnaLuisa Garcia

#154672 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This is a total infringement of the use of the Willamette River for all recreational use. There are ways to make it safe for non motorized recreational users by restricting feet off west or east shorelines. We are boat enthusiasts and we love our use in this planned are. We are against this plan.

Testimony is presented without formatting.

Mike Farrell

#154671 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a boater, kayaker, canoeist, stand up paddler boarder and swimmer, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established from the Steel Bridge to Elk Rock Island. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

Testimony is presented without formatting.

Brian Doyle

#154670 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and I do not approve of this.

Testimony is presented without formatting.

Katie Farrell

#154669 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a boater, kayaker, canoeist, stand up paddler boarder and swimmer, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established from the Steel Bridge to Elk Rock Island. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

Testimony is presented without formatting.

Albert Rust

#154668 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a boater, kayaker, canoeist, stand up paddler boarder and swimmer, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established from the Steel Bridge to Elk Rock Island. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

Testimony is presented without formatting.

Scott Williams

#154667 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and do not support this proposed plan. Please allow the river to be used by all forms of recreation.

Testimony is presented without formatting.

Eric Lintner

#154666 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a boater, kayaker, canoeist, stand up paddler boarder and swimmer, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established from the Steel Bridge to Elk Rock Island. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property.

Testimony is presented without formatting.

Christopher Gray

#154665 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a user of the river for tow sports and fishing, I do not support the river plan.

Testimony is presented without formatting.

Angela Kautz

#154664 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a Portland resident who recreates on the Willamette river in non-motorized boats 3-4 times a week throughout much of the year. I am part of a large community of paddlers who are invested in the health and sustainable use of our beautiful river area. We are all experiencing an alarming increase in the danger we face each time we go out on our boats due to the large and frequent wakes created by motor boats. We all have many stories of being flipped or nearly flipped in dragon boats, outrigger canoes, kayaks, rowing skulls, and SUPs. It is incredibly dangerous and gets so bad during the summer months that it is virtually impossible to safely go out. I believe that there is space for all types of recreation out on the river, but in order for those of us in non-motorized crafts to be safe, we need a no wake zone where we are not in constant danger from those enjoying the river on high speed crafts. Without those no wake zones, the river is becoming exclusively available only for those who have huge amounts of money to invest in those motorized boats. That is an equity issue that should be addressed by this governing body. Thank you for your time and consideration of our need for a NO WAKE zone.

Testimony is presented without formatting.

Mary Gehling

#154663 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a Dragon Boat and Outrigger paddler with Wasabi Paddle Club. I am absolutely in favor of implementing a no-wake zone in the South Reach River plan. The danger to paddlers and swimmers has increased over the last two years and threatens the safety of law abiding citizens on the river. I want to be able to enjoy our beautiful water without feeling personally threatened. Please consider making the waterways safe not only for our citizens but also for our wildlife.

Testimony is presented without formatting.

Laura Seurnynck

#154662 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Please vote to ensure Safety for Everybody on the Willamette River. I believe that to ensure safety for all, the Oregon State Marine Board should install a Slow-No-Wake Zone for the stretch of the river between the Hawthorne Bridge and the Sellwood Bridge and extended another half mile past the Sellwood Bridge, to the northern border of Waverley Country Club. This would protect 32 floating homes at Portland Rowing Club, and two marinas on the east shore, and Powers Marine Park on the Country Club. This is essential to protect human powered watercraft, the fragile eco-system, riparian areas and habitat for the endangered juvenile salmon and steelhead. As a rower with Station L Rowing Club, I hope you understand how important this is. It is terrifying to be in the river in a lightweight fiberglass shell with a high powered speed boat flying if even not in our path, still sending up wake that can capsize our boats. Please know: •This will protect the large number of human powered craft that use the river, many more people than are in power boats •The danger to human life large wakes can cause, as proved by many documented capsizings of dragon boats, rowing shells and others over the past few years •Damage large wakes do to property (floating homes), and shallow water habitat. In Seattle, the whole urban inland waterway from the Ballard locks to Lake Washington is a slow no wake zone. We're looking to do the same here. I've been on speed boats in Seattle's waterways and their rules make total sense from that perspective. They would make sense for Portlanders too. Please be proactive and make the decision to keep boaters safer before the incidence of serious accidents grows! Thanks for considering, Laura Seurnynck 2117 NE 52nd Ave, Portland, OR 97213

Testimony is presented without formatting.

Tyler Aldrich

#154661 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a boater and absolutely do not support this plan. You will create more problems than it solves. Please, please reconsider.

Testimony is presented without formatting.

Lexy Garbarino

#154660 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am an avid and safe boater and have lived in Portland my whole life. I also paddle board and kayak on the river and do not support the implementation of the slow, no wake zone from the Ross Island Bridge to Elk Rock Island. There are plenty of safe and beautiful areas to paddle board and use non-motor water sports, there are fewer areas to tow-boat. Please do not change this.

Testimony is presented without formatting.

Lynn Walton

#154659 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My testimony is in SUPPORT OF LIMITING HIGH WAKE MOTORIZED SURFING BOATS on the Willamette river. I have been a Team Manager for high school rowers for over twenty years. I was involved when the no-wake zone was created in the southern half of the Holgate channel. Back then, we could not have imagined these newer, more powerful boats that purposefully produce larger wakes for "surfing." No one should have to fear for their life when they are out enjoying the river, and no river user should be allowed to damage sensitive ecosystem along the river banks. For these reasons, I am in favor of limiting high-wake motorboats.

Testimony is presented without formatting.

Kevin Reilly

#154658 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Do not pass this. It will ruin the boating community

Testimony is presented without formatting.

Darryl Hrenko

#154657 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thanks for the opportunity provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. •Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users. •Whether one is in a canoe, kayak, or even other motorized craft -artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times over the past few years. •Artificial waves make staying upright in my boat problematic, and frequently these folks pass too close furthering endangerment to other river users. •The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. •The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species. •Based on impacts to people, and the river’s ecology -I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Today we have craft built for one thing -to generate artificial waves that can be surfed. Importing surf waves from a beach to inland waters simply does not make sense. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you for your time and responsiveness to this issue.

Testimony is presented without formatting.

Martin Elzingre

#154656 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boater. I drive responsibly and enjoy that section of the river. Please do not move forward with the current proposal to limit wake sports.

Testimony is presented without formatting.

Stacey Crabaugh

#154655 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a member of Station L Rowing Club in Portland. It is a wonderful community of people who enjoy exercise, fresh air and camaraderie on the Willamette River via the wonderful sport of rowing. I am testifying because I want to make sure the river is safe for human-powered boats to access the river. In the past few years there have been many documented capsizings of dragon boats, rowing shells and others, which presents a danger to people using smaller vessels and swimming the river. It is logistically difficult to navigate the slower smaller boats in the river when there are fast and heavy boats speeding through the same area. Not only do power boats upset folks in smaller human-powered vessels, the large wakes damage floating homes and shallow water habitat. In short, not only do we need to make the Willamette a safe place for the hundreds of residents who use human-powered watercraft, we also need to protect the fragile eco-system, riparian areas and habitat for the endangered juvenile salmon and steelhead. Thank you to the BPS staff and the commissioners for the work done thus far. Let's keep the momentum going. Thank you, Stacey Crabaugh

Testimony is presented without formatting.

Michael Heibel

#154654 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I fish on the Willamette and find surf boats to be both dangerous and a huge nuisance. When I tie my boat up to a dock it will get damaged from huge wakes caused by these boats. Also, When I am driving down the river I have been knocked down and injured from the wake of surf boats. I am in favor of a slow no wake zone from the Hawthorne Bridge to the Sellwood Bridge.

Testimony is presented without formatting.

robert sanders

#154653 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support this.

Testimony is presented without formatting.

Sam Johnson

#154652 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Expanding on my previous testimony... I've lived in Portland since 3rd grade and am the son of father who rowed and coached crew in Portland at many of the local clubs that still exist. What is most beautiful of living in Portland is the quick access to the water from our homes. Be it to paddle board, kayak, wake board, water ski, fish, wakesurf, whatever it may be, it is close go home and a draw to living in this city. With this comes a lot more people wanting to use the river and rightfully so. To create a rule that eliminates usage to certain groups is ridiculous and not with the Portland ethos of inclusion. When looking for good water conditions it is known among all groups that downtown is going to be busy and choppy, that's the nature of a busy water way. If you want a calm serene experience, there's an abundance of water access within an hour of Portland that would be better suited for all groups, but here we are on the Willamette choosing the convenient option because it's a luxury we all share and are happy to have. The river is also very seasonal for 90% of boaters and this rule will make no sense in the winter when a power vessel is attempting to make its way through downtown. I used to wake up at 5am to row glass and that is still an option, but for those who want to use the river on a weekend of after work, it's going to be busy because it's close, that's why we use it. I do not support this proposal one bit. I firmly believe that education and enforcement on the river should be a priority for boater safety and that exclusions of groups will solve nothing.

Testimony is presented without formatting.

Mike Langvin

#154651 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

A no wake zone is ridiculous in an area that is actively used by the boating community. The river is used year round by tour boats, tug boats, fishing boats, pleasure boats and water sport boats. Do not make a change to the rules for the very few on paddle boards. This is an extreme rule which was obviously poorly thought out.

Testimony is presented without formatting.

Sarah Chait

#154650 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As someone who has responsibly enjoyed the river since returning to Portland in 2005, I OPPOSE restricting boats that produce a wake or wake related recreation in large areas of the Willamette. Those who do not adhere to rules already in place should be held accountable rather than punishing those who observe and uphold the rules, and ensure they educate their friends, families, and even fellow boaters they do not know about the expectations of our river. Adding additional no wake zones will not solve the issue of the few irresponsible boaters who already don't adhere to them. Educate, fine non compliance (to include banning from the river), but do understand that many passionate wakeboarders and surfers truly observe everything set in place and deserve to be able to keep these tax paid benefits of sharing the river. Non motorized boats and vessels also need to adhere to guidelines, and should be held accountable to existing rules. Their violations are not reason to move rights for responsible motorized boaters. Thank you.

Testimony is presented without formatting.

Kris DeSylvia

#154649 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

For many years, I have participated in a non-motorized team sport on the Willamette River. In that time, I have experienced several events where our dragon boat rocked wildly as the wake of a nearby motorized craft swamped our boat. Non-motorized boats may be less nimble and therefore incapable of swift turns to accommodate an approaching wake. I am in favor of a No Wake Zone.

Testimony is presented without formatting.

Mark Crawford

#154648 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast. We keep our boat on the Willamette within this section of the river and regularly participate in towed sports in this area. I am against this proposed plan.

Testimony is presented without formatting.

erik bruun

#154647 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a home owner on the Willamette river, and river user, I am strongly against this plan to create slow no wake zone from elk rock to ross Island bridge. The river should open to all users and usages.

Testimony is presented without formatting.

Barbara Wells

#154646 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hello, I have been paddling in dragon boats and outrigger canoes since 2003. The number of instances where I have been in or witnessed a non-motorized boat be put in danger by the wakes of a power boat have increased dramatically since those days. For one thing at least, I don't think there was such a thing as Wake Boarding. Just last summer I saw a dragon boat get swamped by a boat threading the needle between them, my OC6, and a pod of kayakers. No one in the boat even looked back to see if everyone was okay or if help was needed. I have been in multiple "uh oh" moments where I am not sure if we are going to get swamped or not. I support a no-wake zone. Thank you, Barbara Wells

Testimony is presented without formatting.

Bryan Farley

#154645 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and I do not support this.

Testimony is presented without formatting.

Sarah Deal

#154644 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

For three years I worked as a the head coach for Portland State University Rowing and Assistant/Learn to Row Coach for Station L Rowing Club. From the summer of 2016-2018, I cannot count the number of times I was frustrated by a power boat waking my crews so substantially that we had to immediately halt our practice and re-orient our crews to escape harm to the rowers and damage to our hulls. One person in a speed boat—passing near enough to our team—could immediately halt the river usage of the 16-24 rowers I had with me on any given day. It was frustrating that the majority of summer boaters appeared to either not know how small and fragile our boats are, or not know the law that even when you are not in a no-wake zone, you are required to slow your pace to avoid harm to boats and crews you are passing; however, my frustration is not the biggest problem. On a weekly basis, I would have to physically put my safety power boat between my learning rowers and oncoming boats—boats driving against the traffic pattern of the waterway, appearing to neither see nor yield to full boats of rowers. This problem was especially profound in the small channel east of Ross Island Bridge where boats would regularly violate the no-wake rule automatically created (in most of the channel) due to the narrowness of the waterway/proximity to shore, and would take the tight corners so quickly they were nearly on top of my crews by the time they emerged. And, my crews were in 56 foot long boats, they weren't exactly hard to spot if you were paying attention. The lack of respectful boating was especially prevalent with wake-boarding boats in the summers of 2017 and 2018, and culminated in one waking a 4 person crew (plus coxswain, a 17 year old boy) so hard that they caused the rowing shell to flip over, and then fled the site of the accident as soon as they saw the danger they put the rowers in. The paddling club filed the official complaint at the time, they happened to be near the rowers, got video of the incident, and helped the rowers to get back in their boat and stayed near them on the way home to ensure they could return home safely. I was the only safety boat on the water for any of the human-powered crews that evening and while I had been near them, the wake-boarding boat was mostly keeping their distance and speed respectable through me positioning my boat to force them to move further away, but when I was out of eyesight for about 15 minutes (attending to a third crew) they immediately caused an accident and then fled the scene. I would love to see the Willamette River not only be a place that is open to all of its residents, but a place that is safe for all of its residents. I would love the Willamette River to become a place where boaters are respectful and laws are obeyed or enforced, and a place where I no longer have to teach intern coaches how to position themselves into danger to prevent recreational boaters from harming their students. Many of the

100+ rowers, athletes, citizens of Portland whom I took on the river every week were affected by boats creating wakes that certainly put these crews at risk. I love the Willamette and fully support access to it, but if one group violates rules of their access and puts others at risk, it is no longer a healthy community, but a monopoly of river use built upon whomever is the loudest, least considerate, and most threatening.

Testimony is presented without formatting.

Teresa Grompe

#154643 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been in a sculling boat that was in danger of swamping because of a large wake. Please keep the safety of paddlers and rowers in mind when planning for river use. Fast and dangerous speed boats are a common hazard the way things are right now.

Testimony is presented without formatting.

Anne Bird

#154642 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast, me and my family use this portion of the river, and I do not endorse this proposed plan.

Testimony is presented without formatting.

Miel Corbett

#154641 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Please accept my testimony in full support of the establishment of a no wake zone from Elk Rock to the Sellwood Bridge. As a resident of Portland for more than 30 years and member of the Station L Rowing Club, I have seen the vast amount of City and citizen resources that have been invested in making the Willamette River accessible to the citizens of the greater Metro area. From Poet's Beach to the Holman dock to the non-motorized boat launches at Willamette Park, we have collectively invested millions of dollars in creating access and connection between our urban communities and the river. The Big Pipe helped make it clean enough for us to use; now we are asking you to make it safe. Wake surfing boats swamp human-powered watercraft, endangering the safety of rowers, paddlers, kayakers and SUP'ers, damage floating homes and can cause hundreds of dollars of damage. On any day, the number of people in human powered boats are larger than those who are in powerboats, yet we are currently treated as secondary users to a small population of boaters. We have already seen rowers and paddlers flipped from boats, racing boats broken and citations issued as irresponsible power boat users have failed to exercise common sense and safety measures. While this is not true of all power boat users, as development and infill of the South reach continues, more people will use this space, increasing the potential of a very serious human/powerboat conflict. Also please consider the inconsistency between trying highlighting and investing in the natural areas of the urban/river interface and then failing to manage the river as a natural resource to be protected. Again, please consider the safety needs of a growing outdoor recreation population and avoid a future tragedies and costs by establishing a no wake zone in the busiest area of the Willamette. It is a small portion of a 187 mile river and would allow all citizens to benefit from the invested resources that have been committed to making Portland a shining example of civic and public planning. Thank you.

Testimony is presented without formatting.

Cynthia Lund

#154640 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have been living in Portland for nearly 10 years and I am an Oregonian. I implore the Planning and Sustainability Commission to have a no wake zone so as to promote more 'human' powered floating devices such as paddle boards, sculling, kayaks, dragon boats, sail boats, sweep boats and row boats, etc. Oregon is a very active and outdoor society. People from all around the globe come to enjoy this environment. By creating a sizable no wake zone on the Willamette river will improve the environment as well as make it more safe for these 'human' powered boats/boards. I was in a scull boat last weekend and was swamped by a boat zooming down the river with no regard to safety. I was fortunate not to be dumped or incur damage to my boat but these are consequences that can occur. It is surprising how little awareness motor boaters have of the effects of the creation of wakes. My dear friend lives in the houseboats by Oaks Park and their homes are damaged by these wakes. Please consider creating a no wake zone on our Willamette to encourage healthy exercise, improve the environment and assist in promoting tourism.

Testimony is presented without formatting.

Les Oltmann

#154639 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a SUP (stand up paddle) boarder as well as a wakesurf and wakeboard participant I am sure we can come to a middle ground that will not exclude any users of the water. Ideas would be designated areas for play or a time frame for play. Again not one group of people should have oversight of the waters, everyone should be included. I enjoy boating with my friends on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Lori Hansen

#154638 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a boater I do not support this.

Testimony is presented without formatting.

Jonathon Hinkle

#154637 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support this. There are other options to allow all users groups to coexist

Testimony is presented without formatting.

Stephanie McMichael

#154636 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne Bridge to the Sellwood Bridge, and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions

Testimony is presented without formatting.

Nate Patto

#154635 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hello, I am a boat user in this area. We use to are recreationally and do not agree with making it a no wake zone.

Testimony is presented without formatting.

Ximena Herrera

#154634 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

In the city of Portland there is a social demand to have more sports and recreational activities on the Willamette River. Recreational swimmers and human powered boats activities are increasing every year and are perfectly compatible. This is not the case with power boats. Power boats pollute the air and the river, make undesirable noises, damage floating homes, and create wakes that interfere with the activities of human powered boats and swimmers. The wakes created by power boats can capsize dragon boats, kayaks, and rowing boats, and also shake the docks where recreational swimmers gather, and where people walk or bike creating trip hazards. Any particular activity that interferes with the activities of other people is unfair and not desirable in any healthy community. This is the case with power boats, an activity for a few that prevents the many to enjoy the river. This is not a good practice for the city where I live and where I want to keep living.

Testimony is presented without formatting.

Stefanie Maher

#154633 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Please consider having a no wake zone from the Sellwood area to the Hawthorne bridge. There are more people on the river in human powered crafts in this section of river than in power boats, and when the power boats create a large wake it causes a safety hazard to the folks in/on human powered vessels. Large wakes can capsize SUPs, rowing shells, kayaks, and dragon boats; making it a safety issue. In many cases one capsized vessel impacts more than one person as a rowing shell can hold 9 people which puts 9 people in the water at one time. In addition to folks on vessels there are many access points along this section of river for families and dogs to swim. I appreciate that power boaters want to go fast and think they should be able to do so, just not between Sellwood and the Hawthorne Bridge, leave that area to the human powered craft and swimmers. Please protect your citizens and have a no wake zone from Sellwood to Hawthorne bridge. Sincerely, Stefanie Maher

Testimony is presented without formatting.

April Milan

#154632 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Dear Commissioner, I was born and raised in Portland and have called the Willamette my home river for 46 years. After treating patients all day, I turn to the river for solace. My pup and I hop on the paddle board and try to enjoy paddling by the wildlife on the banks of the Willamette. What we find now is hoards of wake surfing and other speed boats kicking up huge amounts of choppy surf that slams us into the rocky river banks. Boaters speed by us with music blaring at unknown decibels while waving at us and oblivious to our self rescue operation. Please institute a Slow No Wake zone between the Steel Bridge and Elk Rock Island. The Willamette was never intended to parallel the I-5 corridor Oaks Park. Honestly, children are playing on the river banks.

Testimony is presented without formatting.

Richard Deats

#154631 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am the husband of a woman who paddles regularly on the Willamette and the father of a son who has rowed for the Lake Oswego Rowing Club. I strongly urge you to adopt a no wake zone. Several times my sons boat was nearly swamped by boat wake and their crew has also had boats physically damaged by wakes. I know that my wife's dragon and outrigger boats have been swamped or nearly overturned by boat wakes several times as well. Boat wakes pose a significant danger to all non motorized craft and their occupants and there should be a portion of the river where they are safe.

Testimony is presented without formatting.

Carrie Borys

#154630 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do NOT support the "Slow, No Wake" plan from Ross Island to Elk Rock Island. While I may live in Vancouver now, I am from Oregon and still boat with all my Oregonian friends. I am a tow boat enthusiast and use this part of the river. I oppose this proposed plan. Thank you.

Testimony is presented without formatting.

Norberto Gliozzi

#154629 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

In the city of Portland there is a social demand to have more sports and recreational activities on the Willamette River. Recreational swimmers and human powered boats activities are increasing every year and are perfectly compatible. This is not the case with power boats. Power boats pollute the air and the river, make undesirable noises, damage floating homes, and create wakes that interfere with the activities of human powered boats and swimmers. The wakes created by power boats can capsize dragon boats, kayaks, and rowing boats, and also shake the docks where recreational swimmers gather, and where people walk or bike creating trip hazards. Any particular activity that interferes with the activities of other people is unfair and not desirable in any healthy community. This is the case with power boats, an activity for a few that prevents the many to enjoy the river. This is not a good practice for the city where I live and where I want to keep living.

Testimony is presented without formatting.

joe cosper

#154628 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

bad idea for paddle board no wake zone

Testimony is presented without formatting.

Kathleen Frederick

#154627 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a 74 year-old woman and a native Portlander. I am also a life-long boater. I am a certified rowing coach and an international medalist in Masters Rowing. I have operated motorized craft on rivers, lakes and the Pacific Ocean. Over the past 40 years I have seen significant changes in the traffic on the Willamette River in the South Reach area. The development of higher and higher speeds in motorboats and more recently the new wake boats has significantly increased the danger levels to small boats, sail boats, human powered watercraft and swimmers. I have personally experienced motor boaters come flying out of a fog bank or rounding a corner at high speeds with no time to get out of their way or avoid their wakes which are sometimes higher than the gunwales of my racing shell. I have seen motor boaters threaten rowers and paddlers with swamping, capsizing and outright collision. There are several aggravating factors: 1) There is a severe lack of education for motor boaters. a) No license or training is required to operate a motorboat. b) Navigation rules for traffic patterns, right of way, or speeds are not posted along navigable channels 2) There is a severe lack of enforcement for those rules and all the boaters know it. I support the proposed limited no-wake zone between the Ross Island Bridge and the Sellwood Bridge to protect the safety of all river users as well as the natural environment. Motorboat operators are claiming that this proposal will shut down their right to use the Willamette for recreation. This is not true. It will simply require them to proceed without making a destructive wake through the zone. Please protect all of us and our environment from those who believe they can do something, that they should be allowed to do so even when it damages and endangers others. Thank you for considering my testimony Kathleen Frederick

Testimony is presented without formatting.

Katie Anderson

#154626 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a frequent paddler in the area from the Hawthorne Bridge to Sellwood. I am a member of the Wasabi Paddling Club and paddle both 6-man outrigger canoes and 1-man outrigger canoes in the area. Downtown Portland is a densely populated area and there is much more potential to expand the inexpensive, healthy, and environmentally friendly activity of paddling and rowing. Kayaks, for example, can be towed by bicycles from city condos to the river. Unfortunately, speed boats make human powered boating dangerous. One boat with high wake capacity can render the whole river from east to west too dangerous to all human powered craft in the same area. I enjoy sharing the river with fishing boats. But thrill craft, which most people can't afford or use, should not have a monopoly on the river to the exclusion of all other human powered craft. Unfortunately, that's what happens when they are on the water. The area should be a low/no wake zone.

Testimony is presented without formatting.

Dustin Robbins

#154625 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am absolutely against this no wake zone. I am a tow boat owner and this will have a huge impact on my use of the river. It will be a large deterrent from going downtown from the Cedar Oak Boat launch.

Testimony is presented without formatting.

Sam Johnson

#154624 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support this proposal and want the river to remain usable for all vessel types.

Testimony is presented without formatting.

Jordan Bice

#154623 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

June 23, 2020 Eli Spevak, Chair Portland Planning and Sustainability Commission 1900 SW 4th Ave Portland, OR 97201 RE: The Portland River Plan/South Reach Project Dear Chair Spevak and Members of the Portland Planning and Sustainability Commission, On behalf of the National Marine Manufacturers Association (NMMA) and the Water Sports Industry Association (WSIA), we would like to express opposition to the expansion of no-wake zones as part of the Portland River Plan/South Reach Project. Our organizations represent the nearly six thousand jobs and over 400 businesses across Oregon directly tied to the boating industry. There are over 168,000 boats registered in Oregon, and we appreciate the opportunity for the voices of some of these boaters to be heard today. First and foremost, we are very concerned that any further plans to restrict wake boating on the Willamette will create serious safety issues. The Oregon State Marine Board recently instituted rules for the upper Willamette that severely restrict wake boating along that stretch of the river. If the River Plan/South Reach Project squeezes more boaters out of the lower Willamette, boaters who had previously been spread out over several miles of the river will be condensed into a few, highly congested areas. This not only exacerbates safety issues, but it would make enforcement of these rules much more difficult, as frustrated boaters will have to choose between breaking the no-wake rules and risking harm to their loved ones on the water. If the Project truly intends to protect from erosion and damage to marine ecosystems, this also fails that goal. With more boats sharing fewer spaces along the water, those portions of the river may be at higher risk of experiencing environmental impacts. Portland cannot protect one part of the river at the expense of another. The Willamette River is a treasure of our region, and it is why many choose to live here. We can and should have thoughtful conversations with our local decision-makers and stakeholders about the best ways to ensure a bright future for the river. However, we also believe that it is imperative that we protect equal opportunities for Oregonians to safely share the water. Before Portland promulgates a 20-year vision for the Willamette, it needs to consider all of the river's users, including the families who enjoy it on a boat. Please oppose the expansion of no-wake zones in the Portland River/South Reach Project.

Testimony is presented without formatting.



June 23, 2020

Eli Spevak, Chair
Portland Planning and Sustainability Commission
1900 SW 4th Ave
Portland, OR 97201

RE: The Portland River Plan/South Reach Project

Dear Chair Spevak and Members of the Portland Planning and Sustainability Commission,

On behalf of the National Marine Manufacturers Association (NMMA) and the Water Sports Industry Association (WSIA), we would like to express opposition to the expansion of no-wake zones as part of the Portland River Plan/South Reach Project. Our organizations represent the nearly six thousand jobs and over 400 businesses across Oregon directly tied to the boating industry. There are over 168,000 boats registered in Oregon, and we appreciate the opportunity for the voices of some of these boaters to be heard today.

First and foremost, we are very concerned that any further plans to restrict wake boating on the Willamette will create serious safety issues. The Oregon State Marine Board recently instituted rules for the upper Willamette that severely restrict wake boating along that stretch of the river. If the River Plan/South Reach Project squeezes more boaters out of the lower Willamette, boaters who had previously been spread out over several miles of the river will be condensed into a few, highly congested areas. This not only exacerbates safety issues, but it would make enforcement of these rules much more difficult, as frustrated boaters will have to choose between breaking the no-wake rules and risking harm to their loved ones on the water.

If the Project truly intends to protect from erosion and damage to marine ecosystems, this also fails that goal. With more boats sharing fewer spaces along the water, those portions of the river may be at higher risk of experiencing environmental impacts. Portland cannot protect one part of the river at the expense of another.

The Willamette River is a treasure of our region, and it is why many choose to live here. We can and should have thoughtful conversations with our local decision-makers and stakeholders about the best ways to ensure a bright future for the river. However, we also believe that it is imperative that we protect equal opportunities for Oregonians to safely share the water.

Before Portland promulgates a 20-year vision for the Willamette, it needs to consider all of the river's users, including the families who enjoy it on a boat. Please oppose the expansion of no-wake zones in the Portland River/South Reach Project.

Ian Townsend

#154622 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Members of the Sustainability Commission, As an avid boater that includes sailing, recreational, and competitive rowing I wish to voice my concerns that are identified in Vol 1 Part 1 Chapter 3 "Issues and Opportunities". In my pursuit of safe boating, which has included inland and offshore waterways, I have studied and taken several certified classes, including the Power Squadron Boating Safety, Seamanship Sail, American Sailing Association Coastal Navigation, and Level 1 Coaching, United States Rowing Association. I have lived and boated within the study area since 1983, and as a past President of the Station L Rowing Club, and past member of the Willamette Rowing Club, I have witnessed the growth in recreational boating along the Willamette Rivers length, in particular the Portland reaches of the river. We all need to enjoy and coexist with our river uses, but Safety and river protection needs to be paramount. Even at the relatively slow pace of rowing we constantly have to be aware of swimmers with their low profile in the water. Larger faster boats likewise need to be cognizant of smaller none powered craft and the limitations they face in rough waters often caused by large wakes. We observe these wakes also impacting the river banks and the many houseboats and structures within the waterway. The boating rules for Safety, the rules of navigation, the environmental impacts, that effect ALL on the river and it's onshore amenities need to be a part of this River Plan for current and future users of this wonderful asset that we are blessed with in the City of Portland. A NO WAKE Zone should be implemented at a minimum. Thank you for your consideration. Ian Townsend

Testimony is presented without formatting.

John Becker

#154621 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

100% opposed Needs of the few shouldn't outweigh the many

Testimony is presented without formatting.

Steve LaCesa

#154620 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not endorse the slow zone this will keep boaters from going downtown to enjoy restaurants, markets etc..

Testimony is presented without formatting.

Michelle Jeresek

#154619 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I'm writing to express my support for an expanded no-wake zone. I enjoy the Willamette River as both a member of Station L Rowing Club (masters rowing), and also as a canoe owner. In 2018, our four-person rowing shell was flipped due to excessive wake from a speed boat that passed us too closely. The boat did not stop to see whether we were okay, but a nearby dragon boat crew rescued us (and also caught the incident on tape and reported it to the authorities, who subsequently issued fines to the boat). And last year, I was participating in a multi-day rowing clinic taught by former Olympian Jim Dietz, and our afternoon sessions had to be cut short due to excessive wake from power boats. The frequent severe wake during summer afternoons have caused me to no longer row or canoe during those times (even in no-wake zones behind Ross Island where power boats often ignore the restrictions). And I expect there are other rowers and paddlers like me, who have given up being on the river during our beautiful summer afternoons out of frustration and bad experiences. The expanded no-wake zone is a fair-minded proposal, with an eye towards balancing everyone's needs. Thank you for your consideration.

Testimony is presented without formatting.

ERICA STOCK

#154618 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in support of new rules for wake surfing boats. Given the large artificial waves that Surf Dependent Towed water sports boats create - impacting everyone else on the river, it makes sense to have a large portion of the downtown free of these craft. Regular motor boats are typically fine, so don't exempt those. Just go after the boats constructed to do one thing - to generate artificial "surf" waves. While I see that all kind of folks, likely from out of state, are making comments on this issue - it is important to know that we are talking a few dozen craft in the lower Willamette, and Newberg Pool who are causing problems for everyone else. I urge you to take action in regard to these craft. They impact other river users, and the river's health. Oh the irony that some of them call the rest of us "elitist." Sorry, but that is the person who owns a boat, starting around \$100k, all to make an artificial wave. That sounds like lazy surfing to me.

Testimony is presented without formatting.

Matt Radich

#154617 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

My name is Matt Radich, I am the President of Active Water Sports, an Oregon tow-boat dealership with a location in Southwest Portland. I find it very troubling that no one from this commission has reached out to us to discuss how some of the South Reach River Plan concepts may affect our business. It has been noted by the city planners that the River Plan will prioritize paddlers over power boats, and I am not sure how we as a city of people with widely varied recreational tastes, ended up there. It seems that any outreach here has been done with a very limited group of people and not coincidentally, only the group that will benefit from this plan. I respectfully ask that there is no vote taken today on the South Reach River plan and some time is taken to reach out to all the different users who will be affected by this. Please, do the real research necessary to come up with a coordinated plan. Some notes on this: According to Oregon State Marine Board records, as of December 2019 there were over 162,000 registered power boats in Oregon. A large number of these use their boat on the South Reach stretch of river. Portland area power boat dealers that will be negatively affected by the current plan: Northwest Boat Sports Active Water Sports River City Boat Sales Brinsfield's Boat Basins Sportcraft Marina Power Sports Marine Northwest Boat Center Clemens Marina Steven's Marine Sigler's Marine Cascade Marine Center SK Northwest Trudeau's Marine Thank you for your consideration, Matt Radich President Active Water Sports, Inc

Testimony is presented without formatting.

My name is Matt Radich, I am the President of Active Water Sports, an Oregon tow-boat dealership with a location in Southwest Portland. I find it very troubling that no one from this commission has reached out to us to discuss how some of the South Reach River Plan concepts may affect our business.

It has been noted by the city planners that the River Plan will prioritize paddlers over power boats, and I am not sure how we as a city of people with widely varied recreational tastes, ended up there. It seems that any outreach here has been done with a very limited group of people and not coincidentally, only the group that will benefit from this plan.

I respectfully ask that there is no vote taken today on the South Reach River plan and some time is taken to reach out to all the different users who will be affected by this. Please, do the real research necessary to come up with a coordinated plan.

Some notes on this:

According to Oregon State Marine Board records, as of December 2019 there were over 162,000 registered power boats in Oregon. A large number of these use their boat on the South Reach stretch of river.

Portland area power boat dealers that will be negatively affected by the current plan:

Northwest Boat Sports
Active Water Sports
River City Boat Sales
Brinsfield's Boat Basins
Sportcraft Marina
Power Sports Marine
Northwest Boat Center
Clemens Marina
Steven's Marine
Sigler's Marine
Cascade Marine Center
SK Northwest
Trudeau's Marine

Thank you for your consideration,

Matt Radich
President
Active Water Sports, Inc

J Smith

#154616 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a Portland property owner and tow-boat enthusiast writing to express that I do NOT support the PSC South Reach Plan. This plan so blatantly prioritizes a particular group of river users over others in a large public waterway in a prime downtown location. In doing so, this plan strips away the rights of all other residents, property owners and businesses who choose to use the river in other ways that are different than the specific groupsL this new rule would benefit. And to do so in an already divisive time in society would be that much more troubling. The river needs to remain open for all to enjoy with our diverse choices for water recreation.

Testimony is presented without formatting.

Lindsey Craven

#154615 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thank you for the opportunity to submit testimony about river experiences. I am a dragonboater, going on ten years. I paddle, call, and steer the boats. I cannot emphasize enough the importance of protecting the river, especially from Hawthorne to Sellwood, for human-powered boating. Ever winter, when we are recruiting new paddlers, we tell them to enjoy the flat, calm water, because come summer, the speedboats and other power craft will come out and make paddling much more tense. As a steersperson, I fear for the safety of my team when we are passed by high-speed boats, repeatedly, multiple times per practice. We are often unable to complete our planned workouts because we have to spend so much time carefully angling the boat into wake so as not to be swamped. Last year we had more than one practice where we ended early because there was too much man-made wake to make paddling safe. And that's not even accounting for the dingbats who think it is funny to intentionally spin donuts around a dragonboat, which has happened more than once. Dragonboating has such a deep hold in Portland, and I hope we are able to continue to use the river in a safe manner.

Testimony is presented without formatting.

Elissa Aanderud

#154614 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Plowing Wake boats don't belong here (Portland Rowing Club, Waverly Marina, the Quay, And Waverly Country club.) Their turning around S. Of Sellwood Bridge will create a washing machine effect, bReaking apart our homes decks, docks and moorages and putting swimming, canoe, and sculling clubs, Fisherman, and paddle boarders in harms way.

Testimony is presented without formatting.

Mike Wilbur

#154613 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a safe boater and do not support this!

Testimony is presented without formatting.

Kevin Reynolds

#154612 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat owner and routinely use this area of river. Changing this to a slow zone to benefit one group while neglecting all others would severely impact me, my community, and is grossly unjust, and I am adamantly opposed to this change.

Testimony is presented without formatting.

Roland Howard

#154611 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

"I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest

Testimony is presented without formatting.

Renee Morgan

#154610 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you Portland Planning and Sustainability for developing a community informed plan for South Reach for the next 20 years. The model process the Commission used to involve citizens in developing objectives and goals was equitable and open and provided seven opportunities to talk with Planners, give input and stay apprised of progress. It is easy to see how the Commission determined to recommend a Slow No Wake Zone for the Recreation and In River part of their study and Plan, but how did that work? Here is what I learned from reading the Plan:

Testimony is presented without formatting.

How did they get here?

The reason for recommending the Slow No Wake regulation is that **it aligns and works with the City of Portland Planners' South Reach Plan In-River objectives, mandates, goals and actions. It also works for South Reach Users and neighborhoods...and the Commission knows this because the Plan's contents came from the input and ideas shared at meetings with the public at multiple locations over 1-1/2 years from June 2018 through December 2020 and a hearing in February.**

Knowing that...

Helped with an **overall Recreation goal (Policy 3.72) which is to designate and invest in sites for passive or active recreation activities that are compatible with nearby land uses, historically important and restoration sites.** The restoration sites are part of the Endangered Species Act designation of South Reach as critical habitat for migrating salmonids.

At the same time,

The #1 Recreation objective is to maximize positive experiences for users and connect more people to the river in Portland. The challenge is that the data shows that the small South Reach (SR) stretch is the home of 1,095 people who live in the study area, as well as more than 3,000 people who regularly recreate on the SR through participation in dragon boat, outrigger, canoe-kayak teams and rowing organizations. This number does not begin to account for 100s of individual recreationalists who are unaffiliated with the teams and clubs, or the approximate 300-400 who moor boats in South Reach Marina slips. Data also shows that 70% of Oregon's population lives in the Willamette River Basin.

Because of the high population in South Reach

In-River Recreation objectives in the River Plan/South Reach are to **"improve in-river facilities, create new places to get in the river...including publicly accessible swimming beaches" and to address "existing and potential conflicts between in-river recreationalists through education, enforcement and a variety of partnerships to promote education and public safety."**

Their studies identified In-River Key Issues

in both education and enforcement with all users. As examples, they list:

- lack of river etiquette,
- motorized boats carelessly speeding past nonmotorized boats,
- live-aboard boats, paddlers and SUP's impeding other watercraft, in the middle of the river,
- wake boats WEDs generating wakes that disrupt and cause damage to boats and floating homes, as well as shallow water habitat and riverbank areas.

They identified In-River Opportunities that include:

- Regulation adoption that are now in the rulemaking process by OSMB
- Expanding the Boater Education Program in the Lower Willamette River
- Reinstating Multnomah County Sheriff's (reduced in 2018) River Patrol in the Lower Willamette.

- Invest in strategically-located sites along the length of Portland's riverfront for passive or active recreation activities that are compatible with nearby land uses.

The City bureau's letter to the OSMB recognizes ecological, as well as safety issues. As stated in their letter of May 8, 2020 to the Marine Board, **"The staff have become aware of...incidents where rowing sculls and dragon boats have been overturned...where these craft have been damaged. We have also been made aware of physical damages to floating homes moored on the river from wake energy transmitted by wake sports on the river."**

The Planners' Conclusion

Therefore, **for boating, property, and swimming safety, and for the ecological health of the Lower Willamette River**, the Portland Planning and Sustainability Commission urged the Oregon State Marine Board at its last meeting, to **adopt a Slow, No Wake Zone, including Holgate Channel, from the Hawthorne Bridge to the Sellwood Bridge. This is approximately 3 miles of a 13.5 mile segment of river** (Sellwood-Columbia Confluence). The SNW zone should be applied year-round, not seasonally. We believe seasonal or daily variation will exacerbate already existing enforcement issues. Applying the SNW zone for the entire river between the (bridges), combined with installation of signage, will enhance the public's awareness of the regulations and enhance enforcement.

They also recommend partnerships to enhance boater education and safety, including increased funding for the MC Sheriff's River Patrol Unit. They would allow up to 3 wake sports events annually between May 15 and October 15 at Tom McCall Waterfront Park.

Calm Water Coalition would like to add to their recommendation that partnerships between the City, County, OSMB and community partners be formed to fund and develop Wake Sports areas and facilities in less congested areas of the River.

Steve smith

#154609 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am NOT in favor of this no wake zone. Human powered boats can go in places that are inaccessible to motorized boats. Paddlers can also take an active roll in making waterways safe and should be required to get a boaters license just like power boaters do so that they understand the maritime laws

Testimony is presented without formatting.

Paul Braunstein

#154608 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hello. I have been a tow boat operator on the Willamette for over 20 years. I do not support or endorse this proposed plan.

Testimony is presented without formatting.

PETER DECHANT

#154607 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners, The Quayside Condominium Owners Association (QCOA) supports reasonable measures to stop excessive boat wakes in the South Reach of the Willamette River. Our preferred option is creation and enforcement of rules that minimize excessive wake generation in areas with sensitive habitats, swimmers, rowers, paddlers, and marina facilities such as ours. If such rules cannot be created and enforced, then we support a Slow-No-Wake Zone (SNW) between the Hawthorne Bridge southward to a point one-half mile south of the Sellwood Bridge where the Clackamas County line crosses the river's east bank. This has become necessary to protect the river environment, public safety, property values, and the health of our community from the externalities caused by excessive boat wakes. The Quayside is a community of 43 residential properties that share a 400-foot stretch of riverfront and a small marina on the south reach in the City of Portland at the Multnomah/Clackamas County line. As a condominium community, we are a significant source of property tax revenue to state and local governments. As our name implies, the centerpiece of the Quayside is the river access afforded by our small marina. The Quayside community was built as a boating community in the early 1970's and the marina is a major value element of the property. Our marina is also a source of revenue to the state through leasing fees. Our dock is used by a few fishing boats as well as several kayaks, paddle boards, and other human-powered watercraft. Our dock has become part of the local ecology over the years and now provides habitat for beavers, otters, herons, ducks, eagles, and ospreys. Unfortunately, our marina like others nearby is currently threatened by excessive wave action. Excessive wave action is a recent phenomenon generated by wake sport watercraft which are designed to generate artificial waves and specific deep-draft pleasure craft while underway. Operation of such watercraft has increased exponentially in front of our community in recent years, requiring frequent repairs to our dock and inevitable long-term damage which is accelerating potential need for dock replacement ahead schedule. These property costs are being generated by specific pleasure craft but are borne by the entire riverfront community. In addition to property costs, excessive wakes are damaging the sensitive riparian zones of Powers Marine Park and portions of our property where silt disturbance is muddying the critical shallow water zones used by immature salmon. These wakes inhibit activity of wading birds and reduce hunting opportunities for eagles and ospreys. These environmental costs are being generated by specific pleasure craft but are borne by wildlife and the community at large. There are human health and safety costs as well. Rowing and paddle sports become extremely challenging and often dangerous under high wake conditions. Distance swimming is also very risky in wake ravaged waters. As

people are discouraged from using the river for these healthy forms of exercise by excessive wake action, the health of our community will pay the cost. Respectfully, Peter DeChant President QCOA

Testimony is presented without formatting.

To: Portland Planning and Sustainability Commission
Re: Regulations on the Willamette River

Dear Commissioners,

The Quayside Condominium Owners Association (QCOA) supports reasonable measures to stop excessive boat wakes in the South Reach of the Willamette River. Our preferred option is creation and enforcement of rules that minimize excessive wake generation in areas with sensitive habitats, swimmers, rowers, paddlers, and marina facilities such as ours. If such rules cannot be created and enforced, then we support a Slow-No-Wake Zone (SNW) between the Hawthorne Bridge southward to a point one-half mile south of the Sellwood Bridge where the Clackamas County line crosses the river's east bank. This has become necessary to protect the river environment, public safety, property values, and the health of our community from the externalities caused by excessive boat wakes.

The Quayside is a community of 43 residential properties that share a 400-foot stretch of riverfront and a small marina on the south reach in the City of Portland at the Multnomah/Clackamas County line. As a condominium community, we are a significant source of property tax revenue to state and local governments. As our name implies, the centerpiece of the Quayside is the river access afforded by our small marina. The Quayside community was built as a boating community in the early 1970's and the marina is a major value element of the property. Our marina is also a source of revenue to the state through leasing fees. Our dock is used by a few fishing boats as well as several kayaks, paddle boards, and other human-powered watercraft. Our dock has become part of the local ecology over the years and now provides habitat for beavers, otters, herons, ducks, eagles, and ospreys.

Unfortunately, our marina like others nearby is currently threatened by excessive wave action. Excessive wave action is a recent phenomenon generated by wake sport watercraft which are designed to generate artificial waves and specific deep-draft pleasure craft while underway. Operation of such watercraft has increased exponentially in front of our community in recent years, requiring frequent repairs to our dock and inevitable long-term damage which is accelerating potential need for dock replacement ahead schedule. These property costs are being generated by specific pleasure craft but are borne by the entire riverfront community.

In addition to property costs, excessive wakes are damaging the sensitive riparian zones of Powers Marine Park and portions of our property where silt disturbance is muddying the critical shallow water zones used by immature salmon. These wakes inhibit activity of wading birds and reduce hunting opportunities for eagles and ospreys. These environmental costs are being generated by specific pleasure craft but are borne by wildlife and the community at large.

There are human health and safety costs as well. Rowing and paddle sports become extremely challenging and often dangerous under high wake conditions. Distance swimming is also very risky in wake ravaged waters. As people are discouraged from using the river for these healthy forms of exercise by excessive wake action, the health of our community will pay the cost.

Respectfully,

Peter DeChant
President
QCOA

Mary-Catherine McElroy

#154606 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

To whom it may concern, I am writing to support the River Plan/South Reach proposal. Having a safe place in the heart of the city for boaters of all kinds, human-powered and otherwise, is one of Portland's great assets. Adding a new boat launch, parking and loading area at Sellwood Park and non-motorized boat launches at Willamette Park and Staff Jennings would increase access to the river and reduce the crowding often found at the Willamette Park and OMSI docks. I encourage you to approve the River Plan/South Reach plan and provide for safe, enjoyable and valuable on-water recreational experiences for all Portland residents. Thank you!

Testimony is presented without formatting.

Allison Wellman

#154605 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I started paddling in 2016. The diverse, inclusive community of dragon boaters openly welcomed me as I began my exploration of our city's lovely Willamette River. Dragon boating and outrigger canoeing has allowed me a better understanding of my own abilities, our local ecosystem, how connected we are how we belong. The last few years I have noticed a recognizable increase in the traffic of large wave boats within Portland's core, central area. These boats make navigating the river waters challenging, to say the least. If there could be a respectful way for us to all exist on the water SAFELY, I would absolutely support that option. Unfortunately, as I am sure you have heard, the waves these boats cause at their recreating speeds can be devastating and very dangerous to non-motorized paddlers. I volunteer with a group of differently abled paddlers. Their time on the water is time for them to connect with nature, their team and the river. Sadly, the unsafe water conditions created by these boats make me question everyone's safety on the water. I am fully in support of the calm water, South Reach proposal and trust you will consider safety in our city as you move forward. Kindly, Allison

Testimony is presented without formatting.

Matthew Bernard

#154604 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast, as well as a paddle boarder, fisher and general river user. We come to Portland regularly to boat in this section of the river. The proposed plan would stop us from coming and limit the economic impacts from visitors in general. 100% opposed to this current concept.

Testimony is presented without formatting.

John Weigant

#154603 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Reading Sunday Oregonian's Letters to the Editor, I learned of the South Reach Plan, which I support, as explained. Thank you. --John Weigant (cell: 503-841-1727)

Testimony is presented without formatting.

To: Bureau of Planning and Sustainability
From: John Weigant, 18989 NE Marine Drive #15, Portland, OR 97230
Date: June 22, 2020
Subj: Testimony supporting the Willamette River South Reach Plan

1. Qualifications to testify: I'm a former Urban Planner (MUP (ABT), UofO, 1974), an environmentalist and futurist, and an Oregon resident for all but 2 years of my life, including 4 years in the Navy. I started kayaking Oregon rivers in 1971. I've owned sailboats since about 1975, moored on the Willamette and Columbia Rivers. I've lived on a floating home on the Columbia River since 1993. I've taught software development and project management to software engineers, including systems analysis. I've dragon boated in Portland since 1993, in the South Reach. I can testify to conflicts. I believe my testimony matches what the future needs.

2. Current events as precursor to Climate Change. Covid-19 and the recognition of needed police and other public service change is motivating the population to structural governmental change. By its name, BPS has long recognized the need for both planning and sustainability, but the population has not. The population is beginning to see the need for change, and the directions indicated in the Willamette South Reach Plan are consistent with where we must go. Not every governmental agency recognizes this need. For example, the Oregon State Marine Board sponsored SB 47, requiring Water Access Permits for most human-powered boats, and the last Legislature passed it. Masquerading as a user fee, it's actually a tax, violating the language and intent of the Act Admitting Oregon to the Union of 1859. (Find it just ahead of the Oregon Constitution in the *Oregon Blue Book*.) Any tax on anything inhibits its use, and inhibiting human-powered boating is senseless from many perspectives. Regulations, such as no-wake zones, also inhibit the regulated activity, good in this case.

3. The impact of boating on climate change. Unless humanity cuts its CO² emissions and other pollution, climate change and other impacts of global population growth and use of resources are likely to cause earth-wide life expectancy to drop to below 35 years by the year 2100¹. The past focus has been on major sources: coal-fired power, fossil-fueled vehicles, and home heating. Air travel, ocean shipping and tourism have attracted less attention. Power boating is down the list of priorities, but recreational use of fossil fuel is substantial. The contribution of sailing and human-powered boating is too small to list. BPS should promote sustainability on every front, and regulating the use of power boats, like requiring no-wake speeds, is consistent with the need to limit CO² emissions. *Public policy should discourage the use energy-intensive recreation*, like power boating. Examples: one close neighbor has a cabin cruiser with twin 350 hp engines. Another has 3 large jetskis, likely over 200 hp each. The typical use of jetskis is to burn as much energy as possible, with no destination in mind. On the other hand, the 26-foot sailboat moored at my house has a 7.5 hp motor, and I avoid using it, going out only if there's wind. Power boats also have a secondary energy cost. Most are stored on trailers, towed by heavy vehicles, which are then used for commuting and other travel that doesn't need such high energy consumption. Tertiary costs include large trailers and their tow vehicles. These typically require a large house lot, cutting urban density, increasing transportation fuel use, and making public transit less efficient. The cost of damage of large wakes on shorelines and floating structures is well known.

¹ *Limits to Growth* series, Meadows et al, 1972, 1992, 2004, validated in *Mensa Bulletin*, Feb, 2020.

4. Biased Information. The *Sunday Oregonian*, June 21, 2020 printed a letter opposing the South Beach Plan, presenting biased information. (Information I present is also biased, favoring my grandchildren.) It claims the plan “is not supported by public safety agencies that worry it will create greater hazards.” Perhaps, but it will surely cut hazards in areas of intensive use, like the area from the south end Ross Island to the Hawthorne bridge, where dragon boats and rowers paddle and row daily. About 30 dragon boat clubs use the area year-around (pre-Covid-19), three times per week, and several have multiple teams, plus dozens of Rose Festival teams. It claims, “the process left out many affected user groups, including tourism businesses that operate on the river, prioritizing paddlers over motorized traffic.” Some of these operate high-energy jet boats that joy-ride on the river, where “fun” is proportional to energy used. They’ve been known to capsize dragon boats. It will be a painful realization that the entire tourism industry is energy-intensive, starting with the air travel that brings many tourists here and takes them back, touring the state in rental cars, staying in temporary lodging, and eating out. We face a difficult future, and the sooner we confront the causes and impacts of climate change, the better off we will be.

5. Summary. BPS is responsible for both *planning* and *sustainability*. The South Reach Plan is a step in the right direction. Significant uses of fossil energy (like transportation and space heating) are economic and survival necessities, until they can be replaced by solar sources and new grids. Curtailing fossil fuel use is necessary in small ways, adding up to major impact. Curtailing power-hungry recreation is part. Promoting human-powered recreation also cuts public health costs; exercise keeps us healthy. Economically, it improves land use patterns, and cuts high-energy imports like oil and jetskis, recirculating money locally instead of shipping it overseas. Finally, transition to sustainable energy is necessary, and the Plan shows the process can start here and now. One of the most valuable outcomes is a rising awareness that big change must happen for wide survival. The alternative is a future dominated by the natural methods of population control: War, Famine, Pestilence, and Strife. The Plan is correct.

--John Weigant, cell: 503-841-1727

Trevor Sarazin

#154602 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast who uses this section of the river responsibly and I do NOT support this plan.

Testimony is presented without formatting.

Dana Sahlin

#154601 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Tow boat enthusiast and do not endorse this. Have lived in Oregon my entire life and enjoy all on rivers

Testimony is presented without formatting.

Janet Mannelin

#154600 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do NOT support this restriction as a boater and a paddler i believe we should all be allowed to use the river.

Testimony is presented without formatting.

Scott Urbatsch

#154599 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing in support of the no wake zone being extended around Ross Island. As an active member of Station L Rowing Club for 13 years, I have seen many improvements on the river. Water is cleaner - due to improved sewer treatments, fewer wakes from Ross Island lagoon almost to Oaks Park, and more variety of human powered crafts using the river. On a typical day, we will see rowers starting from near the Hawthorne Bridge (River Place on the west and the dock on the east), the Portland Boathouse dock (Rose City Rowing, Station L and Wasabi), Oaks Park dock (2 masters clubs, 1 college club, and a 1 junior program), and the Portland Rowing Club (just past the Sellwood bridge). The rowers come in all ages, from 12 to 85, and have a variety of skill levels. Besides rowers, there are numerous kayakers, stand up paddle boarders, outrigger canoes enjoying the river. With the cleaner water, the number of swimmers has also increased. The ever increasing number of human powered boats is great, but there are days the river becomes dangerous or unrowable. We all have personal stories of our boats filling with water from a boat creating a huge wake. The wakes also make it more difficult to watch out for other obstacles and other human powered craft. The hope is the larger the no wake zone becomes, the more human powered crafts will use the water, the safer the activities will be and the more wildlife will thrive. I appreciate your time to listen and consider this proposal. Thanks

Testimony is presented without formatting.

Rob Olson

#154598 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am an avid boater and I do NOT support this restriction of use on the river.

Testimony is presented without formatting.

Neil Thogerson

#154597 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a water sports enthusiast, I have lived in Portland for 65 years and spent much of my time enjoying boating on Willamette River between the Ross Island Bridge and Oregon City. I am a Kayaker, past member of a Dragon Boat team as well as a water skier and have spent many years paddling and/or water skiing, and pulling my kids on wake boards in this section of the river. The idea that one small group of paddlers can hijack the City of Portland to limit access for all boaters under a "Slow, No -wake" zone part of their South Reach River Plan is unacceptable. There is already no wake zones for house boat and marina protection and my observation is boaters are already courteous to other boaters and paddlers. This area of the river, as a public waterway, should be kept available for use by all, and Portland Bureau of Planning and Sustainability should stick to Land Use, Building and Zoning matters, not waterway regulations benefitting only a small number of paddlers.

Testimony is presented without formatting.

Nick Pitts

#154596 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am an avid boater and do not support this!!

Testimony is presented without formatting.

Steve Sagi

#154595 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and I do NOT support this.

Testimony is presented without formatting.

Derek Mannelin

#154594 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a riverfront homeowner and I vehemently oppose the restriction of current uses along the proposed section of the river. This proposal would severely restrict the use and enjoyment of the river adjacent to our property. This would also decrease the values of the homes along this section of river. Many homeowners, like us, specifically purchased property and made significant investments in docks in order to use this area to wake board, surf and otherwise enjoy the wonderful resource that the river is. Please consider those who would be most impacted by this use restriction when considering this proposal and not approve any new use restrictions.

Testimony is presented without formatting.

Debbie Garcia

#154593 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a paddler who has been with Wasabi Paddling Club since 2013. Over the past few years our practices have become more stressful, and unsafe, because of the reckless speed boats that are sharing the river. Last summer I was on the Wasabi boat that capsized near the Holgate Channel. This occurred when a speed boat quickly accelerated within a few feet of our 22 person dragon boat. As the dragon boat tipped over the driver of the speed boat glanced back to see all of us in the water trying to surface, and the overturned dragon boat. They did not stop to provide assistance or to see if any of us were harmed. When the dragon boat went over I was on the port side of the boat, and I got trapped underwater by my bench-mate. She did not realize that she was on top of me until I was finally able to surface. Not only did I lose my expensive specialized sunglasses, I also lost my ability to remain calm when wakes approach our dragon boat. This incident, where I could have easily drowned, will forever be etched in my brain and will remain a constant fear as I continue to paddle on the river.

Testimony is presented without formatting.





Jeff Rouse

#154592 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a boater and absolutely do not support this.

Testimony is presented without formatting.

Teresa Lawhead

#154591 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and do not support your plan. -Teresa Lawhead

Testimony is presented without formatting.

James Haberman

#154590 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a ski boat owner and operator and have skied that area of the river for over 25 years. I am not in favor of making that section of the river for non skiers only.

Testimony is presented without formatting.

Marci McGary

#154589 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

In the past two years, the safety of non-motorized watercraft and boats has become of increased concern! During the past two years, I, personally have witnessed several dangerous situations. 1-A float plane landed and took off on the Willamette, extremely close to our dragon boat. We had to immediately change course for our safety. 2-Our Wasabi blind team, who was out practicing, was swamped by a motor boat. Most of that team does not swim and can not see! Luckily, no one died! 3-During one practice, a motor boat swamped a boat/shell from one of the rowing teams. I was on a dragon boat that just happened to be near them. Our boat was able to pull the rowers out of the river and onto our boat, and get them back to the dock. Another dragon boat had to paddle around the river to find their oars and assorted other things. These rowers were extremely cold from being in the river. In closing, many dragon boat paddlers would rather practice in the cold of winter, rather than to risk our safety while practicing during motor boat season. The tow boat and motor boat enthusiasts may not agree with the no-wake zone, because it curtails their fun, but our SAFETY, YES SAFETY, should take priority!!! (Not all boaters are bad, but the irresponsible ones who think it is fun to come dangerously close to us, and sometimes swamp us, are irresponsible, dangerous, and need to be regulated before someone dies!) Thanks you for addressing this issue!

Testimony is presented without formatting.

Carrie Burke

#154588 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To Whom it may concern: I am a member of two dragonboat teams - a corporate and a club team. I have been a paddler for going on four years and each year the river gets more and more dangerous. This past summer (2019) I was a part of SEVERAL near flips all because of the wakes caused by private boats. One time specifically a boater put down their wake creator RIGHT by 3 dragonboats and 2 kayakers and went 0 to 60. Somehow (assuming everyone had to be very experienced) no one flipped but we were up to our waist in water. Another time, we lost out tiler off of our boat and she suffered a concussion and was out for the rest of the Rose Festival Season. When I first started paddling, I thought the cold January water would be the most dangerous part of this wonderful sport. It turns out its the summer months. When the river is overly crowded by motorboats with no regard to its smaller self propelling neighbors. Please please PLEASE consider a no wake zone. Please help keep us safe - our lives depend on it.

Testimony is presented without formatting.

Ednah Louie

#154587 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a rowing coach for adults at Station L Rowing Club. I have, in multiple instances, witnessed high-powered wake boaters blatantly and dangerously speed close to human-powered rowing shells that sit close to the water surface. The resulting wakes have the ability to flood, capsize, and/or break the shells, putting all its occupants in danger. Most recently this month after launching rowers in single-occupant shells, from the dock I watched two power boaters speed directly at a rower in the east channel along Ross Island. They came dangerously close to the rower, turning away only when they finally noticed them at a near distance. The proximity of the wakes could very nearly have flipped the rower as well as damaged the shell. In other instances I have seen power boaters and wake-board boats doing doughnuts right by the docks. The large wakes hitting the dock can make it impossible for a stand-up paddle boarder, outrigger canoe, or rowing shell to dock or launch. A rowing shell caught in such a large wake while in the process of docking or launching can get thrown into the shore, dock, or the river's retaining walls.

Testimony is presented without formatting.

Andrew Leith

#154586 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I use this section of the river for towed water sports and do not agree with the plan. This is a public waterway which should be open to all water sports enthusiasts in the area.

Testimony is presented without formatting.

Elizabeth Schwartz

#154585 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and I do not support this!!

Testimony is presented without formatting.

Glenda Leshner

#154584 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a native of Portland and have been a dragon boater for 16 years. Practices that used to be strenuous but pleasant experiences are now spent encouraging team members to stay calm as their knuckles turn white at the sound of an approaching motorized craft. Being trapped under a capsized dragon boat is not something easily forgotten. The river is long and motorized watercraft have a long reach. It seems reasonable to designate a central stretch of the river safe from speeds and wakes that put non-motorized craft in jeopardy.

Testimony is presented without formatting.

Jamin Roth

#154583 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support this plan! There are many, including myself that use that part of the river. Please don't take away access to this part of the river. As a tow-boat enthusiast this would prevent its use and cause me financial damage.

Testimony is presented without formatting.

Joseph Shinen

#154582 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

To whom this may concern, As a boat owner who has also spent time on a SUP I don't understand why there is such a desire to control such a large area for a chosen group while excluding others. There has to be a way to have a conversation and come to a tenable resolution for all parties. We are all Oregonians and should all have access. Granted there are some lakes that placing power boats would cause harm to the environment, so we stay away from those and only take our SUP. This continued single minded approach to government is driving me to reconsider moving our business and family away from the Willamette Valley. Thank you for reading this.

Testimony is presented without formatting.

M Fisher

#154581 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

We have been boating on the Willamette river for the past five years or so – first as kayakers and now with a motorized boat. We have taken the required boating safety classes as we moved into motorized boating and are highly vigilant when boating to ensure all users of the river can enjoy it safely. I do not support the proposal to make this section a no-wake zone. If all water users follow the same rules, everyone will be able to enjoy the river. If this is made into a no-wake zone, there will inevitably be people who ignore it (as happened to us when kayaking previously). Therefore, this will create a false sense of security for water users. Everyone needs to be vigilant and watch for others. For those who pass too closely or swamp other boats, they should lose their boating privileges and boats! Please do not prioritize one set of river users over another.

Testimony is presented without formatting.

David Smith

#154580 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I moved here with my family a few years ago from Queens NY. I grew up in Long Island enjoying towed watersports with my brothers and friends. It is something I look forward to enjoying with my family. It was a lifelong dream to have a wakeboarding/ski boat which we received delivery on in the spring. We currently have a slip at Waverly marina and love taking the kids up to the Columbia river beaches. If the proposed rules were to take effect, it would greatly add to the amount of time it would take for us to get north on the Willamette. These rules also remind me of the overly litigious community I left behind in NY. On the Peconic Bay, the local laws are such that there are entire bays that you cannot access at speeds of over 5mph because of shore distance restrictions. One location in particular, Reeves Bay, is around 2,000 ft wide and I was once ticketed for being too close to shore on both sides. Meanwhile, folks who choose to drive yachts, drink all day, and drive home drunk in that very same bay, are the same folks who lobbied for these sorts of laws. They'd rather drink their cocktails without any wave action... and they have gotten their way. I love our new home and I would hate to see it end up in the same sort of litigious community where the law is made by those with the most political clout, and applied to those without. I do recognize that we need to share our waterways and not everyone operates their vehicles responsibly. I believe that through proper education, and etiquette, we should be able to reach a solution that allows everyone to enjoy our beautiful river, together. Dave Smith

Testimony is presented without formatting.

Julia Riber

#154579 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I support the no wake zone proposal for many reasons. Power boats are fun, I've owned one and I've had many good times using them to fish or water ski. However people powered watercraft and swimming are more affordable and available, especially to urban residents and those who rely on mass transit to get around. It's logical to support all water users, and ask the power boaters to leave no wake in the proposed zone. I spend 3 days a week on the river (6 hours) in the downtown area from March- November and continue to use the river all winter at least once a week and I support the proposed no-wake zone. I am a rower, and am very fearful of getting hit by a high speed power boater who may be distracted or not able to see me because of the sun or reflection. The wakes left by these boats are especially dangerous in the downtown area due to the walls and steep banks where they are amplified and bounce back. I am proud of the fact and appreciative that the Willamette is a deep "working" river with tugs and cargo and many users. I believe we can all use it safely by supporting the proposed no-wake zone. Thank you for considering my written testimony.

Testimony is presented without formatting.

Rebecca Kruse

#154578 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Hello. I would like to submit my testimony to support the decision to make a larger no-wake zone in the city of Portland. I consider myself a supporter of access and use to the Willamette River. I have learned to wakeboard, row crew, dragon boat, kayak, and paddle board on the river. I relish the fact that I live blocks away from the river and am able to walk, run, and bike alongside it. As access to the river has increased through various projects, I have realized that there are more recreational small craft (paddleboards, outriggers, kayaks) in areas around downtown. Oftentimes, those users are not attune to the rules of the river as far as traffic and yielding to other craft. This creates a large danger to those recreational users and boats with motors. Myself as a rower have been negatively by the lack of zoning as I have nearly fallen into the river when docking my small rowing shell in an effort to either quickly exit my boat due to impending wake, or trying to wait the wake out while also holding onto the dock. Limiting large wakes in these areas will help secure the safety of the small craft in the area.

Testimony is presented without formatting.

buddy johnson

#154577 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a towboat owner who has enjoyed this stretch of river for many years. I do not endorse the plan to turn this into a PADDLE only stretch of river. Boaters who live in this area do not have that many options that are within a reasonable travel distance during our already limited recreational boating season. To decrease these options even further will really take away from the joy of boating that I have experienced throughout my life and am in the process of passing on to my children.

Testimony is presented without formatting.

Laura Mishler

#154576 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a native Portlander who has enjoyed boating on the Wilamette River with my family, I oppose putting The proposed no-wake zones into the wilamette river. Motor boats, fishers, kayaks, and other water recreation sports have always shared the wilamette River. Our families thrive on traditions of water recreation. It is unfair and unsafe to put into place no wake zones that limit the activities that one can do in large portions of the river. This will lead to cluttered and congested waterways where boaters who are wakeboarding and partaking in other water sports are forced to stick to designated areas. This is very dangerous and leads to increased risk of riders who are being towed to be ran over by another boat etc. there are too many families that rely on this area to safely partake in these sports.

Testimony is presented without formatting.

Nicholas Haley

#154575 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

This testimony pertains to the discussion about limiting motorized wake-surfing boats on parts of the river. I have been coaching rowing on the Willamette River, between the Burnside Bridge and Elk Rock, for over twenty five years. I was a member of the citizens' advisory group that produced the recommendation to create a no-wake zone in the southern half of the Holgate Channel. As such, I am very well versed in the historical and current user groups as well as the user conflicts on the river in that stretch. Although I am loathe to recommend that anyone be excluded from recreating on the river, the recent evolution of the high-energy wake boats that are being used by the wake-surfing community requires immediate assessment. The wakes that are produced by those boats renders the river, without exception, unusable and unsafe for human-powered craft every single time they pass by. Although there are occasionally drivers that are willfully indifferent to the impact of their wakes, many appear simply oblivious, both to the dangerous situation they are creating or the rules of the river. Unfortunately that makes no difference to the outcome. I coach high-schoolers who by-and-large are intermediate boaters at best. In my assessment, we have athletes who find themselves in "somewhat dangerous" to "very dangerous" situations regularly- as a result of the high-energy wakes the wake-surfing boats create. All of the river users could and should be better educated about how to operate on the river, especially because more and more people are using it. Without more law enforcement it's clear that most folks will not self-educate any more than they have to in order to get out there. Unfortunately, the wake surfing boats have simply too much power and too much impact to be operated by under-educated drivers. People are getting hurt. Equipment is being broken. In the summer months rowing clubs like ours routinely cancel outings simply because it is unsafe for us to row. There isn't legislation preventing us from rowing, but we are being prevented just the same. Better education and law enforcement are the best long-term solutions to a harmonious river community. In lieu of any real, meaningful improvement in those two elements, I see no other recourse but to curtail the wake-surfing. It is the solution that serves the greater community and the river ecology the best. Otherwise we will continue to see accidents and damage occur regularly.

Testimony is presented without formatting.

Stacy Young

#154574 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Each year I look forward to the boating season on the Willamette River. I enjoy wakesurfing and paddleboarding. I personally do NOT support making a large 3.5 mile "no wake" zone from Hawthorne to Sellwood, or beyond. I feel that the appropriate course of action would be to provide more education for both boat drivers and non-motorized activities so that everyone can share the water safely. We do not need special interest restrictions! Thank you.

Testimony is presented without formatting.

Samuel Caruso

#154573 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Leave the river alone. Everyone should have access weather they paddle, swim, jetski, sail or motor boat. We all have the same right to use the river. stop taking away our rights.

Testimony is presented without formatting.

Richard Alsop

#154572 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a tow boat owner and extensively use this part of the lower Willamette River. I absolutely oppose modifying this part of the River. This is navigable public water, not a private lake. Paddle boarders already have a huge section of no wake zone behind Ross Island.

Testimony is presented without formatting.

Ardith Bowman

#154571 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please consider providing a safe place for non-motorized paddlers to enjoy the Willamette! We are not able to easily paddle long distances from where our boats/OC/SUP etc are stored to get to a safe place. Portland has a strong paddling community and it is appropriate for the city to provide a safe context for them to enjoy our waters. Power boaters have many options outside of the not-wake zone proposed. I am on a Dragon Boat team and it is definitely a safety issue for us - We have even had to cancel practice during our competition season because of power boat activity near our boathouse. I am also a kayaker and have several events where I could not get turned to handle a wake in time...and I've seen the same thing happen to the SUP paddlers who often are novices on the water. Providing a safe area for all is the right thing to do. Thanks!

Testimony is presented without formatting.

Scott Brooks

#154570 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We boat there and there is no reason for this

Testimony is presented without formatting.

Richard Hay

#154569 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and do not approve of this.

Testimony is presented without formatting.

MICHELLE RUDD

#154568 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

The ability of human powered craft to use this section of the river safely is vital. The fact that human powered craft are human powered means that they do not contribute to fossil fuel emissions. These craft provide an opportunity for a wide range of people to access the river, gaining the health benefits of community and exercise. The organizations that facilitate the use of this stretch of the river serve cancer survivors, the visually impaired, youth, Special Olympics athletes and your average weekday and weekend warrior. Promoting the safety of this relatively small stretch of river furthers a myriad of city goals and should be prioritized.

Testimony is presented without formatting.

Aaron Landreth

#154567 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I fully support the plan to expand the no-wake zone on the south reach of the Willamette river. We need to protect the river for the environment, and for everyone to enjoy via human-powered and motor-powered watercraft. Wake boats have created dangerous situations for me and my paddling family, and I urge to take this action. Thank you!

Testimony is presented without formatting.

Brent Bolander

#154566 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a Milwaukie resident who uses the stretch of the river from sellwood bridge to elk rock, I have water skied on this stretch for 30 years, I am not in favor of making this a no wake zone. I feel if this happens it will make the river more unsafe from elk rock going south because there would be heavier boating activity that would put more people at risk that wakesurf and ski , and wakeboard. I think we can all share the river without anymore rules, thank you for your consideration. Brent Bolander

Testimony is presented without formatting.

Dorie Roth

#154565 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please extend the no wake zone to the southern end of Waverly Marina. The Waverly, Quayside Slips and the Portland Rowing Club continue to incur thousands of dollars worth of structural damage due to wakes from Wake boats. We have young kids and teenagers learning how to row in front of the Portland Rowing Club that have capsized from the wake of wakeboats creating a very dangerous situation. Thank you for considering the lives, safety and interests of the non-motorized users of the Willamette River who tread quietly and have little to no impact on the health of this precious resource.

Testimony is presented without formatting.

Laura Cromwell

#154564 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Brett Hawkins

#154563 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I oppose making this stretch of the Willamette River a no wake Zone. We use the river for recreation with a ski boat and this would restrict us from using this public waterway.

Testimony is presented without formatting.

Brandon Simmons

#154562 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

All rivers should be open for all types of boats not just one. Everyone should be able to use the waterways as they would want. By making this area no wake you are just going to push the wakeboarders, wake surfers to another part of the river. Then you will have more complaints from different areas and then will take away access to that area. Soon there will no place for motorized watersports on the river.

Testimony is presented without formatting.

Robert Jepsen

#154561 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am against any exclusion of boating in the Willamette in Downtown Portland.

Testimony is presented without formatting.

Jason Ringo

#154560 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As an avid participant in water sports, I was already disappointed in the no wake zone that was created in the last few years. I've come to live with it to allow for better paddle boarding water. This new proposal goes WAY too far. There will be no usable water for wakeboard boats anywhere near willamette park. The river needs to be shared, not monopolized by one segment of user

Testimony is presented without formatting.

Danny Cheng

#154559 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Mark Murray

#154558 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and am deeply concerned about this issue. I do not support this. Shutting down water to only a select groups of boaters is wrong. Years ago this happened in the Holgate Channel. The kayakers wanted a no wake zone. The moment this happened homeless boats started showing up in droves and took over what was once a very desired channel to boat in. When wakes were allowed these boaters would not anchor there due to the traffic. Now they own the channel and who knows how they deal with their waste they produce. I hardly see any kayakers over there as a result. They probably avoid the area now due to safety concerns. Let's not shoot ourselves in the foot again. Don't let this happen throughout the 3.5 miles designated in this initiative.

Testimony is presented without formatting.

Lisa Ippolito

#154557 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

hello...i'm against the proposal to make 3.5 miles of the Portland waterway to a Slow-no wake zone. I own a motorized boat and do not want to be limited where i can waterski/wakeboard/kneeboard with my family. Stretch of waterway is quite large and should be available for all types of boating activies. thank you lisa

Testimony is presented without formatting.

Patrick Becker Jr.

#154556 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have boated on the Willamette River for over 30 years. I am against the proposal because its would restrict my use of the river and put preference of one type of user over another. In reality we are only talking about mid - June and August for the other 9 months there is not a enough boat traffic to worry about....for those that want a no wake zone I suggest they use the river early mornings to avoid the wakes that have been present for decades.

Testimony is presented without formatting.

Gary Cruz

#154555 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and do not support this plan

Testimony is presented without formatting.

Donna Peterson

#154554 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thank you for the opportunity to provide testimony today re: the South Reach plan. I am a water-skier, a rower, a fisherman and a canoe user. I have enjoyed all of these activities on many different bodies of water all over the country. Here is my take -- there is room for everyone, but designated no-wake zones in our urban center make sense. • Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users. • Whether one is in a canoe, kayak, or even other motorized craft - artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times over the past few years. • Artificial waves make staying upright in my boat problematic, and frequently these folks pass too close furthering endangerment to other river users. • The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. • The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species. Based on impacts to people, and the river’s ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Today we have craft built for one thing - to generate artificial waves that can be surfed. Importing surf waves from a beach to inland waters simply does not make sense. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you.

Testimony is presented without formatting.

Troy Fowler

#154553 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We are sport boat people and kids love to be on there wake boards and tubes. We do not endorse this proposed plan.

Testimony is presented without formatting.

Cameron Norris

#154552 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a local resident of this stretch of the water and am against the proposed restrictions. Beyond being a major waterway, restricting access to one group vs. another hurts everyone's ability to enjoy the river. Education should be the focus for both boat drivers, and also any non-motorized activities, on the Willamette. This way everyone can use the waterways safely.

Testimony is presented without formatting.

Hayley Nunn

#154551 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am providing testimony to support increased regulations of high energy wake boats on the Willamette River. I learned to row on the Willamette River in 1994 as a young high school athlete. Since then, I have accessed the Willamette River through this sport for over 25 years and currently serve as a board member of Rose City Rowing Club. While motorized traffic on the Willamette is unavoidable, the evolution of high energy wake surf boats creates a growing danger for people on the river. In addition, the drivers of these boats are often rude, hostile, and unconcerned about the danger they create for the river community. Numerous 'close calls' are documented of non motorized craft being capsized and at risk of physical harm with no follow up or concern expressed by those creating this danger. I have experienced this problem since the beginning of my rowing career in 1994, and the risks and danger on the river has only grown. Please take action on limiting access of high wake, recreational motorized traffic to this section of the Willamette River.

Testimony is presented without formatting.

Danielle Peters

#154550 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners, I'm writing with regards to the Commissions' South Reach plan. I'm writing to express my hopes and concerns as a non-motorized user of the Willamette River. I have been rowing and kayaking on the Willamette for the last four years and it is one of the reasons I feel connected to and have stayed in this city. However, boats, particularly those intended to produce large wakes, are harming the Willamette and its users in their current, unrestricted use. Two points for your consideration: -Only two weeks ago I watched in horror from our dock as a brand new rower was not only barely able to stay upright in one of our beginner/most stable boats due to wakes but was almost hit not once, but twice, by wake boaters who apparently didn't see her and her bright white boat behind Ross Island. Not being able to row safely or easily due to wakes is already a stressor and frustration to the many non-motorized boaters, but the fear of being hit and hurt is enough to scare some away permanently and is a risk to those of us who remain. -Second, these large wakes ironically harm not only sensitive habitats in the Willamette but also the ability of some of these fisherman to enjoy their recreation as their wakes increase the river's turbidity. I grew up fishing every weekend and remember my dad's frustration at this as boaters simply wanted to quickly get somewhere despite ruining conditions for others. Please establish a No Wake Zone from the Steel Bridge to Elk Rock Island. Please help protect the nature in that area so it can continue to be enjoyed by Portlanders who can't travel away from the city. And please protect the many non-motorized boaters and other non-motorized users of the Willamette who benefit so greatly from safe access to this stretch of river. Please set an example for other places in the country dealing with this issue and see that, despite protests from motorized boaters, places such as Seattle have successfully established large No Wake Zones that benefit the whole community. Thank you for your time and attention!

Testimony is presented without formatting.

Adam Taylor

#154549 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Rivers are for EVERYONE to enjoy. By making a no wake zone it will create congestion on other parts of the river making it more dangerous. The rivers and lakes need to stay open for all to use and enjoy. I am a power boat enthusiast and have grown up around water sports. The current restrictions in place are making it harder for people to enjoy water sports. Please keep the rivers and lakes open for EVERYONE.

Testimony is presented without formatting.

Pat Cummings

#154548 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a local recreational boater in the PDX area and I do NOT endorse the proposed changes to the water ways in any way.

Testimony is presented without formatting.

Piper Davis

#154547 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have lived in Portland since 1983, as a water lover the pollution and lack of human access to the Willamette has been one of the few things I don't love about Portland. As the river has been cleaned up I long for more access points and that human scale interaction with the river is made safe and readily available to all citizens of Portland. I am also a member of Station L rowing club and have spent 3 mornings a week on the water for the last two years, the number of power boats has only increased. While I too like the idea of speeding around the river in a boat, the problem is that one boats freedom has a negative impact on anyone else who would like to enjoy the river. Many more human powered users of the river and power boats are a threat to human safety, floating homes and the environment. I explore the Oregon State Marine Board to install a Slow-No-Wake Zone for the stretch of the river between the Hawthorne Bridge and the Sellwood Bridge to provide better safety for human powered watercraft, and to protect the fragile eco-system, riparian areas and habitat for the endangered juvenile salmon and steelhead. Thank You

Testimony is presented without formatting.

Robert Rodriguez

#154546 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I oppose any restrictions to the use of powerboats. We recreate on the river 5 months out of the year with family and youth groups.

Testimony is presented without formatting.

Cindy Rimkeit

#154545 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Katherine Jones

#154544 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Trayson and Cindy are the most safe and also fun couple to boat with. They always are safety oriented and never go against any rules on the water. I always have great time with them. They are wonderful and never cause a huge wake to disturb other boat.

Testimony is presented without formatting.

Logan Rutherford

#154543 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and river user. I don't support this. Keep the river open to all users. No discrimination !

Testimony is presented without formatting.

Darren Holsey

#154542 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support the proposed plan to make the entire stretch of usable Willamette River above the Ross Island Bridge a no wake zone. The paddling community has access to all bodies of water already, and do not need to restrict the power boating access on the Willamette River - including fishermen, watersports enthusiasts, commercial operations, etc....

Testimony is presented without formatting.

JP Nantz

#154541 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiastic who uses this part of the river and I do not support this proposed plan

Testimony is presented without formatting.

James Baysinger

#154540 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

The river must stay open for all to use not a special interest group. Creating a 3.5 mile no wake zone will shut down commercial river use ,fishing power boating and towed water spots. This is absurd!

Testimony is presented without formatting.

Richard Enochs

#154539 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Afternoon, I'm a powerboat owner who frequently uses this section of the Willamette. I enjoy towed sports and I DO NOT endorse this proposed plan! Prioritizing a group of users is the WRONG approach. Education and enforcement will ensure everyone can enjoy this public waterway. Thank you, Rick Enochs

Testimony is presented without formatting.

Adrian Scott

#154538 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I use the River daily as I live on it in West Linn. I am not in favor of limiting boats with wakes near down town Portland and the Ross Island Bridge. You would basically be excluding one activity for another. The problem on the River is lack of education from all sides. Kayakers, jet skiers, And boaters All need to be educated on how the River and waterways work. You simply can not or should not exclude one group because other group has a louder voice. Like a drivers license you should need to take a drivers test for all activities. Boaters need to use common sense and drive in areas with less traffic. That area could easily be the area you are targeting on a cloudy day or early or late in the day. Kayakers need to paddle on the sides of the river and not down the middle. They also need to understand that larger boats have the right away. Jet skiers need to keep safe distance from others and tickets need to be issued when the drive too close to boats. I do all three activities and a couple more activities not mentioned and the lack of awareness on the water is scary.

Especially on a warm weekend day. Your plan will simply be making a problem worse in other parts of the river. Hopefully you are interested in fixing the problem and not just pushing the problem to your neighbors. Also if you are voting on this I ask that you at least spend some time on the River first (OC to PDX) so you can make an educated decision.

Testimony is presented without formatting.

Shayne Kybartas

#154537 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I oppose this notion! I'm a wakeboarder and have enjoyed wakeboarding in this area for a very long time.

Testimony is presented without formatting.

Renee Morgan

#154536 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

South Reach testimony attached.

Testimony is presented without formatting.



To: Portland Planning and Sustainability Commission
Re: Regulations on the Willamette River

6/20/20

Dear Commissioners,

Calm Water Coalition appreciates this opportunity for further public comment on the PSC South Reach Plan. We applaud the thorough and detailed In-River Recreation Goals and update to Goal 15 of the Willamette Greenway Plan, as well as the emphasis on increased public access opportunities. The seven PSC meetings held for public comment acknowledged and amplified the voices and ideas of many river users. We look forward to seeing the Proposed South Reach In-River Recreation Objectives and Goals become Actions.

We have reviewed the concept adopted by the OSMB at their May 13th meeting, which was subsequently amended by the Staff, and still believe that this is a significant issue regarding human health and safety and sustainability of the riverine ecosystem on the Lower Willamette River. We have consulted with several city bureaus including the Bureau of Environmental Services and the PSC regarding the recreation goals of the South Reach Plan. The future image for the Plan requires safety regulations for both motorized and nonmotorized craft as well as increased educational opportunities for boating and river safety.

Therefore, we support PSC's joint recommendation to the Oregon State Marine Board for a Slow-No-Wake Zone (SNW) between the Hawthorne and Sellwood Bridge, with the amendments to *extend it to the county line at the north edge of Waverly Country Club, so it includes Portland Rowing Club, Waverly Marina and all adjacent boat slip facilities*. Also, commercial and official safety vessels and coach safety launches are always exempt from OSMB restrictions; others not exempt by the rules could be considered for seasonal or specific exceptions.

This SNW proposal would provide safety for 3000 people, as cited in the Plan, who participate in South Reach dragon boat, outrigger, sailing, canoe-kayak teams, swimmers, and rowing organizations. The zone extension is required in order to provide protection south of the Sellwood Bridge to paddleboarders, rowers, and kayakers, canoers and approximately 200 boats and boat slips, two covered and two uncovered boating marinas, and the 32 floating homes and Boathouse rowers launch dock at Portland Rowing Club. It would also protect habitat restoration and critical shoreline along Powers Marine Park.

Calm Water Coalition will continue to support the current Marine Board-endorsed *B2 Pass Through Rule Concept (No Towed Sport, unballasted)* in this area, as long as rule will be enforced. This concept would allow fishing boats and other non-ballasted motorboats and commercial craft to transit this three-mile stretch of the river at normal speeds.

Finally, we are in support of a collaboration between the City, OSMB, Multnomah County and community partners in pursuing a Wake Sports Priority Zone and improved river access for motor boaters north of the Steel Bridge. As the ongoing rulemaking process has shown, it will be difficult for all users to share one small narrow space.

Thank you for all the work you have put into the Plan and for the opportunity to provide input.

Signed,

Sid Smith, President
DragonSports USA

Tom Crowder, Race Director
Portland-Kaohsiung Sister City Association
Rose Festival Dragon Boat Races

Ron Schmidt, President
Waterfront Organizations of Oregon (WOOO)

Dan Yates
President, Portland Spirit River Cruises

Marlon Bump, Harbormaster
RiverPlace Marina

Nick Haley, Vice President
Portland Boathouse, Rose City Rowing Program
Dir.

Bernie Thurber, President
Portland Boathouse

Sam Taylor, Head Crew Coach
Lewis & Clark College Rowing
Oaks Park Community Boathouse Manager

Kathy Criswell, President
Wasabi Paddling Club

Susan West
Friends of RiverPlace

Kaspar Murer, Past President
Wasabi Paddling and Outrigger Club

Willie Levenson
Human Access Project, The Big Float

Renee Morgan, Board Member
Portland Rowing Club

Kelly Holtz, Commodore

Oregon Yacht Club

Bob & Pam Turner
Macadam Bay Moorage

H. Andrew Case, Harbormaster
Waverly Marina

Julie King, Resident, Kayaker
Oregon Yacht Club

Peter DeChamp, President
Quayside Condominium Owners Assoc.
Willamette Fisherman

Peggy Hennessy,
Quayside Condominium Owners Assoc.

Capt. R. Peter Wilcox
Founding Director IPDP, Canadian Coastal
Champion, SAGE

Mark Roeckers, President
The Landing Boat Club

**Portland Rowing Club Floating Home
Owners**

Dick Aanderud, Commodore
Arlene Kavlock, Board Member
Sheila Thompson, Board Member
Lydia Smith, Board Member
Charlie Peake, Board Member
Winnie McDonald, Board Member
Robert Meyer, resident
Lisa Aanderud, resident
Richard Lakeman, resident
Sue Sandford, resident
Susan Peters, resident
Risa Harrell, resident
Matthew Klepp, resident
Megan Klepp, resident

Katianne Dickson

#154535 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Megan de Bruin

#154534 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been a dragonboater for 6 years. Thank you BPS staff and the commissioners for the work you have done. I am testifying for the safety of the dragonboat community. Summertime on the river is wonderful with the exception of the speedboats zooming by, too close to the dragonboats, outriggers, kayaks, and paddle boards. Water conditions become treacherous trying to cross the river from the Hawthorne Bridge to the east side of Ross Island. There have been times out on the river when human powered watercraft is targeted by boats that create large wakes, and dangerous conditions for even the most experienced paddlers and tillers. Please, please for our safety, make this stretch of the river a slow/no wake zone.

Testimony is presented without formatting.

Mark Crowell

#154533 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater that enjoys the Willamette River on a regular basis. I do NOT support this latest effort to exclude use for everyone the entire stretch of this public waterway.

Testimony is presented without formatting.

Doug Christy

#154532 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support this

Testimony is presented without formatting.

Danielle Hebert

#154531 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and do not support this!

Testimony is presented without formatting.

Lisa Coulson

#154530 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in support of creating a no wake zone from the Steel Bridge to Elk Rock Island. I row crew on the Willamette River and some of my teammates were flipped a couple of years ago by the wake from someone in a motorized craft who never stopped to check on them or help them get their boat righted and I know our neighboring boat club has had boats flipped as well. Small watercraft such as kayaks, stand up paddleboards, and canoes, as well as swimmers, should be the heart of the activity happening on the Willamette. There's really no reason to not have the no wake zone to encourage these types of activities and keep those who do them safe. Thank you for your consideration.

Testimony is presented without formatting.

Kimberly Clifton

#154529 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thanks for the opportunity provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. It is imperative that we create a no-wake zone between Elk Rock Island and the Steel Bridge. In Seattle, the whole urban inland waterway from the Ballard locks to Lake Washington is a slow no-wake zone. We're looking to do the same here. We are not looking to ban motorized boats, but the river should be available and SAFE for non-motorized river recreation. Right now, it is not safe. I am a member of the Station L Rowing Club. Saturday, 6/20/20, I rowed my single shell out of Riverplace Marina at about 6:30 am. Between Riverplace and the Ross Island Bridge, 5 or 6 motor boats passed me - at full speed. I had to stop repeatedly in order to not flip my shell. It was absolutely nerve-racking. Why is it necessary for motor boats to go at full speed in the downtown area? There are multiple locations where non-motorized boats launch - Riverplace, Station L, Oaks Park. There are rowers, kayakers, outriggers, dragon boats, SUPs, swimmers, canoers. Shouldn't we ALL be able to enjoy the river safely? Because right now, it is not safe. My skinny little shell is no match for the wakes created by a powerboat at full speed. I could easily take on water, tip over, or even incur damage to my boat if I'm not positioned correctly to a wake. In addition, the waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. Based on impacts to people, and the river's ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Please help us keep the river safe and accessible for all. Thank you for your time and responsiveness to this issue. Kimberly Clifton

Testimony is presented without formatting.

Justin Meyer

#154528 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I grew up water-skiing and wakeboarding on the Willamette and still boat on this section of the river and hope to be able to take my kids out on this section of the river when they are old enough. I oppose closing this section of the river off to water-skiing and wakeboarding.

Testimony is presented without formatting.

Robert Brown

#154527 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and use that section of river frequently. There is already a no exam behind Ross island that is plenty of space. We need to share this waterway. And as a tow boat owner I pay significant fees for the right to use that waterway.

Testimony is presented without formatting.

Tom Niebauer

#154526 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please do not make the Portland downtown area a no wake zone. I frequently fish the willamette but usually only launch from one end or the other then make the runs as needed. Making a no wake zone would drastically effect pleasure boating, fisherman and even guides that use the river. Economically it'll hurt businesses that benefit from these activities as well.

Testimony is presented without formatting.

calvin reno

#154525 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

The proposal to restrict tow boats will have a dramatic and negative effect on the use of the lower river. To push all such traffic into such a small area between the falls and Elk Rock will be a disaster. I also pay over \$45,000 in property tax per year and this will negatively impact the value of my property. You need to keep the river open so that the congestion is spread out, not condensed into a much smaller area. I also waterski in the zone you have designated and it is one of the best stretches on the river. Please don't do this. You don't know the river unless you live on it!

Testimony is presented without formatting.

William Williams

#154524 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Good afternoon, I have a slip at the Waverly Marina and own a water sports boat (tow boat). I purchased our family's boat new from a retailer on Macadam avenue in 2018. We use this section of the river nearly year round. My young daughters enjoy boating and tow sports around Ross Island and downtown. We are courteous to all users we interact with and carefully follow guidelines for our wake, as well as distance from structures and non-motorized boaters. I feel closing off large groups of users from the Willamette is wrong. A large, exclusionary, no wake zone, such as proposed, will increase congestion in other areas of the Willamette leading to reduced safety and compromised recreational opportunities. Please do not close the river off to recreational tow boat and motorized boat users. I believe education among motorized boaters, fisherman, and paddle sports participants, specifically renters of kayaks and SUPs, (who frequently end up in the middle of the active commercial channel) is the best solution to allow all users to enjoy the Willamette safely and successfully.

Testimony is presented without formatting.

George Donnerberg

#154523 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and use this section of river to recreate with my family and kids. It is one of the last remaining areas that is safe for kids to water ski Specifically the east side of Ross Island near the southern tip north to the inlet. The Holgate Channel has already been drastically reduced for tow boats. The next safest area for kids to water ski is the stretch north of the Sellwood bridge to Milwaukie boat ramp. Please do not remove the safest areas to recreate with kids. The proposed plan is not responsible planning by the City of Portland. The water ways are intended to be open to all users not one specific group of "entitled" people. PLEASE DO NOT REMOVE THIS AREA FOR SAFE TOW-BOATING...!!! I do not endorse the proposed plan.

Testimony is presented without formatting.

Harrison Brown

#154522 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast and this would ruin the river

Testimony is presented without formatting.

David Guralnick

#154521 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and in no way support this.

Testimony is presented without formatting.

richard Lakeman

#154520 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Just now I'd like to correct an error. I used the name Duniway when I meant Waverly.

Testimony is presented without formatting.

Bryan Goldman

#154519 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I don't support the proposed no-wake zone.

Testimony is presented without formatting.

Cooper Smith

#154518 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

It is unfair to close the main section of river boaters use. It is public waters and everyone deserves the right to use it.

Testimony is presented without formatting.

Justin Fisher

#154517 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

What are you thinking? The river is home to everyone, including power boats and those who want to paddle board. There are plenty of inlets and shallow water areas for the latter without placing more restrictions on the passable waterways. Stop infringing on our liberties on the river. Bad enough you tax us to use these public lands through registrations and waterways fees and licenses. Stop!

Testimony is presented without formatting.

Elise Albert

#154516 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

For decades we have kayaked the section of the Willamette River from Ross island to Elk Rock largely. The river significantly adds to the health and uniqueness of our community overall and no dollar value can measure its true or exact worth. We do not perceive the river as belonging to the humans who populate its shores, but rather as a precious resource to be shared amongst us all, human and otherwise. Our role as stewards of this jewel is a precious one, to be taken seriously---the vast majority of our 'fellow mortals' populating the river cannot send you an email testifying to its meaning and importance. We strongly believe that any steps we as a community can take to protect the well-being of those who have no voice improves the mental/physical health of our community and our quality of life. Motorized boats have their place on the river, but this is about a community pushing itself to SHARE better, more thoughtfully. Sharing the river better does not seem like an unreasonable goal to these two taxpayers.

Testimony is presented without formatting.

Randy Hauskins

#154515 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast, and do not support this proposal.

Testimony is presented without formatting.

Calvin Palmer

#154514 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My family and I enjoy tow-boat activities in this section of the Willamette River and do not support this proposed plan. I urge you to reconsider this plan and allow all river activities equal access and enjoyment.

Testimony is presented without formatting.

Richard Lakeman

#154513 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

River Planners, If i were in your position I would want to accommodate the non-motorized, non-polluting watercraft that continue to attract greater and greater numbers of people to the peaceful Willamette River. No wake up to Duniway, or further. I'm certain Milwaukie would like no-wake since their Marina is vulnerable to damage, just as our floating homes and rental boat slips are at the Portland Rowing Club. Let's teach kids to row and paddle and sail in safety.

Testimony is presented without formatting.

Trish Carey

#154512 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy boating on the Willamette River and do not support making a huge no wake zone from the Hawthorne to the Sellwood and beyond. This would prioritize non-motorized boating and we need education and enforcement, NOT special interest restrictions.

Testimony is presented without formatting.

Janette Teevan

#154511 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I very much enjoy boating on the Willamette River and do NOT support making a massive “no wake” zone from the Hawthorne to the Sellwood and beyond. We need education and enforcement, NOT special interest restrictions!

Testimony is presented without formatting.

Sara Walker

#154510 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To Whom It May Concern at the Bureau of Planning and Sustainability. Thank you for the opportunity to participate in the discussion of safety on the Willamette River through Portland. At stake is the safety of everyone who enjoys this stretch of the Willamette, particularly the hundreds of Portlanders using human-powered watercraft here every day. The number of people using human-powered water-craft include stand-up paddle boarders, dragon boaters, kayakers, and the youth and masters' rowing programs in town. This is a large and growing group within our community. Unfortunately, our neighbors using human-powered watercraft on the Willamette are also put in harm's way from power boats creating large wakes. Wakes from power boats place humans at risk of serious injury - there are documented cases of swamped/sunk/capsized boats from power boat wakes. Wakes from power boats also risk damage to natural habitats and to property, including the houseboats moored along both the east and west shores in the proposed no-wake zone. Seattle, with a larger population and larger group of powerboat operators, specifically, has had precise and safe speed limits and no-wake zones well established throughout its urban waterways. That is an excellent opportunity to see evidence from a neighboring state that these safeguards can, and I argue should, be implemented. Thank you very much for your time and consideration of these points.

Testimony is presented without formatting.

Jim Cardinale

#154509 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am an avid tow boat enthusiast and I use this section of the river for family enjoyment. I do not endorse this proposed plan.

Testimony is presented without formatting.

Alan Mitchell

#154508 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I understand that the Portland City Council may be discussing whether to extend the area of the "No Wake Zone" on the Willamette River, near Ross Island. I want to voice my support for the idea of extending that area. This portion of the river is subject to a significant amount of use. I have used this area for close to 20 years, in a kayak, in a dragon boat, and in an outrigger canoe. During that time, I have seen the rise of aggressive use of wake boats, which are designed to create a large wake. Those wakes are very dangerous to human-powered craft. Not to mention their impact on the fish and wildlife of this area. Other motorized craft also create wake problems. While I understand that potential regulations may not apply to commercial boats, I am fine with that because those boats tend to be operated in a professional manner. In conclusion, I support the fine work on this issue that has been done to date by BPS and other city employees. I think the current proposed plans will make a river that is a more enjoyable experience for more Portlanders. Thank you.

Testimony is presented without formatting.

Kelly Kruszewski

#154507 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support this plan at all! Where are boaters suppose to enjoy our beautiful waterways .

Testimony is presented without formatting.

Ryan Reilly

#154506 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I strongly disagree with the no wake zone proposal. This would be an unfair law that would favor one group of people over others. I have grown up boating on the willamette river and still do almost everyday. I respect my fellow boaters, sailors, and paddlers. What we need is better safety regulations and boaters who are better informed on how to respect each other and the river. This proposal is wrong

Testimony is presented without formatting.

Donielle Bosley

#154505 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and I do not support this.

Testimony is presented without formatting.

Stacey McClanahan

#154504 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a power boat owner and I feel these changes are ridiculous. Paddle boarders should be using a different area to launch away from power boats. There are vast areas where power boats cannot go and paddle boarders have full access. I strongly do NOT support these ideas or changes Stacey McClanahan

Testimony is presented without formatting.

Cory Eisele

#154503 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a tow boat enthusiast and have been boating on this stretch of Willamette for 34 years. Please do not adopt these changes.

Testimony is presented without formatting.

Dean Runyan

#154502 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

It is very important to designate the reach of the Willamette at least from the Hawthorne to Selwood bridges as a no wake zone, and preferable further up and down stream. This is the area of most use for paddle and rowing sports and includes the river's primary small boat sailing site. There are many miles of river outside this area. Boat wakes are the primary problem that small human powered boats face, particularly rowing shells, as used by the regions high school rowing programs. These wakes, particularly those associated with wake boats, create waves that can swamp and damage rowing craft. This boating community asks that this portion of the river be oriented to human powered boats, helping to support and expand this important sport in our region.

Testimony is presented without formatting.

Marguerite Svendsen

#154501 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a member of the Station L rowing club, I have been a first-hand witness to both the incredibly beauty of the Willamette river, as well as the perilous danger of sharing the river-way with motorized vehicles. I have seen many of my colleagues and teammates' boats swamped with waves caused by motorists who have little regard for smaller, and more vulnerable, human-powered traffic on the water. The number of residents who are capable of accessing the water via a human-powered watercraft far exceed those of machine-operated vehicle, and yet we are oftentimes at the mercy of recreational motorists more interested in chasing high speeds than sharing the waterway in a safe and equitable manner. Creating a no-wake zone between the Hawthorne and Sellwood bridges does not deny any motorized craft the opportunity to enjoy the waterfront area in a calm and collaborative manner - rather, it expands the opportunity for even MORE residents to feel safe and protected as we all enjoy the waterways in an EQUITABLE solution for EVERYBODY on the river. I urge the Portland Planning and Sustainability Commission to review all this public testimony carefully, and to approve the South Reach River Plan for the City Commissioners to help protect this valuable natural resource.

Testimony is presented without formatting.

Paul Dudy

#154500 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a powerboat owner I DO NOT endorse this proposal. We use this stretch of water regularly.
NOT IN FAVOR!

Testimony is presented without formatting.

Lance McInay

#154499 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and I do not support this.

Testimony is presented without formatting.

Chad Wiley

#154498 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am an Active Water Sports employee and boat owner that does not endorse this river plan. All river users deserve equal access To our waterways.

Testimony is presented without formatting.

Joanna Schwartz

#154497 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support a no wake zone because: •Large number of human powered crafts use the river, many more people than are in power boats •Large wakes are dangerous to human life, as proved by many documented capsizings of dragon boats, rowing shells and others over the past few years •Large wakes damage property (floating homes) •Large wakes damage shallow water habitat.

Testimony is presented without formatting.

Brady Cassel

#154496 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and I do not support this or any segregation to the Oregon navigable waterways.

Testimony is presented without formatting.

addison beasley

#154495 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a towboat enthusiast. I use this section of the Willamette River, and I do not endorse this plan. I strongly reject this proposal.

Testimony is presented without formatting.

Joel Owens

#154494 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a sport fisherman and recreational boater, I do not support the proposed no wake zone between Ross Island Bridge and Elk Rock Island. I understand the importance of paddle sports in our area and support more environmentally friendly recreation; perhaps a smaller section or sections could be closed. Recreational boating opportunities between Newberg and Willamette falls have changed recently and have pushed more traffic into the Willamette below the falls. Combined with more fishing pressure, vessel traffic is already congested.

Testimony is presented without formatting.

Kathryn Levy

#154493 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing to express my full support of instating a wake free zone within the Willamette along the North/East side of Rose Island between the Lagoon and the Rose Island Bridge. I am a native of Portland Oregon, I grew up in Southwest Portland and have so many memories of the Willamette River only a handful are actually on the water. In the last 2 years i have been introduced to the world of human powered watercraft and have found such a beautiful way to enjoy one of the best parts about our city. However, that recreation opportunity has come with some considerable risk, mostly with the presence of motorized watercraft at nearly all ends and access points to the River. The small section on the South east side has provided some respite from huge wakes, especially on nice days. i have had countless heart racing moments floating in the rive hoping the wakes don't tip my boat as i learn this new skill. I have seen paddle boaters and other sculling boats over turned and i have heard stores of dragon boats tipping as well. Beyond the public safety issue, i see a real need to protect shore line habitat from erosion and unnecessary damage. This little hide away portion of the River will not drastically limit the expanse of the remaining river open to motorized watercraft and those who are in motorized vehicles can enjoy it, they would simply need to slow down. I hope that you will take my heartfelt testimony into consideration when making this decision.

Testimony is presented without formatting.

Don Zabudsky

#154492 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please keep the river waterways open and available to all boaters regardless of motor. I am a boater and I value my rights in navigating all waterways. I am a responsible boater register my boat and Value my freedom to navigate all rivers.

Testimony is presented without formatting.

shane rice

#154491 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support giving priority to a specific user group on the Willamette River. I have served on the OSMB rules committee for the south reach area and it has been made clear that education among all user groups is the best way to address this area. No studies have been done that support any claims by the Willamette Rivers keepers and in fact much of the testimony speaks against the claims they have made. Mr Williams is misrepresenting the letter from NOAA to support his personal agenda to remove boats. Please continue to work with the city public safety officials on how to proceed with rules and no wake zones in this area. All of Portland should be able to enjoy this water way without restriction or bias against a user group.

Testimony is presented without formatting.

Richard Ratter

#154490 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We do not support making this another no wake zone, you will be catering to one set group again. This river area should not limit any watersports and boating should have access not just the non motorized craft. There are several location with in 20 minute drive from Portland that tubing, skiing and wakeboarding are not allowed. Use the appropriate areas as the rest of us do now. You will be losing more income for the struggling Portland economy.

Testimony is presented without formatting.

Stacey Frutiger

#154489 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and DO NOT support this proposal

Testimony is presented without formatting.

Myke Landis

#154488 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I presently live on the Willamette River and a powerboat owner, tow-boat enthusiast, and owner and user of a couple of paddle boards. In NO WAY do I support a shut down of no wake from Elk Rock to the Ross Island Bridge. There is no reason both parties can't share this waterway. Living on the river its literally what I would call busy 20 to 30 days of the year at most. You have 8 weekend days in June, July, August and September so that is a total of 32 days. Some of those days you will have bad weather, so once again you are talking 20 to 30 days of busy water ways at most. Do we really need more rules and have to go to extremes and swing the pendulum so far in one direction. Can't we work together!

Testimony is presented without formatting.

Renee Morgan

#154487 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thank you Portland Planning and Sustainability for developing a community informed plan for South Reach for the next 20 years. The model process the Commission used to involve citizens in developing objectives and goals was equitable and open and provided seven opportunities to talk with Planners, give input and stay apprised of progress. It is easy to see how the Commission determined to recommend a Slow No Wake Zone for the Recreation and In River part of their study and Plan, but how did that work? Here is what I learned from reading the Plan: How did they get here? The reason for recommending the Slow No Wake regulation is that it aligns and works with the City of Portland Planners' South Reach Plan In-River objectives, mandates, goals and actions. It also works for South Reach Users and neighborhoods...and the Commission knows this because the Plan's contents came from the input and ideas shared at meetings with the public at multiple locations over 1-1/2 years from June 2018 through December 2020 and a hearing in February. Knowing that... Helped with an overall Recreation goal (Policy 3.72) which is to designate and invest in sites for passive or active recreation activities that are compatible with nearby land uses, historically important and restoration sites. The restoration sites are part of the Endangered Species Act designation of South Reach as critical habitat for migrating salmonids. At the same time, The #1 Recreation objective is to maximize positive experiences for users and connect more people to the river in Portland. The challenge is that the data shows that the small South Reach (SR) stretch is the home of 1,095 people who live in the study area, as well as more than 3,000 people who regularly recreate on the SR through participation in dragon boat, outrigger, canoe-kayak teams and rowing organizations. This number does not begin to account for 100s of individual recreationalists who are unaffiliated with the teams and clubs, or the approximate 300-400 who moor boats in South Reach Marina slips. Data also shows that 70% of Oregon's population lives in the Willamette River Basin. Because of the high population in South Reach... In-River Recreation objectives in the River Plan/South Reach are to "improve in-river facilities, create new places to get in the river...including publicly accessible swimming beaches" and to address "existing and potential conflicts between in-river recreationalists through education, enforcement and a variety of partnerships to promote education and public safety." Identifying In-River Key Issues... in both education and enforcement with all users. As examples, they list: • lack of river etiquette, • motorized boats carelessly speeding past nonmotorized boats, • live-aboard boats, paddlers and SUP's impeding other watercraft, in the middle of the river, • wake boats WEDs generating wakes that disrupt and cause damage to boats and floating homes, as well as shallow water habitat and riverbank areas. Identifying In-River

Opportunities... • Regulation adoption that are now in the rulemaking process by OSMB • Expanding the Boater Education Program in the Lower Willamette River • Reinstating Multnomah County Sheriff's (reduced in 2018) River Patrol in the Lower Willamette. • Invest in strategically-located sites along the length of Portland's riverfront for passive or active recreation activities that are compatible with nearby land uses. The City bureaus letter to the OSMB recognizes ecological, as well as safety issues. As stated in their letter of May 8, 2020 to the Marine Board, "The staff have become aware of...incidents where rowing sculls and dragon boats have been overturned...where these craft have been damaged. We have also been made aware of physical damages to floating homes moored on the river from wake energy transmitted by wake sports on the river." The Planners' Conclusion Therefore, for boating, property, and swimming safety, and for the ecological health of the Lower Willamette River, the Portland Planning and Sustainability Commission urged the Oregon State Marine Board at its last meeting, to adopt a Slow, No Wake Zone, including Holgate Channel, from the Hawthorne Bridge to the Sellwood Bridge. This is approximately 3 miles of a 13.5 mile segment of river (Sellwood-Columbia Confluence) The SNW zone should be applied year-round, not seasonally. We believe seasonal or daily variation will exacerbate already existing enforcement issues. Applying the SNW zone for the entire river between the (bridges), combined with installation of signage, will enhance the public's awareness of the regulations and enhance enforcement. They also recommend partnerships to enhance boater education and safety, including increased funding for the MC Sheriff's River Patrol Unit. They would allow up to 3 wake sports events annually between May 15 and October 15 at Tom McCall Waterfront Park. Calm Water Coalition would like to add to their recommendation that partnerships between the City, County, OSMB and community partners be formed to fund and develop Wake Sports areas and facilities in less congested areas of the River.

Testimony is presented without formatting.

Tom Gustafson

#154486 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I'd like to offer my own perspective on the no wake zone in the River Plan/ South Reach. I'm a rower and am on the river in the mornings 3-5 days each week, depending on the season. On many occasions power boats have come dangerously close to our small boats, obvious to the danger they are putting the rowers in with their wake and carelessness. Our club often has over 40 rowers out in the mornings and there is a corresponding number of high school rowers out in the afternoons. It's a real safety issue to have this mix of human powered watercraft and power boats out in the same stretch of water. Seattle has many more people and many more boats and has successfully implemented a no wake zone in their more urban waterways. There's no reason that Portland can't do the same to help ensure the safety of our growing number of human powered boaters. The power boats still have plenty of river to "run their guns" even if this South Reach section is given protection. There are also environmental/ erosion issues that are affected by power boat wakes. Making this area a no wake zone would significantly improve both safety to humans and also help mend our fragile waterway. Sincerely, T.G.

Testimony is presented without formatting.

Andrew Pittard

#154485 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and I do not support this one bit!

Testimony is presented without formatting.

Xander Hey

#154484 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Good Afternoon, I am a tow-boat enthusiast and use this section of river. I DO NOT endorse this proposed plan.

Testimony is presented without formatting.

Jenny Ruthven

#154483 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a rower, I'm out on the water 6 hours a week year round. Expanding the no wake zone will provide: -safety, for all the non-motorized human powered craft -reduced maintenance/repair costs for house boats -increased draw for tourists because accessing the river won't seem as scary. -increased use by locals for exercising and mental health because the river won't be as intimidating. What this WON'T cause is a decrease in usage by powerboats. I want power boat users on the river, but I also want a safe and welcoming environment for human powered craft. I highly encourage Portland to take after Seattle in this aspect. Their enormous no-wake area has been a real boon to the area.

Testimony is presented without formatting.

Eric Light

#154482 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast who launches regularly (weekly) at Cedar Oak in West Linn. I strongly oppose any mandatory “no-wake” zones anywhere on the lower Willamette River from the Willamette Falls to Kelley Point Park at the Columbia River. - Eric Light

Testimony is presented without formatting.

Bryant McArthur

#154481 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast and use this section of river and do not support this proposed plan.

Testimony is presented without formatting.

Peter Edwards

#154480 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As director and coach of Station L Rowing, I've worked on the Willamette River on a near daily basis for 30 years. In the past 15 years, the human powered watercraft use of the river has increased exponentially. On a spring or summer evening or weekend day, there are hundreds of users in dragon boats, rowing shells, SUP, kayak, outrigger canoe, etc just in the downtown area. In this same time, the popularity of wake enhancing watercraft has also increased. This combination of increased human powered use and wake enhancing watercraft has resulted in many documented accidents that put paddlers in the water. Dozens of small human powered craft can be put at risk by a single wake enhanced watercraft. An "educate and enforce" approach has not resulted in a decrease in these risky situations. Thus a no wake zone in the most populated sections of the river is the necessary next step. Seattle has many miles of urban waterways under a no wake zone, including Lake Union, Portage Bay and the Lake Washington Ship Canal. The many motorboats in Seattle have been able to live under such a system for decades. We can do the same in Portland.

Testimony is presented without formatting.

Matthew Moore

#154479 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat owner - have used this stretch of river, and I do not support the proposed plan!

Testimony is presented without formatting.

John Galt

#154478 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I strongly oppose the no-wake zone for the South Reach Plan which covers 3.5 miles of the downtown section of the river. This is obviously a special interest group proposal that gives special access and treatment to one group of water activities over others. A no-wake zone is one thing, but to create a section of river this long in distance will have many unintended consequences. Non Motorized activities outside of this zone will become very, very dangerous. More boats will be forced into smaller areas and discouraged from distributing throughout the river. This is already happening from the upper Willamette restrictions. For the people who use this river daily/weekly, the issues of a no wake zone are very apparent. I have lived on and used the Willamette and Columbia Rivers my entire life as both a boater and a paddle boarder. As soon as you create a 3.5 mile no wake zone you are creating a barrier for boats to travel from one end to the other. The 3.5 mile trip will take too long and nobody will want to take the time to do it (or they will not obey the imposed law altogether). Nobody uses the St Johns boat ramp. If I have to explain it then you don't do your research. Most boats will launch from Willamette park and launches south of this zone. All boats will stay on that end of the river which is narrower to begin with. Traffic will double and good luck with that. Any paddle, any small boat, any non motorized activity will be flat out dangerous. Aside from boat distribution, the minute you create a no wake area you invite a very hospitable "tie up" or permanent anchor section of the river. The once intended sanctuary for paddle boards, crew teams, and dragon boats will now have to compete with the homeless boats, illegal sewage dumps, and constant heroin needles. If you plan on changing the laws for the Willamette on homeless boats then great. If not, then welcome to the largest homeless flotilla in the United States. Real life experiment is already in place in the Ross Island Slough. Go for a boat ride through there and tell me that is the idea you have in mind for the main visible section of our downtown. If you live on the water downstream or spend time on the water back there, you have to get used to the reality of needles in the water. There are more consequences that I have not listed, but because this is now a matter of who yells the most not what is logical or fair, I am done. I take it you have all of these worked out and are way ahead of them.

Testimony is presented without formatting.

Courtney Castronovo

#154477 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boater and I do not support this!

Testimony is presented without formatting.

Jeff Strong

#154476 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and I DO NOT endorse this plan.

Testimony is presented without formatting.

Ammon Markstaller

#154475 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a power boat enthusiast and I do not agree with this plan. The river is already congested as it is and this will only make matters worse. Paddlers and kayakers and other non motorized vehicles should not have a problem staying close to the shoreline and even crossing intermittently when there are no boats. The shoreline is the calmest and prettiest place to use these vessels anyways.

Testimony is presented without formatting.

Ryan Genor

#154474 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My family owns a ski boat. We regularly use this section of the river each summer. We do not endorse this proposed plan to implement a "Slow. No Wake" zone.

Testimony is presented without formatting.

Leann Robbins

#154473 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a kayaker and dragon boat paddler, I have seen first hand the incompatibility of wake boats and smaller human powered craft. White knuckle encounters, swamping and capsizing of canoes and kayaks that no amount of skill or preparedness could have prevented in this area of the river. The river should be accessible for recreational use by everyone, including wake boarders, but safe areas need to be designated to prevent accidents, maximize enjoyment of this wonderful resource and reduce damage to the shoreline.

Testimony is presented without formatting.

Shawn Webber

#154472 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We use this section of the river with our tow boat. It is a section of the river my family and I have enjoyed for years. I do not endorse the new city plan for a slow no wake zone in the new proposed section. The water way should be left open and available for everyone to enjoy. Again I DO NOT endorse the new city plan for a no wake zone on the lower Willamette river.

Testimony is presented without formatting.

Renee Morgan

#154471 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To: Portland Planning and Sustainability Commission Re: Slow No Wake Zone on the Willamette River Dear Commissioners, Reading the Public Comments submitted by South Reach river users provides a close-up view of the conflict and issues many are experiencing. As a kayaker, Dragon Boat Paddler, sailor, fisherperson, and floating home owner, I have been working for Calm Water Coalition for more than a year to seek some solutions for everyone experiencing wake disruption. The coalition of 3500 nonmotorized boaters, teams, club, businesses and floating home owners have rallied around a Pass Through Zone Concept, and some like the idea of a Slow No Wake Zone. Both rule concepts impact all boaters. After reading the comments here today though, I see several issues of concern, but have come to the realization that wakeboats specifically engineered to create wake for sports is by far the biggest concern; it's not the Jet Boats, Portland Spirit, fishing, speed or cruiser boats, or even jet skis, that are the central problem, to the same extent as wakeboat and surfing wake. Therefore, I am shifting my approach and writing to urge the Commission to recommend establishing a No Wake-Dependent Sports Zone for South Reach. I believe the zone should be established between the Hawthorne Bridge and the Waverly Golf course, in the most highly congested portion of the Willamette River. The Proposed South Reach Plan Study has established that this study area is a designated Endangered Species restoration site, home to 1,095 people and more than 3000 who participate in crew, paddle and kayak teams and organizations, well as 100's of unaffiliated individuals who regularly recreate here. There are three public parks, two swim parks, and more than 100 floating homes in South Reach. The Commission has also become aware that rates of swampings and capsizings of paddlers and rowers are rising each season, and now includes two rowing shells broken in half by wake boat wake. They have also learned of the physical damages and steeply rising repair costs to floating homes by wake energy transmitted by heavily ballasted wake boats and WED's. Establishing a No Wake-Dependent Sports Zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. It would allow all other motor boat activities, fishing and businesses to continue to operate in this area, and wake sports to continue in other less congested areas. A No Wake-Dependent Sports Zone is important for human health and safety, for the river's ecology, and public and private property. Thank you, Renee Morgan

Testimony is presented without formatting.

Kristina Hoffman

#154470 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am an active tow boat enthusiast in the portland area and do not endorse this proposed plan.

Testimony is presented without formatting.

Courtney Layne

#154469 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Fair and equitable seems to be a common theme when making decisions in today's government. Most recently in my household, this was a very big theme with online school for my 3 kids. Does everyone have equal access to technology, does everyone have access to a quiet leaning environment, does everyone have equal access to parental support, etc. Ultimately it was decided by the Oregon Department of Education that grades would be pass/no pass because they could not provide a fair and equitable learning environment for all students. Why is it that we are trying to shut down the public waterways to a certain portion of users just because another group wants it? Don't I have an equal right to use that stretch of river as I want to? If you pass these new rules, they will not be fair and equitable to all users. I think I am a pretty responsibly boater. If I see paddle boarders or other non-motorized river users, I slow down or move away from them. I also try to stay away from docs and other private properties. If there are boaters that are creating unsafe conditions for non-motorized users, prosecute them. If there are boaters that are violating the 200' rule for docs, prosecute them. Rather than making a blanket "You cannot use it" situation, why not focus on making a safer, fair, and equal access for all environment.

Testimony is presented without formatting.

Robin Watson

#154468 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast, and use this stretch of river frequently with family and friends. It is large enough to accommodate all water user types. Making this a no wake zone along with the new restrictions from West linn to the Newberg pool is having an adverse effect on the entire watersports community.

Testimony is presented without formatting.

Todd Silbernagel

#154467 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This proposed no-wake restriction is ridiculous. I am a tow-boat enthusiast and don't support this proposal. There are countless other options for paddle board and rowing enthusiasts - restricting this area is not the appropriate solution.

Testimony is presented without formatting.

Mick Korum

#154466 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This waterway is Essential to many recreational activities. Boating and multiple types of water sports has always always been a staple to the area. Boating and water sports Significantly adds to the local economy and shares the joy of the city through water sports, to many in the community . This plan would eliminate the area to most all water sports and leave the area to only a small minority along with boat squatters. This is simply bad for boaters, Water sports enthusiast and the Portland community. Please don't ruin our river.

Testimony is presented without formatting.

Mike Misenhimer

#154465 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I use this portion of the river to water ski. We are very respectful to sail boats, kyachs, paddle boards and canoes sharing the water way in a safe manner for all individuals to enjoy. I'm against limiting anyone's use of the water. Open for all or closed to all. No discriminating against anyone type of user.

Testimony is presented without formatting.

Barb Perris

#154464 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast And use this section if the river I do not support this proposed plan

Testimony is presented without formatting.

Taylor Johnson

#154463 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This motion to turn the stretch of river south of Ross Island bridge will be devastating to the Portland boating community. I encourage not to pass this motion.

Testimony is presented without formatting.

tyler berg

#154462 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boating enthusiast and 100% NOT in agreement with this new proposed wake zone in downtown Portland. There is very little to zero safety issues in the area that I am aware of. This will force a lot of people into smaller zones and create a very large safety hazard. On top of that the homeless boater issue is exploding in this area and will only increase that issue and add more garbage debris and sewage into the Willamette River. If you want to create safe boating for people to access the Ross Island area, it makes sense to create a small no wake zone in front of Willamette Park to allow people to cross the channel easier and would reduce wave action at the dock also.

Testimony is presented without formatting.

Russ Humberston

#154461 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Closing access to motorized boats across this enormous stretch of river would be a shame. The river is currently peacefully and successfully shared by all watercraft so there is no need to make this restriction. Our family prefers to boat and swim in this part of the Willamette because it is above the city and all of its waste that dumps into the river. We would be forced to relocate and would likely sell our boat and stop boating altogether, since getting access to other parts of the river that would still allow motorized boats would be too time-consuming, given Portland's congestion. One question I have is, who is pushing for this in the first place? Is there some sort of public petition that has been signed by tens of thousands of the city's residents that are pleading for this restriction, or is this an idea that is being proposed by city government, to be voted on by city government, without any real passionate public plea supporting this change?

Testimony is presented without formatting.

William Diss

#154460 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy water skiing with my kids. I live in John's landing community do not support plan to shut down water for no wake zone in proposed zone. Thank you for your consideration

Testimony is presented without formatting.

Roy Swan

#154459 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm for boating!!

Testimony is presented without formatting.

Alexandra LaCesa

#154458 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not endorse this plan.

Testimony is presented without formatting.

Robert Porter

#154457 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not endorse the proposed plan. I am a tow boat owner and use this portion of the river to enjoy watersports with friends and family. This needs to remain open for all to enjoy, not just limited groups.

Testimony is presented without formatting.

Sean McClanahan

#154456 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a power boat user and most definitely don't support shutting down our river near Ross island and south to make it a no wake zone.

Testimony is presented without formatting.

CJ Daiker

#154455 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast and I use this section of the river and do not endorse this proposed plan.

Testimony is presented without formatting.

Edward Laskaris

#154454 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This decision to have such a large no-wake zone is not reasonable. To isolate such a large section of the river for one group of water users is unfair and an unbalanced approach. This restriction will place an undue burden on boaters who want to simply travel up and down the river at a speed greater than 5 mph. The river is plenty wide in these areas and there is no reason why it can't be shared.

Testimony is presented without formatting.

James Thurber

#154453 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This would impact the rest of the Willamette River badly! As is would make other ramps and other parts of the river congested! Way to many rules and regulations already with the river. We dont need anymore!

Testimony is presented without formatting.

Kevin Dickey

#154452 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat owner/user and in this section of the river and I do not support the proposed plan for this or any other section of the river.

Testimony is presented without formatting.

Kyle St. Onge

#154451 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boat enthusiast and do not endorse this plan.

Testimony is presented without formatting.

Alex Dean

#154450 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hello, I am a local watersport enthusiast who would be devastated by the proposed laws. Watersports in the portland metro area, specifically on the willamette, are a huge part of the community. I am against the proposed laws. Thank you, Alex

Testimony is presented without formatting.

Cameron Schwab

#154449 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I love the idea of making some sort of “slow, no wake” zone in a small strip or section of the river by Oaks Park or other sensible and usable location — but it would be extremely unpleasant to have a large stretch of river — one that we use a tow-boat in, and have been our entire life growing up in Portland with family and friends — that would be reduced to “slow, no wake” zone. In other words, this proposal makes zero sense to me in its current state. I understand the intention, but it can be achieved without completely changing the dynamic of the river like this is suggesting. Please be more sensible about this. I, as well as many other river enthusiasts I would imagine, would be very reasonable about how to view situations like this. Again, I will say that the idea here for having some area that is more “paddle board” friendly is a good one — and likely a popular one! More people having access to the rivers for fitness, recreation, etc is a good thing! Just completely changing such a pivotal section of our river makes zero sense and cuts off the southern section of the river from the city of Portland. A key connection from a common boater’s perspective. Net, net - NO from me on the current proposal.

Testimony is presented without formatting.

Kevin Klupenger

#154448 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a riverfront homeowner on the upper Willamette that fully supports all boaters rights to use the river. Choking down this entire South Reach section to no wake virtually makes the river unusable for motor boats. We can't keep making discriminatory rulings like this. Safety and Education is the key here. Boaters need to be made a ware of paddlers limitations and paddlers need to use common sense and not play in the middle of the freeway (so to speak).

Testimony is presented without formatting.

Darren Hanke

#154447 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hello, I would like to enter my statement; I am a tow-boat enthusiast and I use this section of river to do so. I do not endorse this proposed plan. Thank you.

Testimony is presented without formatting.

gary methven

#154446 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We are boaters and skiers ... Please do NOT exclude us from our use of the river! Making it accessible for only one type of use is NOT in the interest of everyone! We deserve to use the river too! We vote NO!

Testimony is presented without formatting.

Rob Beasley

#154445 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Opposed to South Reach River Plan. I am a tow boat user and making this 3.5 mile section only for paddlers is Wrong and I do not Endorsed it.

Testimony is presented without formatting.

Diane Elzingre

#154444 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and do not endorse this proposed no wake zone. Diane Elzingre

Testimony is presented without formatting.

Mike Houghton

#154443 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Regarding the proposed slow/no wake zone from Ross Island bridge to Elk Rock Island: My family enjoys boating and wake sports and we do not endorse the proposed plan that would limit the use of this stretch of the river.

Testimony is presented without formatting.

Randy Moss

#154442 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My family is a tow-boat enthusiast, and we use this section of river and do not endorse this proposed plan.

Testimony is presented without formatting.

Monibert Gaba

#154441 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat operator and water sports enthusiast and I DO NOT endorse the proposed plan.

Testimony is presented without formatting.

Nicholas Mllum

#154440 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boat owner that uses this section of the river from time to time. I mainly recreate on the Upper Willamette. I believe that making the proposed area a no wake zone is a poor choice. It favors one party of river users over another. It will also force motorized boats to other areas of the river leading to overcrowding issues in those areas, causing major safety concerns.

Testimony is presented without formatting.

Greg Blefgen

#154439 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As waterski and wakesport enthusiasts, we have enjoyed towboat recreation use of the subject stretch of the Willamette River for the past 40yrs and we DO NOT endorse the proposed NO-WAKE designation.

Testimony is presented without formatting.

Kristen Anderson

#154438 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thank you BPS staff and the commissioners the work you have done on this initiative. I am an avid rower and member of the STL Rowing Club for 11 years. In my time on the Willamette, I have had a number of mishaps with powered craft on the river, many of whom have violated existing safety guidelines on the river. I have been completely swamped a number of times by powered water craft, including a powerboat driver who circled our mid-sized boat (quad) three to four times, filling us with water. As recently as last week, I tried to communicate with a power boater who was on the wrong side of the river, at speed, and was heading towards a set of swimmers. Given the increased use of the river for swimmers, kayakers, paddlers, and rowers, we need to work to increase safety on the water. I strongly support the proposed no-wake zone expansion from Hawthorne Bridge through the Sellwood Bridge to Waverly to assure the safety of human powered water craft, swimmers, and floating homes along the river. Akin to a lowered speed limit in high traffic areas on the road, a no-wake zone in this area will work to improve safety for all users and maintain access to the water for all users.

Testimony is presented without formatting.

Derek Miller

#154437 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast, use this section of river, and I do not endorse or support the proposed plan.

Testimony is presented without formatting.

Chad Burton

#154436 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Loss of use of this area will affect all power boat users (not just tow boats) and I do not feel this is a good idea at all.

Testimony is presented without formatting.

Amy Swallow

#154435 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Over the years much has been done to make the Willamette River in to a recreational space for all Portland residents to enjoy peacefully. Please support these efforts by keeping artificial waves out of the area. Allow swimmer and non-motorized boaters to continue to enjoy the river without being at the mercy of a few people who want to make waves where they do not belong. I support the efforts of the Willamette River Keepers! Please support them also. Thank you, Amy Swallow

Testimony is presented without formatting.

Daniel Miller

#154434 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and have my boat at the marina next to the Ross Island bridge. I do not endorse this program and do not want to see this no wake zone implemented.

Testimony is presented without formatting.

Dave Gerlach

#154433 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support this- water should be for all parties- stop changing Portland and what makes Portland enjoyable in the summer

Testimony is presented without formatting.

John Wiley

#154432 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

i'm a tow-boat owner and enjoy recreation with my family on the Willamette river and don't support reducing to no-wake zone

Testimony is presented without formatting.

David Caslick

#154431 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I want to commend the City and BPS for an outstanding draft plan, and for their understanding of the many, many issues at hand in planning for the future of South Reach. I have lived in Portland for 36 years and can say that Portland Oregon, circa 1985 was far different than today, and today is certainly a good time to try to influence what we will be like, 20 years hence. I am writing specifically to address recreation boating on the Willamette. It used to be that a “fishing boat” might be home built and powered by a six horsepower motor. A really hot “ski boat” might have been anything 50hp or better. Today, the average fishing boat on the river is a \$50,000 boat, many powered by twin outboards in excess of 200hp. The “ski boat” basically does not exist, having been replaced by \$150,000 wake generating boats. Laws and customs that governed the old form of boating regulation, no longer are sufficient on today’s river. I do not need to list the issues of conflict, property damage, shoreline erosion or safety in great detail, as you have done a wonderful job doing so in your Draft Plan. If the true vision of a South Reach Plan is to protect and restore the river and its natural environments, then the noise and forceful wakes must be eliminated or limited. If we are to envision an increase in opportunities for swimming, kayaking, paddling and sailing , then the dangerous activities must be regulated and separated. If we envision “strolling, hiking and quiet appreciation” then the extreme noise from stereos and high powered engines must be quieted. To that end, I encourage the City to work with the State Marine Board in requesting an area of NO WAKE from Waverly Country Club to the Hawthorne bridge. That is priority number one to store peace, quiet, safety and wildlife protection in South Reach. Thank you for your attention, and your service to the community. David Caslick

Volume I: Policies, Objectives and Recommendations CHAPTER III. POLICIES, OBJECTIVES, AND RECOMMENDATIONS Key Issues and Opportunities (page 22) “Today residents and visitors to South Reach parks and natural areas can enjoy picnicking, strolling, hiking, quiet appreciation and viewing of nature and wildlife and other recreation depending on amenities provided.” Key Issues and Opportunities (page 31) “o Wake boats create different waves than other motor boats, using wake enhancing devices (WEDs). At slow speeds, the wakes generated can disrupt and cause damage to other boats including incidences of crew boats being swamped or capsized, and can cause significant damage to floating homes and, potentially, shallow water habitat and riverbank areas.” Objective #11 (page 34) “Action ? Advocate for the Oregon State Marine Board and others to continue to work to identify and minimize the impacts of watercraft on shallow water habitat,

riverbank erosion and floating structures.”

Testimony is presented without formatting.

Shay Putnam

#154430 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a Willamette River home owner in the Butteville area I'm very displeased of the rules being forced upon us. I've lived in the river nearly 10 years and we continue to lose our rights as boat owners on the river. My kids have grown up enjoying waking boarding and surfing and now have to travel several miles just to surf. Due to safety these zones are very crowded and unsafe as there is nowhere for boats to go or turnaround. I know as a community of over 70 households on the river we support the directional concept as a meet in the middle. Please don't take our rights as boat owners and let our kids enjoy what we limited rights have already been taken.

Testimony is presented without formatting.

Lindsey Austin

#154429 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat and fishing boat enthusiast, my husband grew up in the area and we use this area of river frequently. I do not support the plan to make the area a slow-no wake zone. The public waterways are meant to be used by all users.

Testimony is presented without formatting.

Meg Thompson

#154428 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I live next to the Greenway path, and am an active biker and boater. Please consider the following issues in implementing the South Reach Plan: 1) Safety: Vegetation heights along the bike path make sure lines poor. Thus it is dangerous to walk the path or maneuver a boat to launch. Vegetation should be trimmed low along the Greenway river bank. 2) Fire risk: Fires along the river bank and beach should be prohibited. 3) Excessive noise: Power boats should not be allowed to blast music. 4) Wake damage: Wake-generating type boats cause damage to shoreline structures and the bank and should be prohibited in the South Reach as they are in the Newberg reach. 5) Wake free areas: I enjoy skiing, paddle boarding and kayaking. There is already a wake free zone in Holgate channel on the east side of Ross Island. The main channel needs to be for all boaters. It does need to be patrolled to address unsafe boat operations, particularly on weekends. Please contact me if you have questions. Meg Eastman Thompson

Testimony is presented without formatting.

Adrian Jewett

#154427 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and I do not support the proposed slow no wake section from the Ross Island bridge to Elk rock island. This river is for everyone to use and enjoy. Paddlers have many tributaries that they can enjoy where power boats cannot go so do not close off sections of the river where power boats need to operate.

Testimony is presented without formatting.

Jason Sahlin

#154426 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Watercraft, motorized or not should be allowed to share the river.

Testimony is presented without formatting.

Troy Nolan

#154425 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat enthusiast and I do not endorse the proposed plan.

Testimony is presented without formatting.

Tricia Cook

#154424 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I DO NOT ENDORSE THIS! I USE THIS SECTION OF THE RIVER!

Testimony is presented without formatting.

Lanny Holm

#154423 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support the proposed no wake zone. I am a water skier who enjoys this stretch of water because of the surrounding vegetation which blocks the wind and helps keep flat water for skiing. Your proposal infringes on my right to ski this area. I ski at 30-34mph. There is very little wake at that speed, but limiting the speed will not allow me the same freedoms kayakers and stand up paddle boards have. We need to be able to share the same waterways!

Testimony is presented without formatting.

Arun Guha

#154422 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast with 1) a tow-boat and 2) a pleasure boat registered with the OSMB. I moor at Fred's Marina I do NOT endorse the proposed plan for no-wake zone from Ross Island to Elk Rock Island. I use this section of the river extensively for power boating.

Testimony is presented without formatting.

Jim Alder

#154421 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Really bad idea. Really dumb idea. Way too restrictive. Like taking Interstate 5 and making it exclusive for bikes and trikes. Thousands of boats use this waterway for recreation, fishing, skiing, cruising, etc. Wrong. Wrong. Wrong.

Testimony is presented without formatting.

Trayson Harmon

#154420 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Equal access for ALL users of the river. Why is that so hard to understand? The idea of putting in a no wake zone is completely biased and is PRIORITIZING the river for non-motorized use. It's been very clear that the non-motorized river community is blatantly against use by powerboats. This affects commercial vessels, fishing vessels, law enforcement vessels, and recreational users. If this was about safety, the non-motorized community would be working with the motorized community and the Marine Board to help with education and enforcement of existing laws. There is certainly opportunity for education and enforcement. By all means, require a boating license for people that rent boats. Please require a license and education for non-motorized craft! But making a HUGE no wake zone on the Willamette will not only take away access to the river, but will push more congestion to the Lower Willamette making that area less safe. Listen to the Marine Board. Listen to the Sheriff. Listen to the businesses on the Willamette. Listen to the power boat community that want to work with the non-motorized community. However, do NOT listen to agenda-driven special interest groups that are looking to prioritize their access to the river at the expense of others.

Testimony is presented without formatting.

Don Morissette

#154419 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please continue to allow wakes in the area between Ross Island and Elk Rock. This is a very busy area of the river for all users of the river. The no-wake area behind Ross Island was a good idea but expanding it to both sides I feel wouldnt be fair to all boaters Thank you for your consideration

Testimony is presented without formatting.

Bryan Robison

#154418 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm a powerboat owner and I do not support the proposed no wake zone.

Testimony is presented without formatting.

Chris Erickson

#154417 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This stretch of water needs to be available for all to use. A no wake zone is ridiculous, especially this size.

Testimony is presented without formatting.

William Sapp

#154416 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow- boat enthusiasts and do not support this. The river should be used by all.

Testimony is presented without formatting.

Neal Kandarian

#154415 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boat owner and I do NOT support this!!

Testimony is presented without formatting.

Lyn Wylder

#154414 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Greetings, First I would like to thank the BPS Commissioners and staff for their work on this important issue. I would like to state my support for making a no wake zone on the Willamette River from the Hawthorne Bridge to the Sellwood Bridge. I also support extending this no wake zone further south. I own a single rowing shell and row several times a week on the river. At least weekly - if not every time - I am waked by a power boat. While this has never caused my to overturn, it has filled my boat with water. The people operating these boats have no idea of the problems their wakes cause rowers, dragon boaters or house boat owners. In the past year I have seen two of my teammates overturn due to wakes from power boats...once near the Tilikum Crossing Bridge and once near the Sellwood Bridge. No one was injured either time, but it should be noted that the boat operator didn't stop or try to assist in any way. Please make our river safer for all users. Thanks you.

Lyn Wylder

Testimony is presented without formatting.

Matt Kaatz

#154413 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a boat enthusiast that uses this section of river with my family and do not endorse this plan.

Testimony is presented without formatting.

Grant Traver

#154412 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am an avid motor boat user and frequent this area due to the wider more open area of water here and do not support this proposal. At what point do we not have any open areas of water for towed water sports! Please reconsider, waterways can be shared between all types of users!

Testimony is presented without formatting.

greg Philo

#154411 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow boat driver. my family has always enjoyed this stretch of river for water sports. we do not agree that this stretch of river should be a wake free zone.

Testimony is presented without formatting.

David Humber

#154410 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a tow-boat enthusiast and use this section of river and do not endorse this proposed plan.

Testimony is presented without formatting.

David Scholz

#154409 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Our rivers are for everyone. Too many controls have limited access for recreation for all, not just paddle craft. This is a public waterway, and should not be hindered by more regulations.

Testimony is presented without formatting.

Riley Carson

#154408 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please do not change this wake zone. We use this frequently and it brings good revenue and fun to the local portland waterways.

Testimony is presented without formatting.

Carol Williams

#154407 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a homeowner on the river with a dock, a parent of a rower, and a user of both powered and self-propelled watercraft I have some comments about the proposed rules for the river. I think the main problem is the enhanced wake boats and their damaging effects on both people and property. But by limiting ALL motored boats to no wake you're sending all the wake boats to other parts of the river that are more narrow and have more homeowners and just as many personal-powered crafts. We either need to be able to spread all the motor boats out or ban artificial wake boats entirely. I am not opposed to limited hours of operation but please don't just push them all to other parts of the river and make the problem worse. Thank you for taking the time to consider all the ramifications of your decisions.

Testimony is presented without formatting.

Amy Coulter

#154406 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

With the VAST improvement in the Willamette River water quality, making the downtown parts of the waterway a wake-free zone has never been more essential. This would provide EQUITABLE access to this region's natural resource along one the most densely populated part of river. Using the river in a non-motorized craft (SUP, kayak, or other) presents an increased (and unnecessary) risk when wake is permitted in the area. Please restrict this area so people of all economic means can access our CLEANER river. This is just the water version of a snowmobile vs cross-country skiing trail. Both pursuits are popular but when combined in the same area, the influence of the motorized version always unjustly and disproportionately impacts the non-motorized version. Thank you!

Testimony is presented without formatting.

amanda ryman

#154405 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a human-powered watercraft user, I very strongly support the South Reach proposal. The stretch of river north of the Sellwood Bridge is a lush, vibrant oasis of wildlife in our urban sphere. From an ecological perspective, I believe in the importance and value in protecting the flora and fauna in this area from the damaging effects of high-powered motorized craft. On a personal level, I am profoundly grateful for the privilege of being able to share the water with beaver, salmon, eagles, and herons during my rows. From a humanitarian stand point, I believe that more people should have the the same access that I enjoy, and fast boats throwing a large wake are a huge deterrent to helping people access and feel safe on the water - I have encountered kayakers and other paddlers out on the water in distress due to large craft wake and oncoming boats, and very much feel that there would be a great deal of value in creating a region where people can safely access the river, gain a respect and see the value of it, appreciate the river and protect it. In short, the Willamette River is an incredible resource that not nearly enough Portlanders are currently able to access, and the South Reach plan would do a great deal to improve our access to and enjoyment of our river. Thank you for your consideration, Amanda Ryman

Testimony is presented without formatting.

Claudia Loeber

#154404 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a rowing coach with Lewis & Clark College as well as Station L Rowing Club. I have been affiliated with these clubs for two years, and am on the river from February through November. I am writing in regard to river safety for man-powered craft, which outnumber powerboaters by a significant margin and use the waterway every single day. Over the past two years, I have been in numerous situations where I was fearful for the safety of my rowers because of large wakes from powerboats. The wakes have the potential to break or ruin expensive equipment and do direct bodily harm to athletes, while also being incredibly disruptive to practice and general club operation. There are well-documented incidents of capsized dragon boats, rowing shells, and others - a notable recent incident being the breaking in half of an 8-person rowing shell full of Lake Oswego high school students last summer. The damage is also not limited to the myriad organizations operating on the river. The tenants in the houseboat communities by the Sellwood Bridge risk severe property damage and have signs begging powerboats to slow down so as to avoid it. The shallow water habitat that the city has worked hard to restore is also at risk. As a shared urban waterway, an expanded no wake zone is the only way to keep everyone safe.

Testimony is presented without formatting.

Renee Morgan

#154403 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To: Portland Planning and Sustainability Commission Re: Slow No Wake Zone on the Willamette River Dear Commissioners, Reading the Public Comments submitted by South Reach river users provides a close-up view of the conflict and issues many are experiencing. As a kayaker, Dragon Boat Paddler, sailor, fisherperson, and floating home owner, I have been working for Calm Water Coalition for more than a year to seek some solutions for everyone experiencing wake disruption. The coalition of 3500 nonmotorized boaters, teams, club, businesses and floating home owners have rallied around a Pass Through Zone Concept, and some like the idea of a Slow No Wake Zone. Both rule concepts impact all boaters. After reading the many comments, though, I see several issues of concern, but have come to the realization that wakeboats specifically engineered to create wake for sports is by far the biggest concern; it's not the Jet Boats, Portland Spirit, fishing, speed or cruiser boats, or even jet skis, that are the central problem, to the same extent as wakeboat and surfing wake. Therefore, I am shifting my approach and writing to urge the Commission to recommend establishing a No Wake-Dependent Sports Zone for South Reach. I believe the zone should be established between the Hawthorne Bridge and the Waverly Golf course, in the most highly congested portion of the Willamette River. The Proposed South Reach Plan Study has established that this study area is a designated Endangered Species restoration site, home to 1,095 people and more than 3000 who participate in crew, paddle and kayak teams and organizations, well as 100's of unaffiliated individuals who regularly recreate here. There are three public parks, two swim parks, and more than 100 floating homes in South Reach. The Commission has also become aware that rates of swampings and capsizings of paddlers and rowers are rising each season, and now includes two rowing shells broken in half by wake boat wake. They have also learned of the physical damages and steeply rising repair costs to floating homes by wake energy transmitted by heavily ballasted wake boats and WED's. Establishing a No Wake-Dependent Sports Zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. It would allow all other motor boat activities, fishing and businesses to continue to operate in this area, and wake sports to continue in other less congested areas. A No Wake-Dependent Sports Zone is important for human health and safety, for the river's ecology, and public and private property. I studied the Proposed South Reach Plan and saw that the Recreation and In-River objectives, goals and actions reflected the community. I believe the process of public meetings over more than a year is a role model for agencies, in providing transparency, citizen input and equity. It is easy to see, after reading the Plan, how the

Commission arrived at a decision to recommend a Slow-No-Wake Zone. Here's what I found: **HOW DID THEY GET THERE?** The reason for recommending the Slow No Wake regulation is that it aligns and works with the City of Portland Planners' South Reach Plan In-River objectives, mandates, goals and actions. It also works for South Reach Users and neighborhoods...and the Commission knows this because the Plan's contents came from the input and ideas shared at meetings with the public at multiple locations over 1-1/2 years from June 2018 through December 2020 and a hearing in February. **KNOWING THAT...** Helped with an overall Recreation goal (Policy 3.72) which is to designate and invest in sites for passive or active recreation activities that are compatible with nearby land uses, historically important and restoration sites. The restoration sites are part of the Endangered Species Act designation of South Reach as critical habitat for migrating salmonids. **AT THE SAME TIME...** The #1 Recreation objective is to maximize positive experiences for users and connect more people to the river in Portland. The challenge is that the data shows that the small South Reach (SR) stretch is the home of 1,095 people who live in the study area, as well as more than 3,000 people who regularly recreate on the SR through participation in dragon boat, outrigger, canoe-kayak teams and rowing organizations. This number does not begin to account for 100s of individual recreationalists who are unaffiliated with the teams and clubs, or the approximate 300-400 who moor boats in South Reach Marina slips. Data also shows that 70% of Oregon's population lives in the Willamette River Basin. **BECAUSE OF THE HIGH POPULATION IN SOUTH REACH...** In-River Recreation objectives in the River Plan/South Reach are to "improve in-river facilities, create new places to get in the river...including publicly accessible swimming beaches" and to address "existing and potential conflicts between in-river recreationalists through education, enforcement and a variety of partnerships to promote education and public safety." **STUDIES IDENTIFIED KEY IN-RIVER ISSUES...** in both education and enforcement with all users. As examples, they list: • lack of river etiquette, • motorized boats carelessly speeding past nonmotorized boats, • live-aboard boats, paddlers and SUP's impeding other watercraft, in the middle of the river, • wake boats WEDs generating wakes that disrupt and cause damage to boats and floating homes, as well as shallow water habitat and riverbank areas. **IDENTIFYING IN-RIVER OPPORTUNITIES...** • Regulation adoption that are now in the rulemaking process by OSMB • Expanding the Boater Education Program in the Lower Willamette River • Reinstating Multnomah County Sheriff's (reduced in 2018) River Patrol in the Lower Willamette. • Invest in strategically-located sites along the length of Portland's riverfront for passive or active recreation activities that are compatible with nearby land uses. The City bureaus letter to the OSMB recognizes ecological, as well as safety issues. As stated in their letter of May 8, 2020 to the Marine Board, "The staff have become aware of...incidents where rowing sculls and dragon boats have been overturned...where these craft have been damaged. We have also been made aware of physical damages to floating homes moored on the river from wake energy transmitted by wake sports on the river." **THE PLANNERS CONCLUSION** Therefore, for boating, property, and swimming safety, and for the ecological health of the Lower Willamette River, the Portland Planning and Sustainability Commission urged the Oregon State Marine Board at its last meeting, to adopt a Slow, No Wake Zone, including Holgate Channel, from the Hawthorne Bridge to the Sellwood

Bridge. This is approximately 3 miles of a 13.5 mile segment of river (Sellwood-Columbia Confluence) The SNW zone should be applied year-round, not seasonally. We believe seasonal or daily variation will exacerbate already existing enforcement issues. Applying the SNW zone for the entire river between the (bridges), combined with installation of signage, will enhance the public's awareness of the regulations and enhance enforcement. They also recommend partnerships to enhance boater education and safety, including increased funding for the MC Sheriff's River Patrol Unit. They would allow up to 3 wake sports events annually between May 15 and October 15 at Tom McCall Waterfront Park. I would like to suggest adding to their recommendation that partnerships between the City, County, OSMB and community partners be formed to fund and develop Wake Sports areas and facilities in less congested areas of the River. Renee Morgan

Testimony is presented without formatting.

H. Palmer Kellum, Jr

#154402 | June 22, 2020

Testimony to the **Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a member of the State Marine Board's Rule Making Committee for the Lower Willamette River. I have lived on The Willamette for over 50 years. I am a fisherman, swimmer, rower, paddler, former long term water skier, and a person who likes to cruise around on the river with my family and friends. I believe the Willamette is an incredibly valuable resource that is here for all people to use, no matter what their specific interest. For the City of Portland to develop a plan for the river that prioritizes one user group over another is just simply WRONG! If we've learned anything from the on going protests in our city it should be that no one group law abiding group is any more entitled than another, and that we should all be treated equally. Intentionally excluding specific user groups from your process is not acceptable. I also take exception to the lack of transparency in your process. For your committee chairman to say that your committee might need to find some "tricky" way to get the Marine Board to adopt the the committee's plan is not the way we want conduct our business in the City of Portland. These types of comments leave the management of your committee questionable for moving into the future. Your existing plan for the Willamette needs to be scrapped, and you need to start over with a planning process that includes ALL user groups that want to be involved with SHARING the river. Out with the SELFISH! In with the SHARING! We need to start NOW! H. Palmer Kellum Jr

Testimony is presented without formatting.

MILES JOHNSON

#154401 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a waterway user on on both power and non power devices. I DO NOT ENDORSE THIS PROPOSAL.

Testimony is presented without formatting.

Susan Richardson

#154400 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have been a dragon boater, on a cancer survivor team, for the past 18 yrs. Since I started, the power boats and wakes have been getting bigger and more dangerous. Our steers people are the best trained steers in the US. Not only do they have to be licensed thru the OR State Marine Board, but they must pass an on boat training program thru the club. The steers person is responsible for the safety of the boat and the 20 paddlers aboard. Wakes caused by wake boats are so large they can swamp or flip a dragon boat before the steers person is able to steer the boat into a defensive position. I have helped on our VIP team (visually impaired team). This team was flipped by a wake boat, with some of the paddlers trapped under the dragon boat. The wake boat driver did not stop to give aid or assistance, the driver looked and continued down the river. If it had not been for the aid of some fishing boats, and people on the shore, this could have been a major catastrophe. Wake boats are accidents or deaths, waiting to happen, kayaks, canoes, fishing boats, dragon boats, paddle boarders and rowers have no way to protect themselves from the enormous waves that cross the river, hit the beach and cross back a second time. Wake boats also damage the eco system along the river banks because of the erosion caused by their powerful waves. There are many other places where this types of motorized boats can go, I know, I have one myself, but I would never take it where there are so many not motorized watercrafts. I know all of you on the commission take this River Plan seriously and will give it your utmost consideration. Thank you.

Testimony is presented without formatting.

Risa Harrell

#154399 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please extend the No Wake Zone from Hawthorne Bridge to Waverly Golf Course, it is SO important to the health of our beautiful river and the many non-motorized uses for it! Thank you,
Risa Harrell

Testimony is presented without formatting.

Julie Schubert

#154398 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing to urge the creation of a No Wake Zone from the Steele Bridge to Elk Rock Island. I am a concerned parent of a High School rower. And I think a No Wake Zone is imperative. 1. A huge number of human-powered craft use this stretch of the Willamette, at all hours and all times of year. Many more users than benefit from it in power boats. 2. The impacts from human-powered craft on the riparian environment, and on quality of life for others nearby (houseboat residents, river-edge recreation, commercial efforts out of Ross Island Sand and Gravel) are very minimal. The wakes of recreational powerboats on this stretch are dangerous and damaging to life, to ecosystems, and to property. Houseboats and docks are damaged. Weekly, Capsize of our rowing shells and of dragon boats is a very real concern - my friends who have been capsized by wakes have taken many weeks to get comfortable on the water again. The brunt of the safety precautions and training around wakes fall disproportionately on the more vulnerable river users. This is inequitable, and it discourages new users from enjoying the river. 3. Human powered craft are a huge public health gain. Elsewhere, rowing and dragon boat programs are subsidized with public health dollars because of the physical and mental benefits of low-impact, high-aerobic sports (Vancouver B.C. is a leader, in these initiatives). On the Willamette, in a given week, I see high school students training for sports that can give them access to college scholarships, parents teaching their kids to love and respect the river, and astonishingly fit seniors who have been on the river for decades - I want the Willamette to be a safe space for all of these groups, and more. Reducing wakes is the step we can take right now to support those lifelong physical and mental benefits of on-water recreation. 4. I think of human-powered craft as the bicycles and pedestrians of the river system. Portland is a leader in creating protected, low-stress transportation routes for cyclists via Neighborhood Greenways. A No Wake Zone in the Willamette from the Steel Br. to Elk Rock Island is exactly the same - a low stress space that maximizes safety and accessibility for as many human-powered users as possible. This is right in line with the values and priorities shared by Portland residents and government. Thank you!

Testimony

Testimony is presented without formatting.

Risa Harrell

#154397 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Dear Planning and Sustainability Commission, Please please PLEASE extend the No Wake Zone from the Steel Bridge to Elk Island! There are so many paddle boarders, kayaks, rowers, wind surfers, sailors, swimmers etc. who use this stretch of the river and need the extra protection and safety a No Wake Zone will provide. The riverbanks also need this protection to keep from being decimated. Thank you for your stewardship in ensuring the health and sustainability of our beautiful Willamette River on this stretch from the Steel Bridge to Elk Island. Bless you for your foresight,
Risa Harrell

Testimony is presented without formatting.

Richard Aanderud

#154396 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

The Portland Rowing Club (PRC) is located on the east side of the Willamette River just south of the Sellwood Bridge. Our PRC community consists of 17 floating home slips along with over 90 boat slips rented to persons and families throughout the Metro area enabling them access to river for fishing and boating related activities. Additionally, we have community members that are rowers, kayakers, canoers, and paddle-boarders. Our community also takes advantage of the river by swimming off the clubhouse deck. On behalf of the Board of Directors, residents, and members of the Portland Rowing Club community, I am asking each of you to look closely at the impact the ‘wake-board’ boats have on the entire water recreation community. Simply put, the conflicts with the ‘wake-board’ boats and the ‘majority’ of the people recreating on the water near boat launches, parks, floating homes, and marinas is dangerous and destructive. There should be water recreation areas set aside for the ‘wake-board’ boats, but not in the areas of the Willamette River South Reach where people swim, kayak, paddle-board, fish, and LIVE on floating homes. The ‘Slow No-Wake Zone’ should extend from at least the Ross Island Bridge south to the Clackamas County line at the north end of Waverly Country Club. It is unacceptable to stop the line at the Sellwood Bridge because that would not include the areas in front of the Portland Rowing Club floating homes, Waverly Marina or Quayside Marina where there has been extensive damage to personal property because of the ‘wake-board’ boats and large vessels and the disregard for the wakes. We need the support from the City and laws to enforce of the river rules established by the Oregon State Marine Board (OSMB) and now is the opportunity for your leadership. There is clearly a lack of knowledge and respect of the ‘rules of the river’ by some boaters, while some merely don’t know the impacts their boats are making to other river users including those rowers, kayakers, and paddle-boarders who are now using the river throughout the day. Additionally, support of river patrols for no-wake zones is needed at various impact areas and moorages throughout the South Reach Area of the Willamette. Rivers need to be safe for all users and people who live on the river. Boating and river sporting activities on the lower reach of the Willamette have increased dramatically over the last several years along with unsafe boaters. The river is cleaner and more accessible to users. Education, signage and river patrols are need to be increased to inform irresponsible boaters of their impacts.

Testimony is presented without formatting.

CJ Walker

#154395 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing to urge the creation of a No Wake Zone from the Steele Bridge to Elk Rock Island. I am a 10-year resident of Portland, a homeowner, and a rower with Station L Rowing Club for the past 5 years. And I think a No Wake Zone is imperative. 1. A huge number of human-powered craft use this stretch of the Willamette, at all hours and all times of year. Many more users than benefit from it in power boats. 2. The impacts from human-powered craft on the riparian environment, and on quality of life for others nearby (houseboat residents, river-edge recreation, commercial efforts out of Ross Island Sand and Gravel) are very minimal. The wakes of recreational powerboats on this stretch are dangerous and damaging to life, to ecosystems, and to property. Houseboats and docks are damaged. Weekly, I watch wakes wash across the delicate riparian zones that are not evolved for those impacts. Capsize of our rowing shells and of dragon boats is a very real concern - my friends who have been capsized by wakes have taken many weeks to get comfortable on the water again. The brunt of the safety precautions and training around wakes fall disproportionately on the more vulnerable river users (here, I'm comparing how safety and consideration of other users is covered in the Oregon motor boat course online - which I have taken - with the many hours of coaching and precautions I've experienced in human-powered craft). This is inequitable, and it discourages new users from enjoying the river. 3. Human powered craft are a huge public health gain. Elsewhere, rowing and dragon boat programs are subsidized with public health dollars because of the physical and mental benefits of low-impact, high-aerobic sports (Vancouver B.C. is a leader, in these initiatives). On the Willamette, in a given week, I see high school students training for sports that can give them access to college scholarships, parents teaching their kids to love and respect the river, and astonishingly fit seniors who have been on the river for decades - I want the Willamette to be a safe space for all of these groups, and more. Reducing wakes is the step we can take right now to support those lifelong physical and mental benefits of on-water recreation. 4. I think of human-powered craft as the bicycles and pedestrians of the river system. Portland is a leader in creating protected, low-stress transportation routes for cyclists via Neighborhood Greenways. A No Wake Zone in the Willamette from the Steel Br. to Elk Rock Island is exactly the same - a low stress space that maximizes safety and accessibility for as many human-powered users as possible. This is right in line with the values and priorities shared by Portland residents and government. Thank you!

Testimony is presented without formatting.

Krista Hofmeister

#154394 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Dear Commissioners: Thank you for hearing my testimony today in regard to the South Reach plan, and the needs of non-motorized boaters on the Willamette. Having the Willamette right at the heart of the city is such a treasure for Portland. Being able to go out for a paddle after work or on the weekend is a great opportunity. However, we often only can go when the weather isn't good because of all the high-wake boats that come out. Bringing our kids along kayaking and stand up paddleboarding, we have to warn them how to be constantly vigilant for waves from these boats and know what to do with them. They can be so frightening! It only takes one to swamp a boat, knock you into the water and ruin the day or worse. I love that there is a proposal to make a No Wake Zone from the Steel Bridge to Elk Rock island. That would really keep the heart of our city livable. There are plenty of places power boats can go. They don't need this most central area.

Testimony is presented without formatting.

Megan klepp

#154393 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a concerned homeowner and taxpayer who lives floating on the Willamette, one of many reasonable options is a no-wake zone between the Hawthorne Bridge and the Waverly golf course. This is not the only acceptable option. What is most important to me is to stop large-wake sports from damaging my home at the Portland Rowing Club south of the Sellwood bridge. This issue not only affects floating homes but also Marinas and other businesses. The large wakes are also very dangerous for non-motorized sports such as swimming, rowing, and paddle boarding. The children in these homes and at the parks have the right to be safe in the water. There are solutions that allow for these wake water sports in the areas that don't affect these populations. -Megan Klepp

Testimony is presented without formatting.

matthew klepp

#154392 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a concerned homeowner and taxpayer who lives floating on the Willamette, one of many reasonable options is a no-wake zone between the Hawthorne Bridge and the Waverly golf course. This is not the only acceptable option. What is most important to me is to stop large-wake sports from damaging my home at the Portland Rowing Club south of the Sellwood bridge. This issue not only affects floating homes but also Marinas and other businesses. The large wakes are also very dangerous for non-motorized sports such as swimming, rowing, and paddle boarding. The children in these homes and at the parks have the right to be safe in the water. There are solutions that allow for these wake watersports in the areas that don't affect these populations.

Testimony is presented without formatting.

Bretta Swensson

#154391 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Good morning, First I would like to thank you for the opportunity to submit a testimony for this. The wake boats are a large problem and it has been a huge undertaking to get this far and I would like to thank every one who has made this possible. I have been paddling for about the last 5 years and it is a very important part of my life. It has become increasingly dangerous to share the river with a boat that with little effort can capsize a man powered boat, let alone when there is more than one near on the river. I realize with the limited summer in the Northwest the excitement of being on the river can lead you to think about what is going on in the boat you are aboard. There doesn't seem to be much thought put into what you are creating around you. Some people have the opinion that we think the wakes are fun, others just don't care. Having a no wake zone brings to their attention that we don't think it's fun and we are trying to focus our attention in what is going on in our boat. Race season brings a lot of excitement in our lives. We need to work on our timing and our form (stroke), instead we are just trying not to capsize. When we load and unload our boats we are trying not to fall in the river, really hard to do safely when the dock is riding the wakes. There are also people trying to swim and hold on the dock to converse with their friends and can't. Please consider this as you make your decision. Thank you, Bretta Swensson

Testimony is presented without formatting.

Dorothy Atwood

#154390 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I strongly recommend that the Planning and Sustainability Commission adopt the expanded no-wake zone. Thank you, BPS staff and commission, for all the work you have done on this important issue. I have been a human-powered craft user on the Willamette River in this specific area for over 30 years: 20 years of dragon boating out of the RiverPlace Marina and 10 years of rowing out of the Portland Boathouse facilities averaging 4 times/week from March to November. The adoption of this proposal would greatly enhance the safety to human-powered water craft. There are miles and miles of river for power craft to use outside this zone. During my years on the river, I've seen the use go up with SUPs and kayaks along with dragon boats and rowing shells, sadly, with potential conflicts increasing as well. The proposal would also help protect the environment - especially on Ross Island. This is a special habitat that deserves extra protection. Thank you for your consideration of my testimony.

Testimony is presented without formatting.

Ryan Craig

#154389 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing to strongly oppose a no-wake zone from Hawthorne to Sellwood. This will severely impact the usability of the Willamette Park boat ramp for fishermen. There are a great number of us that utilize this stretch of river, and the no wake zone will prohibit us from reasonably transiting to other areas of the river. It would take 30 mins for me to travel this short stretch without wake. My boat creates wake at around 6mph, and that wake is larger than when I am travelling on plane. I don't see why one type of watercraft should take priority over the other. I also kayak in the rivers and oceans, and prepare myself to deal with wake from boats. Please don't take away this stretch of water from fishermen.

Testimony is presented without formatting.

Andrea Fortney

#154388 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thank you for the opportunity to provide testimony in favor of extending a no-wake zone as part of the River Plan / South Reach project, and making the river more safe and accessible for ALL residents and visitors of Portland. The development of a no-wake zone is a critical overdue effort that will bring Portland in line with standards that are enforced across multiple similar municipalities across the nation - you can refer to: - Boston's mixed speeds on the Charles River - Chicago's no-wake zones across segments of the Chicago River - Earlier this year, the City of Austin, TX enacted multiple no-wake zones in the highest trafficked zones of Lake Austin; - Madison, WI's no wake/speed regulated zones through each of the lakes connected through the city; - Seattle's no wake/speed regulated stretch of waterways between Lake Washington and the Ballard Locks; - and many more. As a rower who moved from Seattle to PDX two years ago, and with experience as both a human-powered watercraft AND power boat owner, I was surprised to learn that the main downtown stretch and South Reach of the Willamette River was not speed-regulated. Over the past two years, I've had countless concerning safety experiences on the river as a result of lack of a no-wake zone, to include multiple boat swamping situations. Last week (6/18) I watched a speed boat doing donuts directly across the river from where our dock is located, resulting in massive roller wakes that hit our dock, resulting in significant damage risk to both the dock and the boats launching from the dock - not to mention the serious risks to the 5 teenage rowers who were between the dock and the speed boat, and who suffered massive boat swamping as well. No wake zones through popular waterway stretches are common sense, as they make the waterway accessible and safer for ALL residents and tourists to enjoy, and provide better opportunity for broader, more accessible enjoyment of what the waterway can offer. The stretch of river under consideration is heavily used year-round by swimmers, kayakers, paddle boarders, rowers, canoes, dragon boats - all sporting activities that provide a low-cost low-barrier to entry for Portland residents and tourists to recreate. However, the current lack of no-wake zone presents significant safety risks to all of these people, and thus current conditions favor the minority of power boat owners; I've heard from many people that they would consider recreating on the river but don't today due to the safety risks. The safety and accessibility reasons for a no-wake zone are in addition to other common sense reasons to implement this regulation. Speed zones on water ways are necessary to: - Protect and minimize damage to public infrastructure - Reduce risk of shoreline erosion - Provide improved ecology and fisheries protection - Protect private properties - i.e., houseboats and docks As I also have been a power boat owner over the years, I understand and respect the perspective of the power boat

community. However, regulating speeds through this stretch of river does not restrict the power boaters from using this stretch of river, but instead ensures the river is safe for ALL to use. The evidence is clear and supports extending the no-wake zone on the Willamette River. Let's finally make this shared section of the river more safe and accessible for all of our residents to enjoy. Thank you for your consideration. Andrea Fortney

Testimony is presented without formatting.

Beth Nelson

#154387 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I'm writing in support of the no-wake zone between the Steel Bridge and Elk Rock Island. I'm a canoeist and a SUP user, and have had to stop using the Willamette River. I've come close to being swamped or capsizing more times than I can count from the wake from high-speed ski and wake-board boats. Some boaters simply don't notice me, and others seem to take pleasure in terrifying a canoeist. I live very close to the river, but can't safely use it - so I have to drive miles to get to safer place.

Testimony is presented without formatting.

Dirk Edwards

#154386 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you for the opportunity to provide input on the proposed Slow No Wake Zone. We have lived in a floating home for the past twenty years, which is located in the proposed zone. We are frequent stand up paddle boarders - and have often felt our safety while on the boards has been directly challenged by the wake surf boats. In addition, the wake surf boats vs. regular ski boats (which are designed to produce little wake) generate a wake with sufficient force, energy and motion that our river facing decking and house are under frequent stress. On occasion our children have been knocked off their feet while in the shower. We also are regular water skiers and would never consider skiing (even though generating much less wake and disturbance than a wake surf boat) immediately in front the floating home communities. We are supportive of a Slow No Wake Zone from Elk Rock to at least the Ross Island Bridge.

Testimony is presented without formatting.

Patrice Sanders

#154385 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I paddle on the Wasabi SOAR women's dragon boat team. I've paddled with them for 3 years. During my time on the river, while paddling with my team, I've experienced dangerous and frightening times in the boat when we've had extremely large wakes from motorized boats. We have been swamped with water and have at times, during cold weather, almost capsized. Sometimes motorized boats have intentionally come dangerously close to us to create large wakes for our manpowered boat. I presume they think it's funny to see us desperately trying to keep our boat from capsizing. I love being on the river and being able to enjoy it doing a sport which is not environmentally impactful in a negative way to the river. I grew up near the river and have great respect for it and hope that it will continue to become a river that is welcoming to everyone.

Testimony is presented without formatting.

Travis Williams

#154384 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

See Attached Letter

Testimony is presented without formatting.



June 17, 2019

Portland Planning and Sustainability Commission
1221 SW Fourth Ave, Suite 7100
Portland, OR 97204

Re: South Reach Plan - Artificial Wave Issue

Dear Planning Commission Members:

On behalf of Willamette Riverkeeper, I appreciate this opportunity to provide feedback on the South Reach Plan. Willamette Riverkeeper works to protect and restore the river's water quality and habitat. I've divided our commentary into two separate letters. One, which deals with several issues not related to wake surfing craft, and this one that focuses on that issue.

Over the past few years, a kind of craft has been developed to create artificial waves - such as the type utilized at the beach to surf. Over that time, the craft have become heavier, and have incorporated ballast water in order to sit deep in the water. When these craft operate between 8-15mph, they dig a deep trough in the water, and in doing so they create a very large artificial wave. As a consequence, these craft enable people to "surf" behind these boats. A key point is that these craft are designed to do pretty much one thing, to create these artificial waves. Given the high expense of these craft, most starting at over \$100k, only a few dozen craft create major problems for the vast majority of other river users.

A decade ago, or a little more, wake boarding was big, and also created large wakes. The difference now is that the boats are bigger, heavier, and generate larger waves than ever. Some of these craft have the ability to modify their waves while a person is behind the boat, on the artificial wave. At the end of the day, we have an activity on the water that has changed dramatically, and we have a State agency, the Oregon State Marine Board (OSMB), that has not kept pace with the changes seen in these boats. This is why it is important for the City of Portland to weigh in, to encourage the OSMB to take action as part of this South Reach Process.

We very much appreciate the letter provided to the OSMB by the Bureau of Planning and Sustainability regarding a No Wake Zone from the Steel Bridge to the Sellwood Bridge. We would encourage an even longer stretch specifically for wake surfing craft. It

may make sense for the City to support a zone where other boats can operate on plane in some areas between the Steel Bridge and Elk Rock Island, but to restrict the operation of artificial wave dependent water sports, and related boats.

The problem with the large artificial waves and the Willamette River includes the following:

- a) The large artificial waves produced by these specialized boats impact all other river users, from those who fish, swim, canoe, kayak and Sup the river. The waves need to be negotiated with skill in order to stay upright in human powered craft.
- b) Artificial waves have swamped paddle craft on multiple occasions over the past few years.
- c) The rise of economical, human powered recreation has placed more people in the Willamette River from May through September. It is clear that people want more human powered opportunities, as well as swimming. This is in stark contrast to the few handfuls of artificial wave surfers who create impacts on everyone else with their repeated passes and turns.
- d) As determined by NOAA Fisheries, wake sports have a detrimental impact on fish listed as "threatened" under the Federal Endangered Species Act. As you all likely know, the City of Portland has invested millions in improvements to river habitat, and stormwater control to reduce the impact to threatened fish.
- e) The artificial waves also create water quality impacts during low flow periods that are problematic.

Thank you for the opportunity to comment on the proposed draft of the South Reach Willamette River Plan.

I appreciate your consideration of these comments

Sincerely,

A handwritten signature in black ink, appearing to read "Travis Williams", written in a cursive style.

Travis Williams
Riverkeeper & Executive Director

Barbara Lynn

#154383 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

We use the Willamette South Reach frequently with kayaks, sailboat, rowing shell. Our family believes there need to be limitations on wake boats. They create big safety hazards to other folks on the river. We can deal with the Jet Boats, the Portland Spirit and the cruisers, but not with the wake boats, they seem to think all other boats are not there. They appear very quickly, and get too close with a series of huge wakes very close together. They often swamp and capsize smaller craft. This is especially true for rowing shells. A 4 or 8 person rowing shell takes a bit of time to turn. Rowing shells are very expensive, and these large wakes can break them in half, if the shell is not quick enough to turn parallel to these fast approaching wakes. It is not sharing the river, when a small number of big, powerful wake boats create such hazardous conditions on the river, forcing rowing and paddling clubs to cancel practices, and putting other users in constant danger.

Testimony is presented without formatting.

Mary Stevenson

#154382 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thanks for the opportunity to provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. • Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users. • Whether one is in a rowing or sculling boat, Dragon Boat, stand up paddler, canoe, kayak, or even other motorized craft - artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times over the past few years. Many boat drivers do not heed the speeding rules and drive too fast through the river in this area. The waves created by even just one boat can affect many people in smaller more vulnerable crafts on the river at the same time. • Artificial waves make staying upright in my boat problematic, and frequently these folks pass too close furthering endangerment to other river users. A sculling boat is very sensitive to wave action and the potential for flipping when in a small boat. Members in my rowing club were flipped by a speeding boat's waves two summers ago and the motor boat persons did not pay any attention to their speed or effects they had on others. This is irresponsible boating that could have caused drowning or injury to the rowers in that sweep boat. • The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. • The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species. • Based on impacts to people, and the river’s ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. * There are many motorized boats that generate artificial waves that can be surfed, water skied or used for driving. Importing surf waves from a beach to inland waters simply does not make sense and is destructive to the environment along the river. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you for your time and responsiveness to this issue.

Mary Stevenson

Testimony is presented without formatting.

J A Kraemer

#154381 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing against the PSC attempt to restrict boating recreation on the Willamette River through the South Reach Plan. This would not only cause a greater safety hazard by creating congestion into smaller areas, it is not supported by the Multnomah County Sheriff or the Portland Fire and Rescue Chief. The South Reach Plan unfairly prioritizes paddle craft over motorized boats and has not been transparent or inclusive. I urge you to take a collaborative approach to this issue rather than an exclusive one. Thank you.

Testimony is presented without formatting.

Christine Rains

#154380 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support the establishment of a No Wake Zone from the Steel Bridge to Elk Rock Island. As an avid dragon boat participant I can attest to the problems caused to our practice by motorboats as they create wakes that seriously disrupt our paddling. Our boats are heavy and awkward to maneuver and these big wakes make it even harder to control them. Please consider establishing this no wake zone. Thank you!

Testimony is presented without formatting.

Jean Back

#154379 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a dragon boat paddler and I own a stand up paddle board. I have paddled for four years and every summer when the motor boats come out I feel like we put our safety in danger. Many motorized boats, jet skiers, and wake boarders do not seem to understand the danger that their wakes can cause to a boat of people, and to kayakers and paddle boarders. I personally have observed a boat of 20 paddlers get capsized by a wake. It is especially dangerous in the areas of the river where there is a cement retaining wall on the shore. The wake comes from the motorized boat, hits the wall and then comes back. I have also observed boaters that seem to think that it is funny to cause the wake and that they will do this on purpose. We can all share the river. It would be easy to have a no wake zone to protect those people powered craft. Thank you.

Testimony is presented without formatting.

simon noling

#154378 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Dear Commissioners: Thanks for the opportunity provide testimony in regard to the South Reach plan. As someone who lives on the river and recreates daily on both motorized and paddle powered vessels I strongly oppose the proposed no-wake zone. Safety needs to be the number 1 priority on the river and education of boaters, paddlers, sailors needs to be first looked at before changing the entire river makeup. If large sections of the lower willamette between elk rock and the steele bridge are restricted, the area between the Oregon City falls and Elk rock, which are already congested and unsafe in the narrow portions of the river, will be absolutely swamped with motor powered boats and will create an unsafe and unenjoyable river experience for all parties involved. I appreciate you all opening the discussion back up and thinking through the implications of restricting a multi-use river to makeup for a lack of user education.

Testimony is presented without formatting.

Louis Lustenberger

#154377 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

The Board of Directors of the Riverpoint Condominiums (Riverpoint) submits the following written testimony for the Commission's consideration at its June 23, 2020 meeting on the South Reach Plan. Riverpoint is one of four condominiums clustered on the western bank of the Willamette River at the foot of Pendleton Street, in the Johns Landing area of Portland. In that area, the land slopes upward from the River bank before levelling off under the condominiums. The upward slope is covered by rip rap, that is, stones imbedded in the soil. The rip rap was installed as a dam to protect the soil from eroding and thereby undermining the foundations of the condominiums situated there. In the South Reach Plan there is no wording that protects this rip rap from large trees growing on or above the bank. Trees are a huge threat to the rip rap because their roots dislodge the stones and render the trees vulnerable to being torn out in a flood. When a large tree is pulled out by flooding, it takes all of the boulders around its roots with it and creates a breach in the rip rap causing it to fail. The Central Reach Plan has provisions to protect the rip rap, but the South Reach plan does not. It has no language whatsoever protecting the existing rip rap by preventing trees from growing in it. Such language must be inserted. Absent such language, the South Reach Plan can be read as having fostered a landscaping plan that undermines the existing improvements on the land. Secondly, The Planning and Sustainability Commission has been rezoning areas in the Portland area as "e" zones to protect the riparian area around river banks. It creates a 100 ft setback for environmental reasons from the top of the River Bank towards the buildings. Currently the set back is 25 ft and South Reach is extending it to 50 ft. If the 100 ft setback is applied to Riverpoint's area, a lot of the buildings at Riverpoint as well as the retaining wall which protects the buildings will be included in the expanded setback. There is no reason to designate Riverpoint's area as an "e" zone as no other condominiums along Riverpoint's stretch of the river have been so designated. Why Riverpoint and not the condominiums to the North? None of them have this zoning. This is an unsupported, and unjust, designation and should be eliminated from the Commission's consideration. Respectfully submitted, Riverpoint Board of Directors

Testimony is presented without formatting.

Vassar Byrd

#154376 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I believe that the Willamette River is one of Portland's biggest attractions and a HUGE part of the high quality of life we enjoy. I have been a dragon boat paddler, an outrigger canoer, AND a rower on the river over the past 20 years. During that time, motorized traffic has increased tremendously. Of all the hazards I face when I take an OC-1 out or get on a dragon boat, wake boards are the worst. It's a combination of speed and extreme wake that has capsized a 20-person dragon boat and flipped many outriggers, as well as destroying the shoreline. It is VERY dangerous for everyone on the water for wakeboards to operate in the more congested parts of the river. I strongly support extending the no wake zone to the Sellwood Bridge. Thank you for making Portland a safer boating community.

Testimony is presented without formatting.

Jim Hinsvark

#154375 | June 22, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I would like to thank the PSC commissioners and City staff for their work on the River Plan/South Reach. I support wise planning for the benefit of fish and wildlife as well as for the boating public. As a non-motorized boat user in the Portland area, I support the City of Portland working with the Oregon State Marine Board (OSMB) in revising rules to protect the safety of all boat users in this area. As a 13 yr paddler and Coach of a dragon boat team (Wasabi VIP) you need to know it is dangerous for human powered watercraft on this stretch of the Willamette river. We were capsized by high-energy waves from a wake boat on a sunny summer day in 2018 on the east side of the Willamette River between the Ross Island and Tilikum bridges. Our steersperson was an experienced steers and had steered at many international competitions - she knew how to drive a boat. Fortunately, none of our 20 paddlers including about 10 visually impaired team-mates were seriously injured. Our first-hand experience points to the importance of making this stretch of the Willamette River safe for the entire boating community. Changing conditions warrant changing the rules. Over the past several years there has been a dramatic increase in non-motorized boat use of the Willamette River in Portland. In the same timeframe, there has been an increase in wake boats that create large waves for the recreational pleasure of wave surfing. These two uses are not compatible in the congested setting of this stretch of the Willamette River, and lead to undue risk to the non-motorized boating community. The rules need to protect the greatest number of people. In this reach of the river, the balance of hundreds of people per day engaged in non-motorized activities must be weighed against a small number but highly impactful wake surfers. I understand it the OSMB and not the City of Portland that handles rulemaking on boating safety. I support the City to encourage OSMB in extending the slow/no-wake zone currently in place from the southern ½ of the Holgate Channel to include the entire Willamette River between the Sellwood and Hawthorne bridges.

Testimony is presented without formatting.

Erik Isaacman

#154374 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My daughter has been a rower for Rose City Rowing Club for a year. She really enjoys the sport--being outside, team camaraderie and the physical endurance--and the only time she complains is when she reports a high volume of boat traffic. When wakes are big she struggles to train properly because the waves send her rocking back and forth and she has to stop paddling all together to make sure the boat does not flip. On nice days that can mean boat after boat zooming by and she gets very little out of her 2 hour workout. She is on the river 6 days a week, 52 weeks a year and she just commented to me that most miserable time to train is when the weather is the nicest. It is a shame that she has to be cold and wet to get in a good workout. We are in support of everyone enjoying this lovely resource that we have and would like the commission to consider limiting wake zones so that everyone, not just large motor boats, can enjoy the sunny days of summer.

Testimony is presented without formatting.

Cynthia Hickman

#154373 | June 22, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hello, I am a dragon boat steers person with nearly 20 years of experience, both local and international. Lately with the addition of the new deep wake type boats, it has become increasingly difficult to nearly impossible, for me to keep my crews safe. These boats throw a wake that is at times, 4 feet high. I have been swamped on several occasions while others have been capsized. With more than one of these boats on the water at once the danger multiplies. Many of the folks driving these boats show a total lack of regard for the non-motorized boats. While I have respect for personal ownership of any property and I understand the joy involved with wake boarding, it has become clear that these boats don't belong in proximity to non-motorized boats. A no wake zone as proposed, is now necessary, moving these fast moving boats to less populated areas where there are less or fewer dragon boats, SUPs, rowing shells, outrigger canoes, floating homes, marinas and sensitive shore line ecosystems. Thank you

Testimony is presented without formatting.

Shobi Dahl

#154372 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As both a motorboat and paddle sport user of the river, I would love to see a better way for motorized and non-motorized vehicles to share the river, but completely eliminating motorized traffic from such a large section of the river will only make the problem worse. We will end up with even more motor boats on other sections of the river, and paddle powered boats will continue to use those other areas as well, resulting in greater overall danger. I believe that reserving some strategic parts of the river as no wake zones is a great idea, but a stretch from the Hawthorne to the sellwood bridge is far too large and will make the river overall less safe by condensing all motor traffic to adjacent areas. I urge you to take a collaborative approach and work with groups from both sides to come up with a fair compromise on boundaries. Finally, please make sure that adequate budget is put to marking whatever zones you do add as no-wake.

Testimony is presented without formatting.

Paul Newland

#154371 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been paddling on the Willamette River in Portland for over 20 years and have seen multiple boats capsized due to wake boats. I believe that everyone should enjoy the river but it is important to have a safe area for paddling teams to able to practice. I look forward to continuing to paddle on the Willamette under safer conditions. Thank you.

Testimony is presented without formatting.

Emily Schmidt

#154370 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I urge you to make a large part of the South Reach a no-wake zone. My family uses the river for rowing, kayaking and Stand-Up Paddling. Motor boats currently speed through this area making conditions dangerous for many people enjoying non-motorized recreational activities. I would hate to see someone get hurt or killed. It would be great and safer if motorized boats would reduce their wake in the downtown/South Reach area.

Testimony is presented without formatting.

Bryan McLean

#154369 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Now more than ever we need to include all Willamette River users, and not exclude them. Has the City of Portland reached out and listened to minority communities, fishermen, tourist boats, motorized boaters and dealers, the Oregon Marine Board, and the Oregon Department of Fish and Game? Has the City of Portland asked how they like to use the river and how they will be impacted by a large slow/no wake zone from the Sellwood Bridge to the Hawthorne Bridge? Please keep the Willamette River open to all users of the river. The Willamette River is not for the privileged few, the Willamette River is for all!

Testimony is presented without formatting.

Jennifer Eidson

#154368 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I was on a 22 person dragon boat that was capsized by the wake from a powerboat. Our canoe clipped me on the head as it flipped and I lost my prescription glasses. One of my teammates had a panic attack in the water and I had to help keep her focused and not hyperventilating. The boat that caused us to capsize never stopped. I get the need for speed and adrenaline of the speedboats but we need safe areas for the human-powered craft. Capsizing doesn't just mean that we have to bail the boats and be on our way. There are injuries, the torsion of the longboats flipping damages them, crew boats can actually crack in half and repairs are very very costly.

Testimony is presented without formatting.

Kayla Shively

#154367 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am asking the committee to put in place a no wake zone between the Hawthorne Bridge and the Waverly golf course. After living at the Portland Rowing Club for over 2 years years now, I have witnessed the significant damage that is directly done by boats coming through the communities on the water too fast. My home isn't directly on the river with a view but along the dock with the boats in the back and if I'm coming home finding things that have fallen off my walls broken, I can't imagine all the homes that are impacted first. Thank you so much for your time and my consideration. Kindly

Testimony is presented without formatting.

Kelly Mills

#154366 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To whom it may concern, I would like to express my thanks to the BPS staff and the commissioners for the work that has been done so far! I am writing to alert the committee of the need to install a Slow-No-Wake Zone for the stretch of the river between the Hawthorne Bridge and the Sellwood Bridge. The focus is to provide a higher level of safety for human powered watercraft. In addition, to protect the fragile eco-system, riparian areas and habitat for the endangered juvenile salmon and steelhead. If this is approved, the ask is that it would be extended another half mile past the Sellwood Bridge to the northern border of the Waverly Country Club. This additional half mile will provide protection for 32 floating homes at the Portland Rowing Club and the two marinas on the east shore, including Powers Marine Park on the west shore. Please consider this as it will help protect the human powered craft that use the river. I am part of a Dragon boat paddling club and also am an avid outrigger paddler (6 person and single craft), on the river all year long. I have seen and experienced the dangerous situations of huge wakes and swamping of boats that many wakeboard boats create. We all need to share the river and to do so all craft must consider and practice safety when out on the river. Please give this request to install a Slow-No-Wake Zone starting at the Hawthorne Bridge and extending down to the northern border of the Waverly Country Club serious consideration. Thank you for your time regarding this important matter. Sincerely, Kelly Mills

Testimony is presented without formatting.

Jack Winters

#154365 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

My testimony has 2 parts, which I'll provide in chronological order. But I want to emphasize that the second is of greatest importance to me. One theme that spans both, and my key focus, is the need for SIGNAGE. Without signage, the public (both residents and visitors) may have limited awareness of your vision and implementation. By way of background, I've been extensively involved in quiet (human-powered) water sports on rivers/lakes/oceans for over 45 years (swimming, kayaking, rowing, sailing, and since moving to Portland about 19 months ago, also Dragonboat and Outrigger paddling). I briefly lived in John's Landing and South Waterfront before moving in December to Lair Hill. I'm a member of the Wasabi Paddling Club (and now on the Board), swim sometimes with the Human Access Project, now am co-owner of a private OC1 that resides at the Portland Boathouse facility off Ivon that I take out 2-3 times per week (and have gotten to know some of the rowers in clubs there), and have essentially been an environmentalist since I was a little boy. I enjoyed reading your environmental sections, but that is not my focus here. I'm a semi-retired engineering professor. First, as you know, outside of Willamette Park, there is shockingly limited river access along the West shore.

1.1. Human-powered boating: Apartments such as Boathouse have kayaks, etc, but one has to wheel them south a few blocks to the small beach/inlet. This is also where dogs (including our chocolate lab) fetch. There is no signage, and no buoys to support such use. Over in South Waterfront there is the one entry access, by a narrow non-ADA-compliant path that leads to large rocks at the water interface when the water level is low. At least 3 apartment complexes in South Waterfront provide watercraft to residents, with this being their access point. It certainly could be improved. Overall, watercraft access between the Ross Island Bridge and Willamette Park is shockingly limited, given the population. This was the main reason I went to your Open House at that building on MacAdam in John's Landing last Fall. I was happy to see in your draft documents that you are planning a new dock at the Park that explicitly supports human-powered craft. I was also happy to see that you noted the need for more boat storage capacity near the river. (As an aside, I point out that once the new building ("Tillicum Building") for the Portland Boathouse (includes rowing clubs, Wasabi, Riverkeeper – large green building on Ivon) is occupied and the new dock is in place, we should have considerable (indoor) space for public boat storage at a reasonable monthly rent.)

1.2. Swimming: It looks like this is one of 3 spots that you envision swimming sites on the West side in the future (as identified in both Figure 1 and Figure 2). Great plan, and if even 2 of these 3 reach fruition that would add considerable value to the community. Suggestion: add No Wake buoy's now to these mini-beaches to protect these inlets. If

nothing else, it might prevent fetching dogs from coming close to being run over by powerboats – an accident waiting to happen (if it hasn't already).

1.3. Allowing/encouraging small business ventures along the water. I've been quite surprised that Portland lacks the festive waterfront spirit of some other communities, like several other places I've lived (Milwaukee Riverfront, San Diego's Mission Bay), with very few gathering places for eating or for human-powered boat rentals. Portland's waterfront is shockingly beautiful (e.g., from Tillicum, from paths on either side of river, from boats), but other than perhaps the Boardwalk near Riverplace, business activity by the river seems absent, which I view as a shame. I've provided separate testimony (architectural board) suggesting that waterfront businesses on the site to be developed between Osprey and the Old Spaghetti Factory could integrate in boat access, would be wonderful to the community and likely popular and successful. But I think that fell on deaf ears, as South Waterfront will get more of the same congested space with few of the amenities folks there have said they want at meetings (why we and others we know decided to move on). I know this is outside your realm, but any water-based business activity between South Waterfront and Willamette Part could do well (and create new river-quality stakeholders). Second, and what I want to emphasize, is the need to address some very real – and dangerous – problems with boating on the river itself. As you know, there is a need to manage this recreational resource. In particular, there is a need for No Wake zones, and appropriate SIGNAGE for the river. I believe that appropriate signage includes both on the river and also at all of the classic entry access points on either side of the river. I see that there are improvements to the document from where it was last year, although honestly, I don't think it is quite enough. Here is my testimony.

2.1. As a member of the Burn (competitive, mixed) Dragonboat team of Wasabi, I happened to not be on the boat that was forced over last July owing to an aggressive motorized boat. Often I would have been out for that 9 AM practice, but I had a special certification course at 11 that day in July. When I arrived, 20+ teammates were still wet, and talking about it. They didn't have a chance (very aggressive boat), despite the fact that the boat included some of the top, and most experienced, paddlers in the entire Portland area.

2.2. I occasionally paddle with VIP (Visually Impaired Paddlers) when they have a need – I know they were flipped by another boat a year or two earlier. Wow could that have been dangerous. We also have Special Dragons, SOAR (breast cancer survivors), and GM (grand masters), all of which include highly experienced coaches and steerspeople who value safety above all; but wave boats show no mercy.

2.3. I've rowed in the past with the Milwaukee Rowing Club and the San Diego Aquatic Center, and know these rowing shells well. They are light, expensive, and vulnerable. In Milwaukee, boats only were used on the Milwaukee River, and not through the mouth into Lake Michigan, for obvious reasons, and bad weather with significant chop was a reason to cancel practice. Ditto in San Diego. Here we can deal with Portland weather quite well (and we have great Safety Officers), but not with aggressive wave-making boats. As you know, rowing shells here have been cracked in half by motorized-induced waves.

2.4. One of the challenges is having time to anticipate a potential disaster. I've paddled (kayak) in the Pacific and Atlantic oceans, and well as extensively in the San Francisco Bay (off Berkeley) and Lake Michigan, in conditions with considerable whitecaps and the like. In all honesty, I've never experienced the types of multi-foot waves, in a line swell with trough then

another in close succession, that we are exposed to here. One of the challenges is having time to anticipate a potential disaster, and literally the strategy (e.g., angle) to prep for the surge differs for a rowing shell versus a Dragonboat versus an Outrigger. 2.5. With the shift in location of the Portland Boathouse community (~300 paddlers, ~300 rowers, plus Riverkeeper), there will be fewer human-powered craft leaving from near the OMSI-Firehouse area and more from Ivan street. Adding to all the kayaks that come from the Sellwood Park area (and houseboats), protecting the Holgate Channel is even more important. I know that part of the Holgate channel, roughly South of the entrance to the Ross Island Lagoon, is already No Wake. But signage is missing. Further, it is really important that the No Wake go up all the way to the North tip of Ross Island. This is important, given the new location of the Portland Boathouse and its dock location, which is just South of the dock for Polaris (key motorized boat rental place, all types). There is no reason for motorized rentals to even enter the Holgate side. None. So would No Wake up to this point be a problem for Ross Island Sand and Gravel? I've been out when barges of various size have been coming or going, and suggest no. They move at a slow pace, and I have yet to experience anything close to a wake from them. Finally, I notice that you have plans for river access from Brooklyn, with swimming planned near this access point. Even more reason for a longer No Wake region. 2.6. On the Milwaukee River downtown all of the over 10 bridges over about 2 miles have "5 MPH no wave" signs in both directions, until the very last bridge near where the other 2 rivers join to enter Lake Michigan. Over the past decade, kayaks in particular are now the most plentiful boat, and a critical attractor for all the new commercial development. This works because motorized boats can do their thing on Lake Michigan and one of the other rivers. Co-exist has been figured out. San Diego's Mission Bay has a similar "co-exist" between the side dominated human (and wind) powered and motoring boats (essentially one of the bridges). A key to these working is compromise and signage. 2.7. I acknowledge that human-powered dragonboats and outriggers can go a bit over 5 MPH (I average 6 MPH on my OC1), and rowing shells with a strong crew can tick past 10 MPH. I also acknowledge that fishing boats are often traveling South to near the Falls, and 5 MPH would be time-prohibitive. But I do feel that in addition to No Wake and Low Wake regions on the river, 10 MPH is not just reasonable but important for some regions (e.g., just South of Sellwood Bridge), and lower (e.g., 8 Knots / 9 MPH) could be useful for the Holgate Channel and perhaps other strategic stretches like near the Sellwood Riverpark swimming docks (and more buoys that state swimming area no wake!). 2.8. Most importantly, I believe strongly that, in terms of impact on behavior, SIGNAGE is even more important than enforcement. I note that you are requesting that on-water enforcement start up again. While useful, the reality (in my experience) is that it will be limited in scope (and signage is needed for anyways for wake/speed enforcement). I've been in 49 states, and many types of bodies of water, and by choice read signs, which can be very helpful. And I love signs with maps. 2.9. Thus the key part of my testimony relates to signage. My regular paddle includes starting North of Ross Island, going well past the Sellwood Bridge, and looping around Ross Island, sometimes close to it and sometimes on the far side. I now know it well, but because I vary in time of day and weekday/weekends, I've observed boating trends. For instance, the Portland Spirit is never a problem, nor are sailboats or most fishing boats. Jet skis are just irritants except

when they purposely go by within 5 ft (in my experience unfortunately most common is North part of Holgate Channel). Specific context-aware signage is really helpful, both to “locals” and to visitors. It sets the norms of behavior, as determined by a community/government process. In this case, I strongly suggest two types of signs. 2.9.1. On water signage: I was happy to see that in Part 2 on 33.475.020 River Overlay Zones (page 31) you inserted River Recreational as the second of (now 3) zones. My interpretation is that this means that South and North Reach documents and processes can better coordinate. This matters in that for in-river signage I’m suggesting that there be signage on not just the Sellwood but also Ross and Tillicum Bridges, using strategic pillars. Typically the suggested signage (see Attachment) includes arrows, informing the boater – human-powered or motorized – of different limits on either side of the pillar. I also strongly suggest large lettered signage on both the very North part and very South part of Ross Island, as well as on East Island. Images with suggested signage is included as an Attachment. 2.9.2. On-land river access signage: I suggest this be at every key access point, and include maps. In this way it is similar to trail systems in a state or national park, where coded in various ways (e.g., difficulty, where dogs / bikes allowed ...). Several could be at each of Willamette and Sellwood Parks, one at the street entrance nearly under Sellwood on East side (and park on the West side where you are planning future improvements), at the South Waterfront access point, at the Polaris and Portland Boathouse docks, at Portland Spirit dock, at Riverplace marina, at the dock near OMSI. Consistent, clear guidance has no downside that I can think of, is good PR, and provides visitors with more maps to check out. 2.10. Finally, I personally feel that signage with “radar-enforced” and 2 cameras at both the North end of Ross Island and perhaps the South End of East Island would be very beneficial, and perhaps of greater consequence (and cheaper) than other forms of enforcement. Research suggests it can be pretty effective as a deterrent.

Testimony is presented without formatting.

General: I've paddled on the Willamette in kayaks, dragonboats and outriggers (and now own a single). I've also been on sailing and rowing clubs in California and Wisconsin, and been to 49 states. Without signage for the public, many policies are essentially invisible to the public (both local and visitors).

- I recognize the need for boating co-existence. But also safety for all stakeholders. Fishing boats in particular are often heading South and 5 MPH may take too long, and also that human-powered craft often go over 5 MPH (with no/low wake – only rowing shells, with very strong crews, might hit or slightly surpass 10 MPH).
- My suggestions start from the South (Sellwood) and go towards the North (Tillikum):

Selwood Bridge, image from Northeast (note there is more water beyond West pillar than shows here):

- I paddle under this several times per week. For whatever reason swells from powered boat tend to be relatively large here. This helps explain the signage from land (e.g., Portland boat club) and no-wake buoys. There is already no reason for a powered boat to ever go to the East of this pillar, so it's really just documenting the obvious. Then even on other side slow them down for a few blocks



← Slow No Wake Max 11 Knots (10 MPH) next 0.3 mile →
Max 8 Knots (MPH)

South-facing **from Ross Island & East Island**, in Large font:

- Clear signage that this the Holcolm Channel is all No Wake for 1 ?? mile.
- Perhaps add speed limit of about 8 Knots / 9 MPH?



North-facing from Ross Island, in Large font:

- Clear signage with arrow that this the Holcolm Channel is all No Wake for 1 ?? mile.
- Perhaps add speed limit of about 8 Knots / 9 MPH?



← →
Slow No Wake
Max 8 Knots (9 MPH)

← Slow no Wake
Max 8 Knots (9 MPH)

Slow no Wake →



← Slow No Wake
Max 9 MPH

(these on both directions, also helps Riverplace folks)

Slow, No Wake →
Max 9 MPH

LINDA MENDEL

#154364 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Members of the Commission, My name is Linda Mendel and I am a tiller (steersperson) for the Tilikum Dragons dragonboat team. I have been paddling in Portland for about 16 years as well as tilling for 4 years. I would like to document an particular incident, one of many, but this one was especially dangerous, This happened about the third week of August 2019 on a weeknight. I'm not sure if it was Monday or Wednesday. Our practice starts at 7 p.m. We had paddled up near Ross Island so I would say it was around 7:15 or so in the evening. I believe it was not too long after a Dragonboat was swamped right around the Zidell area. There was a red ski-type boat out on the water and it had kicked up some pretty big wakes that made it impossible for us to continue to practice. It was all we could do just to try and ride out the wakes. In what seemed to be a response to seeing us struggling, this boat came back around, made a big circle, and intentionally threw a wake right at us. They then sped off headed south. Very shortly afterward a blue ski boat came by throwing wakes. Our caller, Trudy Robinson, signaled for them to slow down. There were five people on the blue boat laughing, waving, and yelling at us as the boat speeded up and threw a wake at us. I realized we couldn't practice there and was trying to turn the boat around to leave when the blue boat came back around and threw another wake at us. This behavior was clearly intentional. There was no way to turn without the boat swamping so I just had to sit there bow angled to the wakes, waiting for a chance for us to paddle out of there. This blue boat came around again and headed straight for us as though it were playing a game of chicken. I couldn't see the driver. And had no idea if he had dropped his beer, or his cell phone, or if he was headed directly at us intentionally. Trudy and I looked at each other in horror because there was nothing I could do to get our twenty souls out of the way of that speeding boat. At the last moment they swing hard to the left and threw an enormous wake at us. Several of us were hollering at them. They gave us "the finger", laughed, and yelled at us, and came around once again. When they finally headed off south toward Sellwood I got our boat turned north and we paddled out of there. Neither of these boats were pulling wakeboarders at the time. They were simply bullying/ intimidating us. This was the worst, but not the only, case of a powerboat intentionally trying to swamp us that I have been personally involved in. We did have issues at a several practices earlier in the year in July and in those times there were so many boats pulling wakeboarders that we had to cross the river and go into the Ross Island Channel. We've also had plenty of problems in the Channel. There's an area there where you can throw wakes and people do it all the time. If there are three or four of them going at once it's all you can do to keep the boat from tipping over. There's no way you can do any kind of practice drills it's

all just crisis control at that point. I have been dragonboating for many years in Portland and it just seems to get more dangerous every year. Ski and speedboats are bad enough but wakeboarders are the biggest threat to our safety and their popularity has soared over the past ten years. Obviously the people that are trying to intentionally swamp us should not be on the water at all. I haven't seen any enforcement because, of course, this sort of thing doesn't happen if the Sheriff is around. I don't paint all wakeboarders with the same brush. I hope that most of them do not intend to endanger us. But is dangerous none the less. Those folks that are out wakeboarding need a dedicated area. The activity itself is incompatible with paddlesports of all kinds. They need a space to do that that's separate from where the dragon boats, sail boats, and shells are practicing. Individuals on paddleboards and kayaks are also at risk. It is not safe to have these two types of activities in the same area and I can not think of any way to make it safe. We are lucky that no one has been seriously injured. I was in a dragon boat that was flipped by a huge wake in Puget Sound about ten years ago. Twenty two of us were thrown from the boat and it was miraculous that no one was hit in the head by the boat as it came over. Luckily this happened in the middle of an all-day scheduled competition, as twenty two of us had to be rescued by other boats and our craft towed in. We were rescued immediately and still one of my teammates developed hypothermia. It is unlikely that a full-on rescue would be so swift on a random weeknight near Ross Island. Considering the very real possibility of injury in such a situation it's a tragedy waiting to happen. I thank you for taking the time to read and consider my testimony. I really appreciate your working to find a solution to this unsafe situation. Please contact me if you have any questions about my testimony. Sincerely, Linda Mendel

Testimony is presented without formatting.

John Worcester

#154363 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have paddled dragon boats and outrigger canoes for 20 years. During that time, wake board boats have become an increasing menace. I paddle with visually impaired paddlers, and when the huge waves ominously approach us and wash into our boats, it is scary and a mess. And unnecessary. Wake boarders are incompatible with human-powered boats and need to be kept separate. The entire Holgate Channel from OMSI to Oaks Park should have no wake board boats. They can do their thing out in the main Willamette. Thank you for making paddlers safer.

Testimony is presented without formatting.

Harriet Wiesehan

#154362 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I enjoy being on the water but I am novice to the sport of canoeing. I would like to know that the recreational use of this area is safe for myself and my family by making it a no wake zone. Let's make this treasure in our backyard safe for all Portlanders to enjoy without having to dodge jet skis and wake-boarders.

Testimony is presented without formatting.

curt cook

#154361 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a steersperson for Dragon boats, I have seen many water skiers and wakeboarders on the Willamette during our paddling practice times. I have seen many incidents where our boat was put in a dangerous situation. I have been involved in a swamping incident. I have been buzzed by a water skier. It is my job to keep the paddlers safe. The power boats on the water pay no attention to us, they don't move to the other side nor do they slow down, nor do they practice social distancing, if you know what I mean. Please give us a no wake area, thank you. Curt

Testimony is presented without formatting.

Joan Brinkley Smith

#154360 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I urge you to put in a no wake zone from the Hawthorne Bridge to the Waverly Golf course. The wake boats are dangerous and don't allow all the other people on the river to enjoy it as they have to be worried about capsizing. This is a safety issue and cannot wait for another year or two. I know lots of people have testified about capsizing - let's not wait for someone to get seriously hurt or die before we regulate the wake boats. Thank you Lydia

Testimony is presented without formatting.

Dawn Marks

#154359 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I can't count how many times I have been knocked off my SUP due to boaters racing by, causing a huge wake. With the speeds the boats go in that area it's dangerous for all of us.

Testimony is presented without formatting.

Tom Ulrich

#154358 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

With the River Plan as currently proposed what is the plan for increased vessel traffic and the associated impacts especially during low water level windows on the river?

Testimony is presented without formatting.

Sheila Thompson

#154357 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in favor of the South Reach Plan for a Slow-No-Wake Zone on the Willamette, but strongly urge an amendment that extends the zone to the south beyond the Sellwood Bridge to include the Portland Rowing Club, Waverley Marina, and Quayside Condominiums. All of these areas have been significantly impacted by large wakes created by the wake boats. In addition to those structures, there are numerous non motorized water craft (kayaks, paddle boards, canoes) in the area that have difficulty navigating the unexpected oversized wakes resulting in unsafe conditions.

Testimony is presented without formatting.

Lori Scharlin

#154356 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been paddling on the Willamette River for two years now, in the area from the Hawthorne Bridge and south past the Sellwood Bridge. I have been in a dragon boat with 24 people in the Holgate Channel, and been capsized by a speed boat breaking the No Wake Zone rule. I have been in both a six person Outrigger Canoe, and a one person Outrigger canoe, and have been impacted by the wake of jet skis, water ski boats, and especially wake boarding boats. And I paddle on a stand up paddle board - something I cannot do in this stretch of the Willamette, due to the traffic and wakes. It is too dangerous. Please limit the motorized boat access, speed, and activity level in this part of the river. As it is now, the motorized boats get free reign, and terrorize the manpowered paddlers.

Testimony is presented without formatting.

Eugene Lewins

#154355 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I regularly swim from both Sellwood Beach and the East Side Hawthorne Beach during the summer. I walk along the river trail both East and West side. Fast moving boats make the swimming intimidating and a less pleasant environment when I am sitting on the shore and enjoying the river. It is the most natural environment that I have easy access to from my home in SW Portland, with both wildlife observation and an escape from the noisy urban world. Reducing the speed of recreational boats and jet skis would make this a more enjoyable experience for me. I would also like to have the beach less used as a dog walkers route, and have dogs making use of the Sellwood dog park instead.

Testimony is presented without formatting.

Susan Mikota

#154354 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Rowing My name is Susan Mikota. I began rowing with Station L Rowing Club two years ago. Rowing is a great community-building experience and a way for a person of color, like me, who has always been uncomfortable on and around water to engage with this wonderful resource, the Willamette River, that runs through the heart of our city. The only terrifying part of the experience is the powered water craft who regularly travel at speeds that are dangerous for human powered craft. They are unaware that their wakes can swamp, overturn, or even cause ruinous breakage to our rowing shells. We have even had to call off rowing camps, classes and practice sessions because of the danger. The inadequate size and lack of enforcement of the 'No wake' zone in the 'back channel' of Ross Island on the Willamette shows Portland to be a distinctly inferior supporter of human-powered water sports in comparison to Seattle where several large 'No wake' zones are successfully in place. Extending the 'No wake' zone in the 'back channel' of Ross Island to the full length of the island would allow us to launch and land safely and make the start of the zone far more clear to motorized boaters. It would also help swimmers, paddle boarders, kayakers and people owning floating homes as well as minimizing environmental impact to fish and birds around Ross Island. Thank you.

Testimony is presented without formatting.

susanna lyon

#154353 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As the owner of a floating home in Portland, I am acutely aware of the damage that boat wakes do to my home and my float. However, the new Wake Boats leave ENORMOUS wakes no matter if they are outside a No Wake Zone. Unfortunately a small minority of boat operators, including wake boats do not realize the damage they cause nor the safety risks they pose to people on personal watercraft like kayaks, paddle boarders, rowers, outriggers and dragon boats. As a fellow boat owner I have witnessed many of these boats overturn the non-motorized operators. Suggestions would be...education, MORE SIGNAGE, MORE PATROLS that give these boats tickets and not just warnings. I witnessed one of these boats overturn a Dragon Boat that had Blind paddlers on it. I personally yelled at the boat that their wake had just capsized the dragon boat (the wake boat was less than 75 yards from the blind paddlers) - they flipped me off and then proceeded to make a LARGER wake as they were leaving the scene of the accident they caused. I was unable to get their boat number and report them. A NO WAKE ZONE NEEDS TO BE IN PLACE IN CERTAIN AREAS OF THE RIVER SO ALL CAN ENJOY IT, NOT JUST BOATERS.

Testimony is presented without formatting.

Andy Moos

#154352 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commission Members; The Willamette has been treasured by all users for decades and should be kept open for all! Each year, Willamette Jetboat shares our waterfront sights and history with over 30,000 passengers. Many would never be able to see this treasure without the speed needed to traverse this waterway. They have fun, and go away with more appreciation of the restoration done to protect and preserve our waterfront. We also see thousands of motor boaters along the way creating memories with family and friends. Kayakers and Stand Up Paddlers are doing the same as they enjoy their time on the water. Commercial boats provide an important role in making Portland an attraction for tourists and visitors who want to explore the water. Laws restricting speed will greatly impact our ability to provide the service we have been offering for over 20 years. Hundreds of jobs and millions of dollars spent on entertainment will be curtailed or eliminated when current companies and future enterprises are limited. We have our livelihood and licenses at stake if we don't abide by proposed laws that will essentially shut down what hundreds of thousands have enjoyed for years. Other tour boats currently operating and those to come will also be greatly impacted by expanded slow no wake zones. Each group has an equal right to use this public right of way. Over the years, laws have been passed to protect different groups. Unfortunately, many times these laws have unforeseen consequences. I have seen the changes as law enforcement has been cut and motor boaters have been forced out of certain areas, causing more congestion in other areas. Rather than restricting rights of the public, focus on enforcement of existing laws, fund protective services so that they can enforce the already adopted, and set up education platforms so all river users are educated in rules that apply on the water.

Testimony is presented without formatting.

Arthur Glasfeld

#154351 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am on the river almost daily from March through October, and weekends during the winter, as a recreational rower. I launch from the Portland Rowing Club, just south of the Sellwood Bridge, and the Portland Boathouse, just north of the Ross Island Bridge. My experience of being on the river is dramatically affected by motorized traffic. While some motor boat users are sensitive to their wakes as they pass docks (marked with Slow No Wake buoys) and small, non-motorized boats, the majority are not. Clearly education and enforcement are not doing their job. This weekend I watched sturgeon fisherman speeding by the Portland Rowing Club homes and dock in both directions and incredible speeds. Aside from the damage their wake was doing to the fixed objects on shore, it was unsafe being on the river as these boats navigate between moored boats to reach their destinations (which seem entirely arbitrary to a casual observer since they are speeding both up and down river). I have been in boats whose hulls were cracked by wakes, had my boat flooded and seen others capsized out of their boats. I can't imagine what it's like to have a floating home constantly assaulted by the wakes created by thoughtless boaters, and it's readily visible what those wakes are doing to the riverbanks. The Willamette River is a heavily used, urban waterway, which is a terrific statement of its importance to Portland. If it were a road, I'd hope to see it managed like any urban street with pedestrians, bicyclists and cars all using the same space in a way that accommodates the needs of each. But the river is virtually un-policed and unregulated. There are no small number of boats treating it like a highway without lanes. It is hazardous for anyone to be on the river after about 9 AM on a weekend in the summer, but deadly for small watercraft, swimmers and wildlife. I see no reason to ban motorized traffic, but speed is a killer on the water just like it is on land, and the Willamette River cannot reach its fullest potential as a civic and environmental resource so long as there are no rules for its use. Seattle is, if anything, a bigger boating town than Portland, yet they have managed to reduce wakes on all urban waterways. It's time to do so in Portland as well.

Testimony is presented without formatting.

David Setter

#154350 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: The Willamette Rowing Club is an adult competitive rowing team based out of the Oaks Park Community Boathouse. We row on the lower Willamette River at least four times a week in boats ranging in size from singles (1 rower per boat) to eights (eight rowers and one coxswain per boat). Over the last several years, use of the river has changed. More people are enjoying the river, including rowers, paddlers, kayakers and swimmers. At the same time there has been a significant increase in high-energy wake boats used for wake surfing and boarding. The past two summers have seen an increase in the number of dangerous conflicts between these wake boats and other river users. Recent wake incidents on the lower Willamette River include: 2018: Seven incidents of paddler team swampings and capsizings 2019: 50 reported wake related swampings, 100 rowers tossed in the water, 2 broken rowing shells August 2019: 8-seat rowing shell with 14-18 year old youth rowers was broken in half by a heavy launch wake boat. Coaches report weekly swamping of team boats during Summer 2019 We feel that the needs of human powered water craft should be taken into consideration in your plans to develop the South Reach of the Willamette River. We request that the PSC establish a Slow / No Wake Zone on the Willamette River and that this zone encompass the portion of the river which runs between the Hawthorne Bridge and the Waverley Marina. Establishing a Slow / No Wake Zone to reduce wake action in this stretch of the river would help protect rowers, canoeists, kayakers, stand up boarders, sailors, swimmers and floating home residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and for the protection of public and private property. Thank you, Willamette Rowing Club Board of Directors

Testimony is presented without formatting.



Willamette Rowing Club
P.O. Box 82554
Portland, OR 97282-5706

June 21, 2020

Portland Planning and Sustainability Commission
Re: Slow No Wake Zone on the Willamette River

Dear Commissioners:

The Willamette Rowing Club is an adult competitive rowing team based out of the Oaks Park Community Boathouse. We row on the lower Willamette River at least four times a week in boats ranging in size from singles (1 rower per boat) to eights (eight rowers and one coxswain per boat). Over the last several years, use of the river has changed. More people are enjoying the river, including rowers, paddlers, kayakers and swimmers. At the same time there has been a significant increase in high-energy wake boats used for wake surfing and boarding. The past two summers have seen an increase in the number of dangerous conflicts between these wake boats and other river users. Recent wake incidents on the lower Willamette River include:

- 2018: Seven incidents of paddler team swampings and capsizings
- 2019: 50 reported wake related swampings, 100 rowers tossed in the water, 2 broken rowing shells
- August 2019: 8-seat rowing shell with 14-18 year old youth rowers was broken in half by a heavy launch wake boat.
- Coaches report weekly swamping of team boats during Summer 2019

We feel that the needs of human powered water craft should be taken into consideration in your plans to develop the South Reach of the Willamette River. We request that the PSC establish a Slow / No Wake Zone on the Willamette River and that this zone encompass the portion of the river which runs between the Hawthorne Bridge and the Waverley Marina. Establishing a Slow / No Wake Zone to reduce wake action in this stretch of the river would help protect rowers, canoeists, kayakers, stand up boarders, sailors, swimmers and floating home residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and for the protection of public and private property.

Thank you,

Willamette Rowing Club
Board of Directors

Thomas Orth

#154349 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I'm a member of Station L Rowing Club, as well as a kayaker who uses the Willamette River. Station L has hundreds of members, as do the other rowing and paddling clubs that call Portland home. One of the things that makes Portland a great place to live is the river that runs through it. This gives the people who live in the region the opportunity to enjoy recreation on the river. Most of these activities; rowing, dragon boating, kayaking, canoeing, open water swimming, and fishing, are enjoyed without endangering the lives and ruining the enjoyment of the other river users. However, it only takes the sound of one power boat to make the stomachs churn of everyone on the river, filling them with a sense of dread. We wince as we hear the revving engine and the music blasting from their speakers getting closer, and the inevitable, deadly wakes. We stop our rowing, align the boat as best we can, and brace ourselves. The fact is that a small handful of power boaters make the river unusable for hundreds of other users during the best times to be on the river. They zoom recklessly back and forth up and down the river without regard for anyone else or their safety. They ignore the existing no wake zones, operating dangerously and without regard for the nuisance and danger they are creating for others as they intentionally wake vulnerable river users. Make Portland the healthy city it wants to be by making the river an accessible, safe, and attractive place for people of all income levels to safely enjoy, not just a few people with big motors leaving terrified people in their wakes. The next step in the evolution of Portland as a world class city is to extend the slow no-wake zone and enforce it!

Testimony is presented without formatting.

Richard Sheard

#154348 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please get rid of motorized vehicles in this stretch. Non motorized folks in kayaks and SUPs are already regularly swamped by boats even in the small no wake zone. An expansion - and buffer - especially from jet skis and the like - would help immensely and add to the livability fo the city for all residents. Motorized vessels have pretty much everywhere and are rarely impacted by non motorized. It is the exact opposite for those of us looking for peace and quiet and a nice stretch of wake free paddling. We have one small spot and even then contend with noisy dirty boats. As an aside I paddled the no wake zone recently and was stunned by the amount of camps and trash. I know it's a more complicated topic due to homelessness but it seems to be getting worse.

Testimony is presented without formatting.

Judy Bettencourt

#154347 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have paddled on the river in the area proposed for a no-wake zone from the Hawthorne Bridge south to the Sellwood Bridge for at least the past 10 years. As a steer and till person for Outriggers and Dragon Boats, I have personally experienced difficulty keeping my fellow paddlers safe when boats create wakes, especially jet skis and boats just blasting by not aware or not adhering to basic rules of the waterways and speed around other types of boaters. There have even been days, due to the amount of wakes that it is not safe to take out a paddle boat. We need a safe space for all types of boats and having a no wake zone between the zones where many types of paddle boats launch and paddle is a great compromise. The river health, erosion and wildlife would be additional benefits that will keep Portland welcoming for all types of boaters.

Testimony is presented without formatting.

Alexis Weyers

#154346 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have been rowing with Station L Rowing Club for the last four years. I'm writing in support of the proposal to create a no-wake zone through the South Reach of the Willamette River, from the Steel Bridge to Elk Rock Island. As a rower, I am familiar with the impact that motorized boats have on the ability of non-motorized recreationists to enjoy the river. Because they are designed for speed, the boats we row in are narrow and low to the water. It is not possible to row safely or to row at all in the presence of motorized boats creating heavy wakes. If too much water spills into the boat, it will ruin the entire practice – the boat will be swamped and need to be bailed out just to get it back to the dock. Even worse, the waves created by a heavy wake can flip a boat or break the hull of a boat, dumping rowers into the river. Sometimes a rower can right their boat, climb back in, and continue on their way, but a flipped boat often means the end of practice that day. While extreme outcomes are rare, any time a rower ends up in the river, there is a risk of serious injury or death. Already, to avoid wakes, we limit our use of the river to early mornings and are generally out of the river by 7 am on weekdays and 9:30 am on weekends; we row with coaches in motorized boats nearby; and try to stick to the Holgate Channel as much as possible. Despite those limitations, at times when I have rowed outside the Holgate Channel, even in the early morning, I have experienced many wakes that partially swamped the boat and would have flipped it if I hadn't been in an 8-person boat at the time (the 8-person boats are the largest boats we row – we also row many smaller 4-, 2-, and 1-person boats). From a practical perspective, if your goal is to maximize use and enjoyment of the river by the greatest number of people, it makes the most sense to maximize the use of human-powered watercraft in areas closest to the city and allow motorized boats to operate more freely in parts of the river farther away from densely populated areas. I do not believe that the motorized boat drivers who have waked me have done so out of malice, but their ignorance or indifference is just as dangerous. All it takes to make the river unsafe for rowers, kayakers, canoeists, stand-up paddlers, dragon boaters, or swimmers is one motorized boat driven by an ignorant driver. Currently, due to the COVID-19 crisis, our club is only putting out single-rower boats, which are incredibly easy to flip and thus are confined to the Holgate Channel, which these days is full of small human-powered watercraft of all kinds. To a non-rower, rowing sounds like pure punishment – waking up before dawn, lugging around equipment, to sit on a hard little seat and do hard work, to move a boat that takes incredible concentration just to keep upright, all in the rain, cold, and heat. But we do it and we love it. Creating a no-wake zone through the South Reach will mean that the greatest number of people will be able to get that same enjoyment from the Willamette River.

Testimony is presented without formatting.

Sarah Lewins

#154345 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing to you in support of the extended Slow No Wake Zone. I'm an active user of the river, rowing at least 3 days/week and often 4 from the dock used by Station L. Additionally for the last 3 years I have been a member of the one of the Rose Festival Dragon Boat teams which for 10 weeks meant I was on the Willamette 3 nights/week. I've also been a SUP user on the river. Thus I'm a huge supporter of human powered water craft and have seen our numbers increasing in recent years. I also support the efforts to encourage swimming in the Willamette and have utilized Poet's Beach, in addition to the beaches at Sellwood and by the Hawthorne Bridge. Ensuring the Willamette near these easily accessible areas in essentially our city's front yard is a no wake zone is critical. It keeps the swimmers and human powered boaters safe from power boats and jet skis and helps preserve the fragile riparian areas which are making a comeback along with a myriad of wildlife. Human powered boaters and swimmers way out number power boat users who are able to access other parts of the river further north or south from the downtown core area. Portland is so fortunate to have such great access to our river and keeping it safely useable for large numbers of citizens is critical. Thank you for your consideration.

Testimony is presented without formatting.

Tricia Carey

#154344 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I do not support the no wake zone proposal. It far to large of an area in a central location to make it off limits for recreation and enjoyment of responsible boaters

Testimony is presented without formatting.

Joanna Haney

#154343 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have personal experience of a mishap caused by a motor boat going too fast, and too close, to a 6 person outrigger canoe. I was in a dragon boat in the early evening when the motor boat caused the outrigger canoe to swamp and overturn. The paddlers were in the river and had a difficult time getting their craft righted and getting back in. In fact, our boat picked up 2 or 3 of them and transported them back to their dock. The motorboat driver didn't stop to offer assistance, if he/she even knew what they had caused. I'm in favor of a stronger sheriff's presence on the river, esp. in areas where there are a lot of non-motorized crafts. Thank you for your efforts at making the river safe for all users.

Testimony is presented without formatting.

Jill Metz

#154342 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in strong support of limiting wake boats on the Willamette River in Portland. They are a significant safety hazard to non-motorized craft by creating large wakes in areas where non-motorized craft frequent. As a small boat paddler on the Willamette, I have seen first hand the harsh conditions wake boats create and have caused some of our boats to flip. Furthermore, navigating wakes caused by motorized wake boats causes difficult and frightening conditions for small boat paddlers as well as rowers. Please limit wake boat use on the Willamette so that all users of our river can enjoy it safely.

Testimony is presented without formatting.

John Shigo

#154341 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Wednesday, June 3rd, at 6 in the evening, I set out to scull in a single training scull. I had picked a wider more stable scull being warned that the evening row the water is a lot rougher. I believe I had just gotten south of the Ross Island bridge but still north of the northern tip of Ross Island when a power boat that was stopped just west went from a full stop into an accelerated U turn. This was about 50 the 75 yards from me. I knew a wake was coming so I positioned myself parallel to the wake. Unfortunately about the sixth wave was huge. The wake didn't hesitate to flip the scull. So I hung onto the capsized boat until the coach could come alongside and stabilized my boat so I could get back in. Not a fun experience, especially at my age (71). I think that they were oblivious to what they had done until another sculler, a few hundred yards away and into the side channel, gave them a piece of her mind.

Testimony is presented without formatting.

Jeanne Federovitch

#154340 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My name is Jeanne Federovitch and I am a member of the Wasabi SOAR dragon boat team- a team made up of cancer survivors and supporters. We practice on the river 3x week and I have been paddling with them for almost a year. A no wake zone is crucial for the safety of all river users. I have been on the boat when boats have sped past us, putting us in danger. For all users to truly enjoy the river there must be an area where non motorized users can be assured of safety. Motorized boats are able to make their way to other areas of the river- we have seen it with the Portland Spirit, if a boat that large is able to create no wake and leave dragon boats, crew, outriggers, SUPS, kayaks, and other non motorized options able to safely enjoy the water, then all users can do it. This river is a gift to our city, and it needs to be available to ALL in a safe manner.

Testimony is presented without formatting.

Robin Seifried

#154339 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am on a dragon boat team that practices up to three times a week for most of the year. This testimony is about safety on the river. Just last year, our boat was nearly swamped by wake from other boats several times during the summer. And we have seen other dragon boats get swamped on this stretch of the river. With the ever increasing traffic, it is becoming increasingly unsafe for human powered boats on the river. Please consider making this a no-wake zone to support human powered recreation in this area.

Testimony is presented without formatting.

Dian Chase

#154338 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you for your work on this project. I am writing in support of the no-wake zone proposal on the Willamette from the Hawthorne Bridge to just below the Sellwood Bridge. I live by the river and row on it three or four times per week. Not only would a no wake zone protect our fragile shorelines but it is important for the safety of those who use the river - especially paddlers, rowers and swimmers. I have been in a small craft that has been capsized by a boat whose pilot was watching their wakeboarder and not the river. I feel fortunate that I was not injured. There is simply too much traffic on this stretch of the river to allow excessive speeds and wakes. Thank you for your consideration.

Testimony is presented without formatting.

Meghan Sellars

#154337 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thanks for the opportunity provide written testimony about the South Reach plan. I would like to share my my views regarding the needs of non-motorized boaters and other non-motorized users of the Willamette. Motorized boats that generate artificial waves for “wake dependent” water sports such as wake-boarding and tubing have a variety of negative impacts to the river’s ecology, and to other river users. When someone is in a canoe, kayak, or even other motorized craft these artificial waves/wakes are hard to cross and regularly swamp other craft. I have witnessed this numerous times over the past few years as a rower with Station L Rowing Club and dragon boater with team Castaways. Artificial waves make staying upright in our boats difficult. Frequently, those piloting motorized boats pass too close to human powered craft and the resulting wakes endanger us. It is scary when this happens, knowing there is **nothing** you can do to prevent your boat from flipping or getting swamped. The artificial waves/wakes also have an impact on sensitive nearshore habitats, as well as native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. The water turbulence generated by these artificial waves also harms water quality. Based on impacts to people and the river’s ecology I feel that a "No Wake Zone" needs to be established from the Steel Bridge to Elk Rock Island. Using motorized boats to generate surf waves from a beach to inland waters simply for recreation does not make sense. This issue is being seen all around the United States and it needs to be addressed in Portland. Thank you for your time and responsiveness to this issue.

Testimony is presented without formatting.

Shana Ferguson

#154336 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing to support the proposed no wake zone on the Willamette. I have been an active member of Station L Rowing Club for over 14 years, and I can attest to the need for improved water safety in the area as well as the benefits it would bring to our entire community. On any given day, swimmers, paddle boarders and a wide variety on non motorized boats enjoy the river as a place of beauty and recreation. I cannot tell you how many times motorized pleasure boaters have zoomed past people in what seems to be a blatant disregard for water safety. Perhaps they do not realize the risk of their wakes to others, but they have caused boats to flip or become so waterlogged that it presents a health risk as well as a potential risk to private property. We are so fortunate to have a recreational space for young and old alike ; it will be a true shame if power boats are given more privilege than small craft and swimmers. Our waterways are also host to various houseboats and private docks. Wakes cause damage to private property and disturb the idyllic dream of living near the water. With more than ample room to power boat further down river and in the Columbia, it is essential that we show vision in the development of this stretch of river. Cities are only as good as their ability to protect the land and water on which they grow. We live in a region that has such an abundance of beauty that it is easy to forget that the river that flows right through the city is as deserving of sanctuary as any other.

Testimony is presented without formatting.

Carolyn Choi

#154335 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have only been a dragonboat paddler for a bit over a year, and yet have come to view the river as a remarkable place for recreation. I have lived in Portland for almost 15 years, and had mostly seen the river from above, crossing over a bridge, or walking along its shores. But, now that I know what it's like to be inside of it, viewing the shore, it's a whole different view. I'd like to voice my support for having a no-wake zone from the Hawthorne to Sellwood Bridges. In my one short summer season on the water, I understand what the difference is between boat operators who watch out for one another, and those who don't. I have witnessed the jet boat operators slow down, and make wide circles around dragonboats, and I have also seen speedboat operators who not only speed up to pass us but also sometimes move closer to us, or pass too close to us, in front or behind. I have seen the Portland Spirit make its way carefully near us, so I know it can be done. It is not necessary for powerful fast boats to move quickly near non-motorized boats. We take up a short stretch of the river, they can have the rest of it. Last summer, our visually impaired paddlers boat was swamped by a motorized boat, who did not even have the decency to turn around and help when all 20 paddlers were dumped into the river. We are willing to share the river. We are just asking that they slow down during this small stretch of the river, not be banned from it completely.

Testimony is presented without formatting.

Jeff Krueger

#154334 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a 22 year resident of Portland who enjoys the opportunity to dragon boat and row on the Willamette River, having done so for about a dozen years. Having a safe wake free environment in which to do these activities is extremely important to me and many other people. I encourage the river plan to include strong wake free policies to protect these opportunities, my life and the lives of others who boat in human powered crafts in this area. Respectfully, Jeffrey M. Krueger

Testimony is presented without formatting.

Lydia Smith

#154333 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I would like to amend my previous testimony. I had earlier urged the committee to make a no wake zone from the Hawthorne Bridge to the Waverly Golf course, but in reading other's testimonies - I would like to amend it and urge the committee to have the zone be from the Steel Bridge to Elk Island - that is where the most non-motorized users are. Motorized boats can easily take 5-10 minutes to get out of that zone - those of us in kayaks or similar can not easily get out of their way.

Testimony is presented without formatting.

Lori Laws

#154332 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I use this area of the river and shoreline 3-4 times a week for exercise both in a small human powered boat- outrigger or kayak, and on a bike or walking on the trails. I have watched the wildlife on the river diminish as the shores erode due to wake activity. I have witnessed the river filling with boaters who no longer want to pay moorage fees, effectively blocking a lot of navigable river so that speeding boats have fewer options and have come closer and closer to us even if we are close to shore. The situation is getting worse and the wake board boats are insane. It make what used to be a peaceful wildlife filled outing into a scary tense journey. More and more we get up early to be on the water before the ski and wake board boats. Also the boat sales and renting outfit Polaris is a nuisance renting jet skis to people who don't know the rules of the no wake zone and do not follow them. I DOUBT they are in compliance with the law as their dock has expanded and expanded shading out more and more of the river bottom for predator species. All in all the situation is a disaster getting worse and something has to be done to stop it. Your new plan would be a step in the right direction if you limit the speed and the areas wake boats can use.

Testimony is presented without formatting.

Jennifer Radtke

#154331 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I would like to add my voice to the number of concerned paddlers and rowers in support of extending the "No Wake" zone on the Willamette River. I have only been paddling for 3 years. As a desert native, my water experience was very limited and anxiety somewhat high when I joined the dragonboat team, but our coaches and steers give us confidence in our boat and educate us to stay safe. Had I been a brand new paddler last year, I would have been discouraged to continue. While I have not experienced a capsize, we have been swamped due to speed boat wakes, and other teams within our club have capsized. When swamped, paddlers who would normally help propel us through rough water to safety must begin the frantic task of bailing water to keep us afloat and out of capsize danger. Depending on your location, wakes bounce off the shore and hit a second time. Last summer, in particular, the number of boats and the wakes they created made it difficult and dangerous to even load our 3 boats of 22 paddlers each and safely get away from the dock. I know we had at least one practice end within 30 minutes due to the endless onslaught of wakes as we headed toward Ross Island. We thank our coaches and steers for protecting us, but it has become too great a responsibility over something they/we cannot control, as the numbers of wake producing boats increase. I hope that changes can be made to make the river safer and everyone more aware of the responsibilities of sharing the river. Thank you.

Testimony is presented without formatting.

LOIS MELINA

#154330 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing in support of a Slow-no-Wake Zone between the Hawthorne Bridge and the northern border of Waverley Country Club. I believe this is a fair distribution of the incredible resource we have in the Willamette River between power boats and human-powered craft. This is a safety issue, an equity issue, and an access issue. Safety I am a sculler and a kayaker. My husband is a kayaker. My daughter is a swimmer who sometimes swims in the river (in a group, with a visible swimmer's buoy attached). We have all experienced not only the nuisance of boats going at high speeds, but the danger. I was in a single sculling shell earlier this year when a boater--already going fast enough for me to be concerned, pulled up alongside me and gunned his motor. I have rowing friends whose boat was capsized by a power boat (they were aided by a nearby Dragon boat crew). I'm not sure that power boaters realize how easily rowing shells and kayaks can capsize--from water thrown into their boats or from the wake. Once in the water, we face the risk of hypothermia at certain times of the year as well as being even more vulnerable to watercraft. Equity Power boats and human-powered boats can co-exist on the river as long as there are slow or no wakes. My experience trying to request boaters to slow down has been mixed. Some are polite and respectful, but others, perhaps fueled by alcohol and power, seem to think it's funny to scare me. For jet skis and ski boats--the area north of the Hawthorne Bridge respects their need for speed. Designating a Slow-no-Wake Zone south of the Hawthorne respects the need of human-powered craft for safety. Access If human-powered craft are not safe, if power boats control the river, then many people who could enjoy the river will choose not to. This is unnecessary when there's a compromise available. Thank you, Lois Melina

Testimony is presented without formatting.

Darby Collins

#154329 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners, I recently received the City of Portland's announcement that the Portland Planning and Sustainability Commission (PSC) will be taking testimony on recreational activities, regarding recreational boating and wake regulation. As a boater, kayaker and lover of the Willamette River, I am writing you to urge you to establish a Slow No Wake Zone on the Willamette River from the Steel Bridge to Elk Rock Island. The time is now to address this issue and save the river for future generations. We must protect our incredible Willamette River and all who recreate on it from these large and dangerous Wake Surf boats that are damaging the river and threatening non-motorized activity in the river. Establishing this zone to reduce wake action in this stretch of the river would protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property. Every year these boats keep getting bigger and bigger. They are being engineered to generate large artificial surf for a select and very loud group of boat owners. Financed by the boating industry, they keep trying to tell us these boats don't do any damage. That is just FALSE. The artificial waves created from these boats impact sensitive nearshore habitat fish found in the Willamette River. This was outlined in a letter in January from NOAA Fisheries to the Oregon State Marine Board (OSMB). Unfortunately, the OSMB has done nothing to date to address this issue. Every summer we see increases in unnatural turbidity in the Willamette River. Renown scientists have testified to these problems before the Oregon State Legislature. These boats are the bullies of the water. They are huge and threaten swimmers, kayakers, other non-motorized activity and property. Every year we see more and more close calls. Frankly, we are extremely lucky no one has been severely injured or died due to this activity. For these reasons, I respectfully ask the Portland Planning and Sustainability Commission to act now and protect the Willamette River and those who live and recreate on it. Thank you for your work on the visionary South Reach Plan. Sincerely Darby Collins President, Willamette Greenway Alliance
12130 SW Riverview Lane Wilsonville Oregon

Testimony is presented without formatting.

Anita A Lustenberger

#154328 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners, The River Plan South Reach has no mention of the anticipated costs to be borne by the city and tax payers. There will definitely be costs for Maintenance, for Enforcement, and for Safety. And of course, for the inevitable Unanticipated Consequences. For instance, the root system of a tree may cover twice the circumference of the canopy. The planting densities require a tree, depending on size, be planted every 100/200/300 sq. ft. of sub-area--much denser than at present. The pavings near the trees that currently exist have heaves and cracks from growth of roots below. They have been repaired—or replaced—many times. The city Parks budget, recently decreased, will need to be enlarged to reflect the ever increasing number and costs of repairs required to protect the safety of pedestrians and cyclists. The creation of a no-wake-zone from the Hawthorne to Sellwood bridges would require extensive policing by the city. An unenforced regulation is worse than none because it adds to disrespect for that law and thence all laws. Even creating some sort of electronic surveillance, perched, say, atop the federal navigation posts and private marina docks, would cost the city money not found in the current Police budget. (And does no-wake apply to the float planes that occasionally use that stretch?) In sum, how will the no-wake policy be enforced and how will it be paid for? The safety of the public does not seem to be important as it should be. We have had accidents along the path that might have been prevented with better sight lines, and accidents will worsen with the encroachment of trees and unrestrained growth along the path. Recent problems with homeless living in the current growth have been well handled by the Police, who are understaffed for controlling the increased problem arising from more hidey places in the woods. We do not want another \$1,000,000. lawsuit such as the one in 2017 by the couple who was attacked at Poet's Beach. The 1985 plan needs updating and the early River Plan had sensible ideas. Each aspect of the River Plan should be required to include the anticipated costs to the city.

Testimony is presented without formatting.

Lydia Smith

#154327 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Commissioners, I recently received the City of Portland's announcement informing me that the Portland Planning and Sustainability Commission (PSC) will be taking testimony on recreational activities, specifically mentioned regarding recreational boating and wake regulation. As a floating home owner, kayaker, paddleboarder and swimmer I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established between the Hawthorne Bridge and the Waverly Marina. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property. I have lived at the Portland Rowing Club for 11 years and the last several years have been truly horrendous in the summer. (after the bridge was finished and the no wake zone went away) The wake boats speed by disregarding the huge sign I put up (Big Wakes Damage our Homes). I have spent over \$5000 repairing damages from the wake boats. Once the waves were so big that my swim float flew up out of the water and kicked out a column holding up my roof. I cannot find someone to work on my swim float because the contractors that I have found say the waves are too big. Also it is extremely dangerous - occasionally I have friends over that have children and when a wake boat goes by - I have to make sure they are either out of the water or far enough away from my deck so they won't hit it with their heads. We have been told to get the id numbers of boats that cause damage to our homes, but the problem is that by the time the wakes hit, the boat is so far away you can barely see it. The wake boaters are oblivious to the damage they incur and one of my neighbors once pointed it out to a boater and was told that we just needed to figure out how to build our houses so they can weather huge waves. I am dumbfounded how this is allowed to happen. Imagine a scenario where a trucker is allowed to go any speed they want down a heavily populated street with children playing, people on bikes and folks walking and to add insult to injury often they are blasting music and they have a case of beer in back and drink with impunity. There is next to no police presence on the river. My understanding is Lake Oswego outlawed these boats - so shouldn't there be some limit on where they can be on the Willamette - hopefully out of places that are densely populated and have floating home communities. It is just a matter of time before someone gets seriously hurt or dies and I so hope you will do something to protect the environment, the property and the lives of people that just want to peacefully enjoy the river. I urge

you not to bow to the lobbyists that have deep pockets to sway your opinion. The majority of folk that are either living or enjoying the river can't afford \$150,000-\$200,000 wake boats. My best guess for every wakeboat there are at least 20 people in the water either swimming, paddling or floating not to mention the moorages and marinas that get beat up consistently by the huge waves. It is crucial that the no wake zone go all the way up to the Southern tip of the Waverly Marina as that would include not only that marina but 17 floating homes at the Portland Rowing Club. We have a great number of rowers, stand up paddlers and swimmers that spend time in this area. Respectfully,

Testimony is presented without formatting.

oscar SCHERER

#154326 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I cannot use my SUP (stand up paddle board) when the huge wakes are created by speed boats..Certainly people can slow to prevent wakes so everybody can use the river

Testimony is presented without formatting.

Katherine Criswell

#154325 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am the current President of the Board of Directors for Wasabi Paddling Club. Wasabi membership is in excess of 300 paddlers. Wasabi provides competitive and recreation access to the Willamette River for many in Portland's paddling community. I am particularly proud that Wasabi provides this access to individuals who might otherwise not be able to enjoy the river in this way. Our programs within the club offer access to visually impaired paddlers, Special Olympics athletes, youth, senior groups, and cancer survivors in addition to our other age based competitive teams. We represent Portland nationally and internationally in paddling sports including dragon boat paddling and Outrigger canoeing. I have been a member of the club for 12 years. In the last 2-3 years the risk that paddling represents to our membership that is related to carelessly and thoughtlessly operated motorized craft (and most specifically wake boats) has placed all of our paddlers in danger on the river but especially some of our specialty teams. Most disturbing has been the behavior of some motorized craft operators who intentionally swamp or capsize personal human powered watercraft, offer no assistance, and find humor in putting the lives of others in jeopardy. Our visually impaired team has been intentionally capsized and left without assistance – all paddlers ending up in the river. Many other crews have been capsized, swamped, threatened or harassed by motorized craft drivers and riders. We have attempted to capture license numbers and photos and submit to the river patrol but their capacity for enforcement is limited at best. No lives have been lost but some club members are frightened to return to the river. I sincerely believe that it is just a matter of time until we do have a life ending injury or drowning as a result of the dangers caused by wake boats and high speed motorized craft. Given that we are highly aware of this possibility and still nothing has been done to mitigate this danger, is concerning. The river is a treasure for this city. Other cities with similar river access have made rules that keep the river safe and accessible for all users as well as those living in floating homes, those enjoying personal human powered water craft, and swimmers. The River Plan/South Reach Proposal creates a significantly safer river for all of us to enjoy. Especially in our increasingly populated urban area along the river in the proposed reach region included in the proposal, this is a significant step toward livability and safety for our city. I am pleased that the coalitions of groups who support access, livability and our ecology have been able to come together to move this forward. Katherine Criswell President, Wasabi Paddling Club

Testimony is presented without formatting.

Dale Ritter

#154324 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Now is the time for action! Do not let this opportunity go by without ensuring the livability of the Willamette River for many years to come. Now is the perfect time to restrict motor boat traffic on the Willamette River and Halsey channel. This is your opportunity to protect the environment, wildlife and the environment and ensure safe travel for all. However, this plan will fall into misuse if funds are not budgeted to ensure proper enforcement of this zone. Be sure to include this important provision in your vote. Thank you for your service and time.

Testimony is presented without formatting.

Charlotte Copp

#154323 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Portland Planning and Sustainability Commission, I am writing to you to advocate for the extension of the No Wake Zones on the Willamette. I believe that creating a larger no wake zone will make the Willamette more accessible to those who do not have power boats. As you may know, the section of the Willamette between Elk Rock Island and the Steel Bridge are high use areas for non-motorized watercraft like rowing shells, dragon boats, kayaks, sailboats, SUPs, and canoes. There is a major safety liability in this area when motorized watercraft are going above an appropriate speed limit and creating artificial wakes. Large wakes and reckless drivers can destroy equipment, ruins the experiences of being outside on the river, and be dangerous for the human body. I am a rower with Station L Rowing Club, and in college, I was a rower for Lewis & Clark College. These two clubs both have their boathouses in this section of the river and I have seen the damage that excessive speeds while driving and artificial waking can do our equipment, the shoreline, and to the experiences of the boats that I am in. Just a few months ago, I was launching off of the Station L dock, located right next to the Ross Island Bridge and was waked by a boat creating artificial wakes that was out in the middle of the river. I was sitting in my boat about to launch when I saw the wake approach and I thought, If I pushed off the dock and tried to row away from the dock, I risk being slammed back into it because of this wake, which would break my equipment and potentially hurt me. So I waited and held onto the dock and as the wake crashed into me, I nearly broke my hand in between the boat and the dock, and I heard the carbon fiber of the boat crack as it hit the dock with the power that was generated by this wake. so either way, I was physically hurt and my equipment was left off worse because of it. This incident left lacerations, bruising that lasted for a week, and I have the literal scars and pictures to prove it. These types of wakes are unacceptable and the creators of these wakes cannot be held accountable because they have no awareness of what their boat is generating. There are far more non-motorized watercraft on the Willamette than there are power boaters, and it very true that one power boater can negatively effect the experience of dozens of people in an instant. That doesn't sound very fair to me. Extending the No Wake Zone from Elk Rock Island to the Steel Bridge would lessen the risks of the Willamette River, this would then make it more accessible and enjoyable for the people of Portland and beyond. Thanks for your time, Charlotte

Testimony is presented without formatting.





Theodore Wiesehan

#154322 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a SE Portland resident and avid canoer/kayaker, I was delighted to hear of this plan for protecting our resources and expanding opportunities for recreation. I frequently kayak this section of river, usually from near the Sellwood Bridge, up around Ross Island and back. I would like to bring my wife and two small children in our canoe, but the large tour boats that buzz this section of river and the large wakes they leave make me nervous bringing young children on the water. The wake-free zone will create opportunities for Portlanders of all ages to interact with our river and riparian wildlife in our own backyard, rather than having to worry about dodging jetboats catering to tourists from out of town or state. Additionally, I support the increased protection and restoration of riparian habitat. From the destruction of Ross Island due to decades of heavy equipment storage and dredging, to the illegal camping and dumping along the shoreline, our city has much room for improvement along this stretch of river. Thank you

Testimony is presented without formatting.

Nicole Burdette

#154321 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am 71 years old and grew up in a motor-boating family. We fished in the ocean, rivers, and lakes, and water skied. I started driving motor boats at 10 years old, learning not just driving skills, but also the responsibilities that came with boating privileges—share the water, watch out for other crafts of all kinds, help others on the water, leave the place cleaner than you found it. In the last 20 years I have been more of a human-powered boater—paddling kayaks, canoes, outriggers, dragonboats, and paddle boards. I have become increasingly concerned that the rules of water play I learned are no longer observed, especially by the new motorboat contingent. A couple of summers ago, my team was paddling out to the Holgate Channel when we observed a scull that was overturned in the water. We paddled over to help. The rowers were in the water, attempting to recover their craft and equipment. We aided them, took on a couple of rowers into our boat, and escorted the rowers back to the dock. The entire time, the wake boaters who had caused the capsize with their boat sat in it watching, neither offering help nor even asking if the rowers were ok. A while later, again paddling out to the Holgate, we found one of our teams, the visually impaired team, just recovering from a capsize, also caused by a wakeboat. We helped them recover their paddles, but the wakeboat itself was long gone. Since then I have heard from other groups about their own capsizes caused by these boats. The consensus seems to be that the wakes are not only much bigger than those caused by typical motorboats, but there is more turbulence within the wake that makes it hard for a smaller craft to ride it out. They get turned sideways into the swale and are picked up and rolled over. If a longer boat like a scull rides it head-on, it seems to snap between the wakes. Adding to this is the seeming indifference of the drivers. However, and I have to say this, I think human-powered boats also need to be better educated about sharing the water. I have noticed many canoes, paddle boards, and even Dragonboats advancing up the middle of the channel instead of keeping to the side. Yes, they do have the right to do it, but I don't think it's a good idea. Motor boats are faster and they throw a wake. They need room to turn. If a small craft is in the channel and a motorboat is on the same water, they are forced to go between the shallows and the paddler, which doesn't leave enough room. I support the new plan which limits wakes in higher use areas. I would add to that more education for all boaters that teaches how best to share the water and keep us all safe.

Testimony is presented without formatting.

Marlon Bump

#154320 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please consider a no wake zone between the Hawthorne Br to Marquam Bridge . Thousands of paddlers are coming out of RiverPlace Marina and most of them are elderly. We have had numerous paddlers dumped in the river. I am in favor of a wakeboard zone North of the Hawthorne Br to the Columbia. Regards, Marlon Bump Harbormaster, RiverPlace Marina

Testimony is presented without formatting.

Lynn Davis

#154319 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been paddling the Willamette River in Portland for years in kayaks, outrigger canoes, and dragon boats. More and more people are getting out and enjoying the river in human powered crafts. There are more people out swimming in the river. Also in recent years there has been an increase in wake boating that has created unsafe conditions to paddle or swim in. There are numerous reports of the types of problems created by wake boats. I am completely in favor of the South Reach plan.

Testimony is presented without formatting.

Lori Jensen

#154318 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have been rowing on the Willamette River in a single rowing shell since 1993. I have continually kept my shell at Riverplace Marina since 1993. I also participate in team boats with Station L Rowing club. My primary concern for having a no wake zone is for safety reasons. I have personally feared for my life as uncaring wake board boats and other large motor boats create huge wakes within 50-100 feet of me. Not all boaters are that dangerous, but there are enough of them to constantly churn the river with their boats passing by ridiculously close with disregard of the unsafe conditions they are creating. In the years since I have been rowing, there has been a steady increase in the number of human powered craft on the river, this includes outrigger canoes, kayaks, dragon boats, stand up paddle boarders. It's been a welcome increase with this type of boat traffic as we coexist on the river nicely. We have also had a big increase in the number of swimmers in the river which is also great to see. We can have a hundred human powered craft out there with little impact to each other or the environment. All it takes is one wakeboarder to ruin it for everyone with their dangerous and disturbing wakes. The wakes can also make it difficult or impossible to dock. I have also seen the damage wakes cause to moorage property and docks and the erosion impact to the shore. Thank you for your work in looking into creating a no wake zone. It's needed and would be a welcome relief. I believe that doing this will increase the usage on the river. More swimmers, rowing, kayaking, SUP's, outriggers, etc.

Testimony is presented without formatting.

Natalie Gaston

#154317 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a dragon boater who practices on the river 3 days a week. Last summer we were nearly hit by a boat going too fast and not paying attention. This was only one instance out of many. It was only by the skill of our steer that we did not capsize a boat full of breast cancer survivors which would have been even worse if we would have been hit. On numerous occasions we have almost capsized. And I understand at least 2 other boats did capsize last year. People drive too fast and too close to the non-motorized vehicles on the water. I saw a sheriff out there once all summer. If there isn't going to be any patrol to enforce the reckless boats then please make the area a no-wake zone for the safety of non-motorized boats.

Testimony is presented without formatting.

Mary Peters

#154316 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Our son Devin Peters was rowing an 8 person when a 7-foot wake created by a high energy wake boat slammed down on the boat and broke it in two. This sent all the teenagers tumbling into the Willamette. A second boat was waked out. 18 teenagers (2 coxswains and 16 rowers) had to swim 200 meters with the shell to shore. The launch boat was able bring in four athletes while the rest swam to shore. The perpetrator did NOT even stop to find out if any of the kids were injured; that person sped south down the Willamette so that he wouldn't be caught.

Testimony is presented without formatting.

Trudi Traister

#154315 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a dedicated paddler for dragon boats and outrigger canoes in addition to swimming and paddle boarding on the Willamette, my personal safety and that of other river I users is crucial. Fast boats and other craft are really fun, but that speed comes with a cost and it shouldn't be the safety of others on the River. While paddling I have experienced speed boats and jet skis run straight at us in a pretend (I hope) game of chicken. Hilarious, right? Boaters and others out to party or just go fast simply can't and don't pay enough attention to their surroundings. Again, I get it, that's really fun, but you aren't the only one on the river. I ask you to extend the slow/no wake zone so the river can be safely enjoyed by everyone, not just those who use motors. We love to see cranes, eagles, deer and other creatures here in the city. Loud boats frighten and endanger wildlife as well as vulnerable swimmers and paddlers. Please extend the zone for their safety and ours.

Testimony is presented without formatting.

Michael Petereson

#154314 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please count my vote toward creating a No Wake zone from the Hawthorne to the Sellwood Bridges. This does not restrict powered craft from using the area, it just limits the damage that they can do while passing through. Powered craft have the entire rest of the Willamette to race up and down. Allow this small stretch of quiet water to welcome Oregonians and visitors when they come for recreation and entertainment.

Testimony is presented without formatting.

Laura Freeman

#154313 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am the Club Secretary for Wasabi Paddling Club. I paddle and steer both the dragon boats and outriggers. Additionally, I steer in the annual Rose Festival dragon boat practices and races. As a Portlander who grew up in the Willamette Sailing Club and a member of Wasabi since 2015, I can recount countless times I have felt at risk in the section of the Willamette currently under review. As a sailor, I have had jet boats circle me purposefully so waves were coming in from all directions, and have had multiple times passing boaters gesture to 'just get out of the way'. As a paddler in a dragon boat, we have almost flipped over and been swamped multiple times. There have been times we just quit practice because the wake caused by the high power boats are so intense we can't have productive practices. Once while steering, I had to beach the dragon boat to wait for the wake to subside so we could safely return to the dock. Even then, the waves concussing the shore were dramatic. I am fearful we are approaching a 'tipping point' where something dramatic will occur. While I completely feel for the power boaters to have a space on the river, there is a lack of understanding of how defenseless non-motorized boaters are in the face of high, and unpredictable waves. Once swamped, our dragon boats and outriggers are even more at risk to capsize. The capsize of a dragon boat can put up to 22 persons in the water. As a steers, it is a constant concern to try and figure where the jet skiers will circle, and the path skiers will take to not collide. While some of this behavior is from a few uneducated persons driving motorized boats, much of the activity is due to the sheer number and variety of boaters actively sharing the same piece of the River. River patrols dramatically help as will boater education. Postings of speed and non-wake zones will vastly calm down the situation. From the conversations I have had and insights I have learned, the South Reach Plan best addresses these concerns.

Testimony is presented without formatting.

Bonnie Bruce

#154312 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I understand the Bureau of Planning and Sustainability has plans to create a No Wake Zone between the Hawthorne and Sellwood Bridges. I am 100% in support of that action. I am a rower who has been rowing that stretch of water for over thirty years. Creating a No Wake Zone would protect the safety of marine wildlife, all non motorized boats and the fragile environmental system at the river's edge. PLEASE put this plan in motion. Please.

Testimony is presented without formatting.

Brian Craft

#154311 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I've spent time enjoying the Willamette South Reach by kayak and other human-powered watercraft. I stand with other watercraft users, houseboat owners, and those concerned with the natural habitats of the area that there need to be limitations on wake boats in the Willamette South Reach. They create big safety hazards to other folks on the river, often appearing far too quickly and with too significant of wake to safely stay afloat in human-powered watercraft. They often swamp and capsize smaller craft. Our river must be shared for all but first it must be safe for all. Wake boats in particular create hazardous conditions on the river, forcing rowing and paddling clubs to cancel practices, putting individual kayakers like me in constant danger, causing repeated damage to those living along the river, and create conditions that adversely affect the goals of reintroducing wildlife and wild areas along the Willamette River. Please ensure the safety of all with limitations on wake boats in the South Reach.

Testimony is presented without formatting.

Tom Crowder

#154310 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As Race Director and coach of several teams and the Head Coach for the Golden Dragons I have very real concerns about safety on the river for paddle and rowing sports. The wake board boats are an unsafe addition to the river around those craft used for paddle sports and rowing sports. There have been several incidents so far and there will be many for if there are not some form of separation wake board boats from paddle and rowing sports. Our organization fully supports the plan put forth in the River Plan/South Reach proposal.

Testimony is presented without formatting.

Sharon Wynde

#154309 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I use the river as a human powered kayaker and dragon boater. Powered watercraft make wakes, which are a safety issue. Many human powered craft have been swamped or overturned by these artificially enhanced wakes, which is dangerous. Hundreds of people use human powered watercraft on the downtown stretch of the river on a daily basis. These individuals deserve the opportunity to use the river in the downtown section between the Steel Bridge and Elk Rock Island without experiencing enhanced wakes. I strongly urge you to establish a Slow No Wake Zone between the Steel Bridge and Elk Rock Island. Thank You, Sharon Wynde

Testimony is presented without formatting.

Scott Smith

#154308 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

This "No Wake Zone" proposal is a classic overreaction, if not a pandering to a few. If it's the wake you're concerned about, kill the wake boarding. They're the culprits, not the overwhelming majority of boats who cause minimal wake. If it's fear these paddlers have that has generated this proposal, why should the rest of us who follow safe boating practices suffer for that? We're already required to watch out for them--they should do the same. This is needless Nanny State nonsense!

Testimony is presented without formatting.

Kate Kauffman

#154307 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a coach, steersperson, and paddler for Wasabi Paddling Club. On two occasions 2 years ago, I was steering a dragonboat at an weekday evening practice. The first instance I was in the main Holgate Channel near Ross Island when several wake boats drove by us. I made the decision to go with the wake rather than into it as an attempt to minimize risk of swamping. However, we fully swamped and the boat filled halfway up with water. The torque in the boat was so great that it took all my power to hold the boat on line, but I was very nearly pushed overboard by the steering arm. Had a smaller person with less body mass been in that position, I'm sure they would have gone overboard. A swamped boat without a steersperson would quickly turn so that it was parallel with wake sets, which would have meant imminent capsize of 21 people. The second instance I was approaching the Tillikum bridge from the south. I always go between the shore and the East pilon to stay out of the main boat traffic area. However, a confluence of 3 boats--1 or 2 of which appeared to be rented from the nearby Skidoo shop--went under that area in 3 different directions, making wake that were coming at my dragonboat from 3 sides. I had to make a split second decision to have my paddlers stop paddling and brace the boat so we wouldn't capsize. We still took on water due to the high wakes. While I am a lover of extreme sports, many paddlers in dragonboating are not strong swimmers, have fear of the water, are battling PTSD which can easily be triggered in out-of-control situations, or are blind, disabled, or older than 60. The amount of challenging and scary river conditions we have endured in the last 5 years is significantly more than any years I can recall--and I have been paddling since 2006. Wake boats create a significantly more dangerous experience on the water, and I advocate for the proposed no-wake zone throughout the Willamette River.

Testimony is presented without formatting.

Nigel Arkell

#154306 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a member of the Wasabi paddling club and active dragon boat paddler. In more normal times our team practices on this stretch of the Willamette River three times a week. I am concerned about safety on the river. Wakes from powered river craft, particularly those pulling wake boarders, present a significant safety hazard to human powered boats. There have been two incidents where our team has had to assist individuals thrown into the river by power boat waves- on June 12, 2018 a four person rowing shell was swamped and in July 10, 2018 a dragon boat paddled by our Visually Impaired Team was capsized. I believe the Slow-No-Wake zone as proposed will significantly improve safety on the river. My hope is that it will be implemented and funding of law enforcement approved before someone is drowned.

Testimony is presented without formatting.

Susan Roth

#154305 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have paddled both dragon boat and outrigger canoe in Portland since 2005. I am commonly on the water 2-5 times a week year around. The frequent high speed boat traffic is often a problem, and many times directions must be changed and boats bailed to avoid near disaster. This past December 16 was a perfect example. I was paddling with a group on outrigger canoe on a Sunday afternoon. We were heading back to the dock. We were near the west shore between the Marquam and Tillicum Bridges when two boats passed by in quick succession. The wakes they created flipped our boat before we even had a chance to see it coming. the culprits were of course long gone by that time. Now we had a very dangerous situation of 6 paddlers in the 45 degree water. We needed to right our canoe (this is a long 450 pound boat by the way) and get in before one of us began to suffer serious hypothermia. Fortunately we were well trained and able to perform this task, but I never expected to have to recover from a COLD WATER huli. These episodes and near episodes happen frequently on the river, and can put paddlers life at risk. I understand that motorized boaters wish to have their fun as well, but I have observed jet ski's and wake surfers and speed boats create near misses on more occasions than I can count. I would only ask that there be designated places where certain rules must be observed such that all boaters are able to enjoy this wonderful resource of the Willamette River safely.

Testimony is presented without formatting.

Daniela Brod

#154304 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Commissioners, I recently heard that the Portland Planning and Sustainability Commission (PSC) will be taking testimony on recreational activities on the Willamette River as part of their planning for the South Reach of the Willamette. I heard that the PSC is specifically looking for additional information regarding recreational boating. I often stand up paddle board near Ross Island with my two children – ages 10 and 15. As a stand up paddler, I ask that the PSC take my concerns into account as well as that of those who recreate with motorized craft. I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established, at a minimum, between the Hawthorne and Sellwood Bridges. Establishing such a zone in this stretch of the river would provide a much-needed zone of respite for canoeists, kayakers, stand up paddlers, and swimmers - respite from unrelenting wave-jostling, engine noise, and unsafe speeds which characterize much of the urban Willamette on warm and sunny days. A Slow/No Wake Zone is important for human health and safety. I stand up paddle board for my physical and mental health. The mental health benefits are cancelled if my paddle boarding journey is one of mere survival through the next set of waves or if my ears are subject to relentless sounds of revving engines. In addition, I have witnessed many close calls where speeding boats zipped dangerously close to a swimmer or capsized canoer in the water. While we can't expect to erase these interactions entirely, I feel it is more than reasonable to provide one place on the river where the non-motorized recreationalist can feel safe and unbattered. In addition, I have seen eroded banks that span for miles. Additional sediment load and turbulent shorelines are not good for the river's ecology, and protection of endangered fish. To back up my point, the National Marine Fisheries Service has advised the Marine Board that noise and wave actions are frequently a threat to juvenile salmon and steelhead and that they expect that wake sports are likely to have a significant adverse impact on those listed species and their critical habitats. Sincerely, Daniela Brod, SW Portland

Testimony is presented without formatting.

Wendy Buckham

#154303 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a member of the Wasabi paddling club who uses the Willamette South Reach regularly with dragon boats. I also paddle the area regularly in my personal kayak. I believe there need to be limitations on wake boats. They create a safety hazard to human powered craft on the river. They can appear quickly and if they get too close to other boats the series huge wakes can easily capsize smaller boats. I have experienced this first hand. I was in a dragon boat last summer that was capsized by a wake boat that passed too close. In the blink of an eye twenty two paddlers were thrown into the river. Not only did the wake boat produce a dangerous wake in a no wake zone, but then proceeded to watch us from a safe distance. There was no offer of help and no offer of apology. Fortunately, an OC6 was nearby and immediately came over to offer assistance. There were no injuries that morning but the potential for injury in this scenario is very high. Should an injury or drowning be the catalyst to pass limitations that are enforced? I feel we need to pass enforceable limitations before tragedy strikes.

Testimony is presented without formatting.

Anita Stacey

#154302 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I have been paddling on the stretch of the Willamette River between the Hawthorne and Sellwood bridges for 15 years. In the past 5 years, the amount of wake caused by power boats have caused the swamping of two dragon boats I was on and other several dangerous encounters. These were the result of wake from more than one power boat when encountering our human-powered craft. I believe the river should be accessible to both engine powered and human powered crafts. However, there has been an increase in the excessive speeds and wake by engine powered crafts to the detriment of human powered craft. I know that on a nice day it's not as safe for me to paddle because there aren't controls that allow equal access to the river. I'm pretty sure power boat operators do not have to make the same safety considerations when the sun is out and the river is calling. I believe establishing a no-wake zone in the area between the Hawthorne and Sellwood bridges can create a safer space on the river which creates equal access for all. All powered craft can access the space, it simply would require lower speeds for the engine-powered crafts in this section.

Testimony is presented without formatting.

Norm Birch

#154301 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Hello, my name is Norm Birch. I am a healthy, fit 64-year-old with years of both kayak and paddleboard experience. On the afternoon of Friday, June 19, 2020, my wife and I were paddleboarding along the South Waterfront. The river that day was calm until several jet-skis and a pair of wakeboard boats turned the river into a waterway filled with choppy, erratic wakes and 4-foot swells. My wife found herself on all fours, clinging to her paddleboard to avoid being tossed into the river while I, being unable to maintain balance, fell hard and injured my tailbone where it struck the board. I am still sore and limping three days later. While we were on the river, we saw several single shells rowed by teenaged members of the Rose City Rowing Club dealing with the same turbulent conditions. This is absolutely unacceptable and it shouldn't take until someone is seriously injured or killed before the City of Portland enacts and enforces a no-wake zone along the Willamette Waterfront.

Testimony is presented without formatting.

NANCY NEWELL

#154300 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a member of Wasabi and I paddle dragon boats with Wasabi VIP, a visually impaired team. I also am a recreational paddler with a Wasabi OC-6 (outrigger canoe) group. While paddling with Wasabi VIP we were capsized by high-energy waves from a wake boat on a sunny summer day in 2018 on the east side of the Willamette River between the Ross Island and Tilikum bridges. Fortunately, none of our 20 paddlers including about 10 visually impaired team-mates were injured. One of the paddlers, my son, was also on the boat. He is a very experienced paddler and paddles with a Rose Festival team and often paddles with VIP. He also experiences disability (autism) and the capsizing in 2018 is something he is still working through. As well, many of my fellow paddlers are still dealing with the trauma. We were very lucky that the river temperature was high and there was good visibility. You should also know that all of our paddlers are required and do wear vest style PFDs. Our tillers have years of experience and on that day our tiller was one of the clubs' most experienced, with a couple of decades of tilling experience. Our first-hand experience points to the importance of making this stretch of the Willamette River safe for the entire boating community. Since that 2018 day we have experienced many other times where we have had to change our practice route and even return early due to wake boats not observing basic rules and sometimes appearing to intentionally cut too close. When a wake boat is in full power the driver of the boat cannot see low watercraft which means that it is just a matter of time until a non-motorized boat is hit. Changing conditions warrant changing the rules. Over the past several years there has been a dramatic increase in non-motorized boat use of the Willamette River in Portland. In the same timeframe, there has been an increase in wake boats that create large waves for the recreational pleasure of wave surfing. These two uses are not compatible in the congested setting of this stretch of the Willamette River, and lead to undue risk to the non-motorized boating community. The rules need to protect the greatest number of people. In this reach of the river, the balance of hundreds of people per day engaged in non-motorized activities must be weighed against a small number but highly impactful wake surfers. I understand it the OSMB and not the City of Portland that handles rulemaking on boating safety. I support the City to encourage OSMB in extending the slow/no-wake zone currently in place from the southern ½ of the Holgate Channel to include the entire Willamette River between the Sellwood and Hawthorne bridges.

Testimony is presented without formatting.

Laura Heller

#154299 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hello, My name is Laura Heller, and I am a member of the DragonSprites dragonboat and outrigger team. We are a competitive women's team that practices on the beautiful Willamette River throughout the spring, summer and early fall, and competes in races throughout the Pacific NW. Thank you to the BPS staff and the City Commissioners for the work you have done to preserve the beauty and safety of our river and infrastructure. I am submitting this testimony to strongly support the River Plan/South Reach. This plan supports the safety of all human powered boat users and swimmers, the environment and creates more access to the river for everyone. This plan truly promotes equity in access, and supports people who live on the river and use it for pleasure, commuting, and other purposes. thank you so much for your work to keep our City and river accessible to all.

Testimony is presented without formatting.

Meg Griffin

#154298 | June 21, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As one of the tillers (steer person) for the OWLS Dragonflies, there is a safety issue with the large wake board wakes and jet boat wakes being on the river so close to the dragonboats, paddle boards and kayaks. I personally watched a large wake tip over another dragonboat team right next to us. They get entirely too close and the wakes they throw are monstrous. It is almost a game to them. I am responsible for up to 20 lives when tilling and, again, this is a true safety issue. Thank you so much for listening and for all your time on this matter.

Testimony is presented without formatting.

Wendy Burrow

#154297 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am a member of a recreational year-round women's dragon boat team that is on the Willamette, launching from Waterfront Park south of the Hawthorne Bridge 3x per week during race season and 2x per week during the winter, Sat. mornings and weeknight evenings. We welcome all ages and experience levels. I have gone to these practices for 9 years now. This sport has seen a surge in popularity, with two major annual races taking place in this same zone, just south of the bridge. The annual September Portland Dragon Boat Race at Waterfront Park attracts teams traveling from other states and Canada. Over the years our team has seen a trending increase in motorized boat traffic in our practice zones between the Hawthorne and Sellwood bridges, with this past summer being exceptionally busy. This activity will only go up as our area population increases in the future. As you know, dragon boats are non-motorized, powered by 10-20 paddlers (think giant canoes built for speed.) River conditions (weather, river speed, temperature, debris) dictate how many paddlers must be on board to operate safely. Even small motor craft are required to slow to no wake within a certain distance of our boats and other non-motorized watercraft to prevent capsizing the smaller boat. Alarmingly, this has not been happening, and the number and close calls increased dramatically last summer season. There were more occasions where the operators were either ignorant of the requirement or willfully unconcerned about the danger they posed to small craft. Some drivers were even aggressive. The number of the encounters are concerning and put our safety at risk several times. As a team we consider ourselves stewards of the river and promote public use of the Willamette. Safety is always our number one priority, both for our members and for others using the river with us. As an aside, sometimes we are the first responders to bridge jumpers. I have also seen fishing boats in this zone certain times of year and also fishing from shore, so a decrease in motor speed would help the fisherman (it's worth noting this is also a food equity/access issue.) We support a permanent no-wake zone and urge you to adopt it in your plan. Thank you for considering the plan and giving me the opportunity to testify.

Testimony is presented without formatting.

Jennifer Taylor

#154296 | June 21, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I strongly support a no-wake zone from the Hawthorne bridge to South of the Sellwood bridge. As a floating home owner I regularly see the damages that wakes cause homes. As a kayaker large wakes can be difficult to deal with & in some cases dangerous. As a dragonboater, specifically a tiller, wakes can be extremely dangerous to me & the crew of my boat. The Willamette river is far too narrow to have large wakes, that not only are problematic to other users of the river, but also environmentally damaging to the shoreline as the wakes repeatedly reflect causing an increasing amount of damage by stirring up sediment & disturbing juvenile fish habitat.

Testimony is presented without formatting.

Jennifer Cassidy

#154295 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am the parent of a rower who utilizes the Willamette six days a week. Rowers, paddlers, sailors and swimmers, as well as the houseboat community are all being negatively impacted by the high energy wake surf boats. The force of a four-foot wave is significant, as you might imagine. The waves have the force to rip a rowing shell in half. This is a life-threatening situation. I request that at the Commission create a Slow No Wake Zone between the Steel Bridge and Elk Rock Island. Thank you. ~ Jennifer Cassidy

Testimony is presented without formatting.

Katherine McNeil

#154294 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I started paddling on a dragon boat team when I was 19 with my mother and I am still enjoying this sport on our Willamette 21 years later. I've seen the positive changes to our river from projects like the big pipe (no more raw sewage, yay!) and have seen so much wildlife and an increase in people enjoying the amazing asset this river in the middle of our city is. Personally, this stretch of the Willamette is where I connect with family and friends and has been the avenue for my physical fitness even through pregnancy. In my over two decades on the river I had never felt unsafe before last year. Our full dragon boat was swamped by waves from the large wake of a commercial jet boat. We were doing what we are supposed to do sharing the river, following all of the rules and we still were sunk. Luckily we drill in safety procedures and are strong so we escaped with only minor injuries, but I worry about other teams. My mom is out there 3 times a week with other retirees and it could have been a different story. Thank you, BPS and Commissioners for your work. I want to be able to share this river with my son when he is old enough. Our safety is important.

Testimony is presented without formatting.

Bonnie Losick

#154293 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am both a dragonboat paddler and a kayaker. I am shocked by the dangers of being on the Willamette River due to wakes caused by passing boats. While I, fortunately so far, have not been involved in an accident here, knowing what's happened to other boats and the people in them has certainly alarmed me and caused me no small amount of anxiety. Since we haven't been paddling lately due to the pandemic, I have started to paddle in my old Olympic flatwater kayak. I feel extremely vulnerable out on the river. It's bad enough to contend with cold water temps and wind, but the wakes from passing motor boats could literally be the end of me. Unlike other kayaks that you might be more familiar with - whitewater and touring kayaks, mine is not one bit stable. If I tip over I cannot climb back in. I can be swamped. My kayak does not roll back up. I would have to swim to shore to recover - if I make it that far. When a motorboat passes by its wake lasts for a very long time, doubly long when you count that it bounces back off the shore and hits you again. The wake from just one motorboat can interfere with my paddling for many, many minutes, maybe 10 or more, not just the few seconds that a boat takes to pass by. My boat is designed to race straight down a lane and therefore does not turn very well. When a wake hits I have to position myself perpendicular to the wave to maintain stability. If I'm parallel or broadside to it it would only take a split second to tip over. I lose my speed and rhythm and have to zig zag down the river. It interrupts my workout. Worse, if I have to turn perpendicular to handle an ongoing wake I might have to head out to the middle of the river just to remain stable. But that could be extremely dangerous if I tip over out there. I try to hug the shoreline when I paddle, but a wake could force me to go way out there. These wakes continue on and on and on. I don't think people realize the lasting effect their wakes have on me. The carelessness with which some boats pass our dragonboats and my kayak and other small watercraft is not acceptable, not one bit. The need for a Sheriff River Patrol is critical as is a safe no wake zone. I appreciate all the effort the planners have put in to this so far, but it's important to recognize what a huge safety issue this is. We need to be protected before somebody drowns due to a wake.

Testimony is presented without formatting.

Terry Greene

#154292 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We reside on a Floating Home on the Multnomah Channel thus we are very familiar with the deteriorating motion of boat wakes. We spend substantial time on the water and have witnessed numerous dangerous and potential life threatening conditions to other boaters and users of the water. We paddle on a Dragon Boat and performed rescue pick up of an adjacent DB boat crew of Blind paddlers whose boat was swamped by heavy wake of a Wake Boat. We also assisted with the rescue of rowers whose boat was also swamped by a Wake Boat. We own a power boat but find that a large majority of power boaters ignore areas with slow wake zones and exhibit dangerous behaviors. There needs to be a safe place on the river for those who use non-motorized water craft without having to fear the wakes from these boats. More signage, more education, and more patrol boats are necessary. We are in favor of closing the areas between the Steel Bridge, through the Ross Island Lagoon to the Sellwood Bridge to non-wake.

Testimony is presented without formatting.

Rebecca Edington

#154291 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Hi - I'm writing in support of the plan to create a "Slow No Wake" zone between the Steel Bridge and Elk Rock Island. My three sons, husband and I are all small boat enthusiasts. Two of my sons are members of Rose City Rowing club, I am a former member of Portland Women's Rowing, and all of us are recreation kayakers. We have been dismayed by the recent near misses caused by people in high speed boats, especially wake surfers, who not only pose a significant danger to people in small watercraft, but are also causing environmental damage to the fragile ecosystems and habitats along the shores of the river. While I do not dispute people's rights to own and operate such boats, the Willamette is not the place for them. Our river is far too narrow to safely accommodate high-speed boat traffic, and the current laws allow for behavior that puts our children, our community members, and our much-valued environment at risk. Please, on behalf of our entire community, do the right thing and limit boat speed in this section of the river. THANK YOU!

Testimony is presented without formatting.

tamara woodley

#154290 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am in support of the proposed no-wake zone between the Steel Bridge and Elk Rock. I am a rower and the wakes can make the river completely non navigable. This morning, with the sturgeon fishing boats roaring back and forth, was terrifying. The power boaters who argue that this section of river is "for all" mean that it is solely for them. They ruin the water for the rest of us.

Testimony is presented without formatting.

Ralph Cohen

#154289 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

The problems and conflicts between non-motorized watercraft users and motorized watercraft users and more specifically wake enhancing craft are well known and documented. In terms of the South Reach Project, as both a non-motorized craft and motorized craft user, having that segment of the river classified as anything but a no wake zone will lead to continuing conflict and degraded experience for the majority of users. From my perspective, the no wake zone should extend all the way north to the Steel Bridge. Allowing high speed boats and wake enhancing boats to operate among non-motorized craft is analogous to permitting street racing on public highways. My compromise position would be to create a narrow channel for wake enhancing craft well away from the shores with strict enforcement. In general, these craft have come late on the scene and ought to be encouraged to operate in areas away from non-motorized craft and narrow channels. While designating the Holgate channel as "no wake" is a nice gesture, it pushes non-motorized users to the least interesting part of the river and ignores the high use of the main channel by other non-motorized users, especially near the Willamette Sailing Club. (A similar wake problem exists on the Multnomah Channel between the Willamette River and Hadley's Landing but to a lesser degree.)

Testimony is presented without formatting.

Joe Conour

#154288 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To: Portland Planning and Sustainability Commission Re: Slow No Wake Zone on the Willamette River Dear Commissioners, We recently received the City of Portland's announcement informing us that the Portland Planning and Sustainability Commission (PSC) will be taking testimony on recreational activities, specifically mentioned regarding recreational boating and wake regulation on the Willamette River. As floating home owners, we feel the Commission needs to take our concerns into consideration as well as those who recreate with motorized water craft. Therefore, we are writing to urge you, the Commissioners, to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established at least between the Hawthorne Bridge and the Waverly Marina. Establishing this zone to reduce wake action in this stretch of the river would most importantly improve safety, help protect canoeists, kayakers, paddle boarders, sailors, rowers, swimmers and residents from unnatural dangerous giant waves. Restricting the size of power boat wakes by creating this recommended Slow/No Wake Zone is important for human health and safety as well as the ecology of the river and the protection of public and private property. Thank you. Respectfully, Joe and Ronnie Conour

Testimony is presented without formatting.

CHRIS MITCHELL

#154287 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing today to strongly object to the proposed changes to the river usage as laid out in the South reach plan. This project has been put forward in a sneaky obstructive manner not allowing for proper studies on the actual effects or properly seeking public opinion on the matter. This is a ballot measure first so that public opinion can weigh in on this. Boaters spend multiple millions of dollars purchasing, upkeep, and fueling their vessels in the city of Portland. Making these restrictions is going to take a lot of that money out of Portland's economy and lead to a lot of disgruntled voters. Most of the arguments being put forward by groups pushing this measure are at best based on opinion and very much need further investigation as to their provenance and also the possible collusion that produced several of the documents purported to be evidence. I would strongly advise that in-depth investigations be done to ratify all documentation being put forward. Not doing the relevant homework on this issue may well leave the city and OSMB open to a myriad of legal issues, brought by homeowners, powerboat owners and Oregonians in general, who, having had their accessibility to the public waterway curtailed to suit the boating pleasure of a small number of disenfranchised river users seek financial compensation for the loss. It appears the City Planners are not listening to the opinions of your own safety officers on how this will impact users, and have in fact been misleading other agencies staff into believing the Harbormaster & Fire Chief support their plan when they have said they do not feel the safety reasons put forward to justify the proposal. The river is for everyone, not just a few elitists who demand calm water to paddle. There are multiple places to paddle that have no powerboats already. In closing, I believe that this issue needs to be very heavily researched & vetted before anything goes forward, not rushed through like some backroom shady deal. Thank you for your time & Consideration.

Testimony is presented without formatting.

Ronnie Conour

#154286 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

A well needed slow no wake zone is important on the Willamette but Limiting the slow no wake zone south to only the Sellwood bridge, unfairly omits the third floating home area (Portland Rowing Club and the Waverly and quayside marinas. These areas are as much in need of a slow no wake zone as the area from Hawthorne to the Sellwood bridge. Kayakers, paddle boarders, swimmers, rowers small boats as well as the homes and bOats moored in this area are subject to the same damage from these wakes as the areas to the north. The Proposal should include Hawthorne bridge to the north boundary of the Waverly Golf Club.

Testimony is presented without formatting.

Richard Norman

#154285 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please stop Wake Boats on the south reach of the Willamette River. I am a small fishing boat owner on the south reach. I encountered a wake board boat coming the other way. Suddenly a six foot ocean wave hit my boat. We almost went over and our grandchildren were really scared.

Testimony is presented without formatting.

Susie Norman

#154284 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a swimmer in the Willamette and also a small fishing boat owner, I have been dismayed and at times scared by the wake surfing boats that have proliferated in the last few years. The waves made by these boats can be downright dangerous to a small (20hp) craft. Also, although I do swim near the shore (my home is by Goat Island), I no longer feel safe when these boats come by. And I see the homeowners along the river suffering erosion from the surf these boats generate. I feel strongly that these boats are taking over the waterway, like bullies, sending everyone else fleeing for safety. The time to restrict them is NOW before more folks invest in these behemoths. Thank you.

Testimony is presented without formatting.

Alice McKee

#154283 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support creating a no wake zone between the Steel Bridge and Rock Elk Island. I row on the river several days each week, and the wakes are frightening and dangerous. Even when the people driving those boats slow down when they see us, they still create a big wake by stopping suddenly. They have many places they can go to drive fast; we cannot row anywhere else since we need to launch from our dock near OMSI. Please create the slow no wake zone! Thanks

Testimony is presented without formatting.

Brad Berens

#154282 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Our son William was rowing an 8 when a 7-foot wake created by a high energy wake boat slammed down on the boat and broke it in two. This sent all the teenagers tumbling into the Willamette. The perpetrator did NOT even stop to find out if any of the kids were injured; that person sped south down the Willamette so that he wouldn't be caught. It was a hit and run, The event was covered by KPTV Sept. 12, 2019. This happened by George Rogers Park. High energy wake boats should not be allowed on the Willamette South Reach. A 9-person shell is very heavy, but it was snapped in two by the force of a wake smashing down on its fulcrum. We are so very lucky none of the kids was drowned or injured.

Testimony is presented without formatting.

Roberta Jortner

#154281 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Re-sending my testimony as an attachment to retain format and readability. Thanks!

Testimony is presented without formatting.

June 20, 2020

Chair Spevak and Commissioners:

Thank you and the staff for your time and effort in developing the Proposed Draft South Reach Plan. This planning process has including extensive public outreach with ample notification and opportunity for all interests to participate. City staff has also supplied information about opportunities to take part in non-City activities that will affect the South Reach such as the Oregon State Marine Board rulemaking process. As such I urge the Planning and Sustainability Commission to act on the plan and send your recommendations to the City Council.

I also ask that you strengthen the South Reach Plan recommendations and call for City advocacy to support the Oregon State Marine Board in expanding the Slow/No wake zone on the Willamette River. Expanding the existing Slow/No Wake Zone from the Hawthorne Bridge to the Sellwood Bridge would meet many Comprehensive Plan and South Reach-specific policies that are cited in the Proposed Draft, including policies to protect shallow water habitat, reduce conflicts between boater types and hazards to boater safety, prevent riverbank erosion, and restore riparian conditions and functions.

Although the City does not have the authority to establish or modify a Slow/No Wake Zone, the City can affirm and state its intention to advocate for this action. Specifically, I ask that the PSC:

1) Direct staff to revise and strengthen the recommendations on this issue in the Recommended Draft to the City Council. Specifically, revise Volume 1, Chapter III Policies and Recommendations, In River Recreation Objective 11, and Volume 1 Part 2.D. Action Plan, Action R11B to state:

- “Advocate for the Oregon State Marine Board and others to continue to work to identify and minimize the impacts of watercraft on boater safety, shallow water habitat, riverbank erosion and floating structures, including but not limited to establishing a year-round Slow/No Wake Zone between the Hawthorne Bridge and the Sellwood Bridge.
- *Please add Portland Fire and Rescue and Multnomah County as leads for Action R11B.*

and

2) Recommend in your transmittal letter to the City Council that the City of Portland collaborate with the Oregon State Marine Board and others including Multnomah County, in support of establishing a year-round Slow/No Wake Zone from the Hawthorne Bridge to the Sellwood Bridge.

As a current member of the Wasabi VIP dragon boat team and a canoer, I have experienced the effects of strong wakes from powerboats (especially those with wake-enhancing devices), including the capsizing of our dragon boat. This is a dangerous situation in the best of

circumstances, but the event was even more scary given that more than half the 20 paddlers on the boat were blind or visually impaired. However, ours is not the only boat that has capsized or otherwise been put at risk from powerboat wakes.

I also value the South Reach as a unique and valuable ecological area in the city –one that supports a myriad of fish, wildlife, and plant species, including extensive shallow water habitat essential to threatened fish species. The South Reach also offers rare habitat restoration opportunities in the city, as is emphasized in the Proposed Draft. Yet, this limited sensitive habitat areas and restoration opportunities are placed at risk by the increasing impacts of wake-producing recreationists.

City support for this limited, specified expansion of the Slow/No Wake Zone in the South Reach Plan recognizes the unique nature of this part of the river, while continuing to support many types of water-oriented recreation throughout this reach and the city.

Thank you for your efforts and consideration.

Roberta Jortner

Paula Gagnon

#154280 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing in support of a Slow No Wake Zone established between the Steel Bridge and Elk Rock Island. Non-motorized recreationalists need a safe place in which to enjoy the river. High energy wake boats are creating extremely unsafe conditions for other recreationalists, and use of these boats in high-use areas must be curtailed. Thank you.

Testimony is presented without formatting.

Roberta Jortner

#154279 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

June 20, 2020 Chair Spevak and Commissioners: Thank you and the staff for your time and effort in developing the Proposed Draft South Reach Plan. This planning process has including extensive public outreach with ample notification and opportunity for all interests to participate. City staff has also supplied information about opportunities to take part in non-City activities that will affect the South Reach such as the Oregon State Marine Board rulemaking process. As such I urge the Planning and Sustainability Commission to act on the plan and send your recommendations to the City Council. I also ask that you strengthen the South Reach Plan recommendations and call for City advocacy to support the Oregon State Marine Board in expanding the Slow/No wake zone on the Willamette River. Expanding the existing Slow/No Wake Zone from the Hawthorne Bridge to the Sellwood Bridge would meet many Comprehensive Plan and South Reach-specific policies that are cited in the Proposed Draft, including policies to protect shallow water habitat, reduce conflicts between boater types and hazards to boater safety, prevent riverbank erosion, and restore riparian conditions and functions. Although the City does not have the authority to establish or modify a Slow/No Wake Zone, the City can affirm and state its intention to advocate for this action.

Specifically, I ask that the PSC: 1) Direct staff to revise and strengthen the recommendations on this issue in the Recommended Draft to the City Council. Specifically, revise Volume 1, Chapter III Policies and Recommendations, In River Recreation Objective 11, and Volume 1 Part 2.D. Action Plan, Action R11B to state: • (added language capitalized since map app text will not show underlines) “Advocate for the Oregon State Marine Board and others to continue to work to identify and minimize the impacts of watercraft on BOATER SAFETY, shallow water habitat, riverbank erosion and floating structures, INCLUDING BUT NOT LIMITED TO ESTABLISHING A YEAR-ROUND SLOW/NO WAKE ZONE BETWEEN THE HAWTHORNE BRIDGE AND THE SELLWOOD BRIDGE. • Please add Portland Fire and Rescue and Multnomah County as leads for Action R11B. and 2) Recommend in your transmittal letter to the City Council that the City of Portland collaborate with the Oregon State Marine Board and others including Multnomah County, in support of establishing a year-round Slow/No Wake Zone from the Hawthorne Bridge to the Sellwood Bridge. As a current member of the Wasabi VIP dragon boat team and a canoer, I have experienced the effects of strong wakes from powerboats (especially those with wake-enhancing devices), including the capsizing of our dragon boat. This is a dangerous situation in the best of circumstances, but the event was even more scary given that more than half the 20 paddlers on the boat were blind or visually impaired. However, ours is not the only boat that has capsized or

otherwise been put at risk from powerboat wakes. I also value the South Reach as a unique and valuable ecological area in the city –one that supports a myriad of fish, wildlife, and plant species, including extensive shallow water habitat essential to threatened fish species. The South Reach also offers rare habitat restoration opportunities in the city, as is emphasized in the Proposed Draft. Yet, this limited sensitive habitat areas and restoration opportunities are placed at risk by the increasing impacts of wake-producing water recreationists. City support for this limited, specified expansion of the Slow/No Wake Zone in the South Reach Plan recognizes the unique nature of this part of the river, while continuing to support many types of water-oriented recreation throughout reach and the city. Thank you for your efforts and consideration. Roberta Jortner

Testimony is presented without formatting.

Michael Proksch

#154278 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thank you for the opportunity to provide input on the South Reach River Plan. Since moving to Portland in 1996 from the midwest, I have always loved the vibrant use that Portland residents make of our waterways and other scenic resources. I've noticed over the years, however, increased motorboat traffic on the Willamette and, in particular, the use of ski- and wake-boats that are ever more powerful and create dangerous wake on the river that negatively impacts the ability of others to safely use the river. These boats also seem to have an inordinate negative impact on erosion along the shore of the Willamette, as well as negative impacts on wildlife (as documented by numerous governmental and private organizations). My specific concern is for the health and safety of my daughter and her rowing club, Rose City Rowing Club. I have witnessed many times where ski boats drive at high speed past our club's rowing shells. My daughter has been lucky, she has never been in a boat that has flipped as a result of these incidents, but they have caused other shells to flip throwing its crew into the river and requiring their coaches to fish them out and secure them. We have also heard of an incident with the Lake Oswego Rowing Club where one of their "8's" was split in half due to the wake created by a surf-boat. These types of interactions between powered and non-powered craft are becoming all too common, and it is only a matter of time before tragedy strikes. Having owned and driven ski boats ever since I was able to legally drive, I understand the appeal of these recreation devices. But, I also recognize the need for common sense - to slow down when overtaking non-powered craft. With an increasing absence of such common sense, the community must take action to regulate and create zoning that protects everyone on the water, especially through narrow choke-points on the river where other river participants, the environment and the wildlife are particularly vulnerable. That is why I and my family urge the Commission to establish and enforce a Slow No Wake (SNW) zone between the Steel Bridge and Elk Rock Island. Thank you again for your time and attention to this important safety and environmental issue. Best regards, /s/ Michael A. Proksch

Testimony is presented without formatting.

Paul George

#154277 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please consider a slow no-wake zone in part of the Willamette River. The Willamette River is a cherished resource that should be inclusive of all people who desire to use it safely. Unfortunately, the dangers posed by water craft that create large wakes make it unsafe for rowers like my daughter and son to enjoy the Willamette River. I have witnessed this first hand as a parent who supports his children to row and train competitively on the Willamette River. It is for this reason I support a Slow No Wake (SNW) zone between the Steel Bridge and Elk Rock Island.

Testimony is presented without formatting.

Laura McArdle

#154276 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

At 5:30pm on Aug 27, 2019 I was coaching the Harbison (4 year old Pocock 8 man shell) and the Hayashi, both 8 person rowing shells owned by Lake Oswego Community rowing (LOCR). The Harbison was sitting still across from Cedaroak park (boat launch in West Linn). While the Hayashi was pulling up towards the Harbison, a wake board boat passed extremely close to the Harbison first then the Hayashi (about 4-5 feet from the Harbisons bow seats oar). The heavy wake board (red and white SupremeTow) boat caused a large wake (4-5 ft) at a 90 degree angle, that combined with proximity to the Harbison lead to it's breaking in two. The wake rolled the stern end of the boat down and then up lifted the stern clear out of the water while submerging the bow. The weight of the 4 rowers on either side of the fulcrum (the wake) broke the Harbison in half. The Hayashi had time to adjust their angle to the wake slightly but was still swamped to the gunnels and the rowers swam the boat to shore to bail the water. I had noticed the wake board boat earlier when they passed extremely close to us further down river. I had 18 rowers in the water so I could not chase down the wake board boat that caused the damage. One thing that could have prevented this incident was for the wake board boat to be more knowledgeable about rowing shells and how easy they are damaged and observing the laws regarding proximity to non motorized boats. The weight of the boat (and the wake it can produce) is the second factor. A third factor would be to limit where wake board boats can go on the Willamette.

Testimony is presented without formatting.





Chris Christensen

#154275 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thanks for the opportunity provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. • Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users. • Whether one is in a canoe, kayak, or even other motorized craft - artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times over the past few years. • Artificial waves make staying upright in my boat problematic, and frequently these folks pass too close furthering endangerment to other river users. • The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. • The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species. • Based on impacts to people, and the river’s ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Today we have craft built for one thing - to generate artificial waves that can be surfed. Importing surf waves from a beach to inland waters simply does not make sense. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you for your time and responsiveness to this issue. Chris Christensen Boating Portland ORS 830.175

(4)(a) The board may make special regulations relating to the operation of boats on the Willamette River within the Willamette River Greenway, including the establishment of designated speeds or other methods to manage boat wake energy, as may be needed for the protection of the shoreline, public and private property, fish and wildlife habitat and vegetation. When adopting regulations under this subsection, the board shall take into consideration the statewide land use planning goals and guidelines adopted by the Land Conservation and Development Commission to protect, conserve and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River Greenway.

Testimony is presented without formatting.

Connie Flesuras

#154274 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you for considering restrictions on the use of wake boats on the Willamette in the metropolitan area. I paddle the river in my one person outrigger canoe, as well as a part of Wasabi Paddling Club's fleet. The wave amplitude created by the wake boats is extremely difficult to manage, especially in a crowded river. It is often next to impossible to align my boat appropriately to prevent capsize or swamping, endangering all crew members in the larger craft and pitching me into the river in my small boat. The size of the wave is also very impactful as it reaches shore, making swimming and enjoying Poets Beach a serious challenge, not to mention the increased shore erosion along Ross Island. Please consider restricting wake boat use on the Willamette.

Testimony is presented without formatting.

KARL LEE

#154273 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I would like to thank the PSC commissioners and City staff for their work on the River Plan/South Reach. I support wise planning for the benefit of fish and wildlife as well as for the boating public. As a non-motorized boat user in the Portland area, I support the City of Portland working with the Oregon State Marine Board (OSMB) in revising rules to protect the safety of all boat users in this area. I am part of a dragon boat team (Wasabi VIP). We were capsized by high-energy waves from a wake boat on a sunny summer day in 2018 on the east side of the Willamette River between the Ross Island and Tilikum bridges. Fortunately, none of our 20 paddlers including about 10 visually impaired team-mates were injured. Our first-hand experience points to the importance of making this stretch of the Willamette River safe for the entire boating community. Changing conditions warrant changing the rules. Over the past several years there has been a dramatic increase in non-motorized boat use of the Willamette River in Portland. In the same timeframe, there has been an increase in wake boats that create large waves for the recreational pleasure of wave surfing. These two uses are not compatible in the congested setting of this stretch of the Willamette River, and lead to undue risk to the non-motorized boating community. The rules need to protect the greatest number of people. In this reach of the river, the balance of hundreds of people per day engaged in non-motorized activities must be weighed against a small number but highly impactful wake surfers. I understand it the OSMB and not the City of Portland that handles rulemaking on boating safety. I support the City to encourage OSMB in extending the slow/no-wake zone currently in place from the southern ½ of the Holgate Channel to include the entire Willamette River between the Sellwood and Hawthorne bridges.

Testimony is presented without formatting.

lawrence gleeson

#154272 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I strongly request that there be a "Slow/No Wake Zone" established between the Steel Bridge and Elk Rock Island. Both my sons are part of Portland's "Rose City Rowing" community rowing program. Both have been swamped and battered by wakes from fast-moving motorized boats. The wakes are significant and destructive; and have damaged not only equipment that requires repair, but also thrown children into the river when their boats were swamped, tipped, or in one case of a boat carrying nine rowers, broken in half and sunk. The waterfront is a beautiful and thriving community shared space, and I don't want to deprive people of its usage, but with increased traffic from motorboats, wakeboards, kayaks, rowing programs, fishers, tour boats and working ships, the lack of any regulation is not working - and people have already been hurt. I would ask the commission to please create a "Slow No Wake Zone" between the Steel Bridge and Elk Rock Island for the safety and enjoyment of all users and contribute to the shared sense of community and purpose growing along our beautiful waterfront. Thank you.

Testimony is presented without formatting.

Robert Dexter

#154271 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I row regularly on the Willamette in a single (one person) boat. By far the greatest risk in doing so is due to power boats. I have been swamped innumerable times over the years by power boat operators, often in blatant disregard of no wake zones, who either have no awareness of the effects their wake can have on smaller craft, or no regard for the same. Wake boarding boats are the most blatantly dangerous to be near, with erratic boating patters that do not follow predictable patters. Thank you

Testimony is presented without formatting.

Robert Meyer

#154270 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I wish to testify regarding the Portland Planning and Sustainability Commission (PSC) River Plan, South Reach, Proposed Draft for recreational boating and wake regulation. As an keen environmentalist, kayaker, boater and 8 year houseboat resident, Portland Rowing Club Maintenance Committee member and member of the Calm Water Coalition, I would be grateful if the Commission would take my concerns into consideration as well as those users who recreate with craft that produce life threatening and destructive wakes. Accordingly, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River between the Hawthorne Bridge and the Waverly Marina. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone in this area is important for human health and safety, for the river's ecology, and for public and private property. Establishing such a zone will ensure safety in that area whilst allowing safe use of wake boats elsewhere. Respectfully,
Robert Meyer

Testimony is presented without formatting.

Ken Barker

#154269 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Re: Public Testimony to Portland Planning and Sustainability Commission (PSC) on recreational activities and Greenway protection issues on the Willamette River I support a Slow No Wake (SNW) zone between the Steel bridge and Elk Rock Island on the Willamette River. The Willamette River is a valuable natural resource for the wildlife and people living in the Portland area. I enjoy paddling the Willamette river for fresh air, exercise and watching wildlife such as Great Blue Herons, Beaver, Eagles, and many others. We need to protect this valuable resource, so we can enjoy the nature Portland is famous for as well as protect the animals and fish (endangered Salmon) that call this their home. Wake boarders, speed boats, and jet skis are causing irreparable damage by their waves which erode the banks-washing sediment into the river that can kill the Salmon and other aquatic life. These motorized boats especially jet skis emit a lot of gas residue into the river which can cause damage to the wildlife. On many of my paddles I have seen the oily sheen on sections of the river. Please protect our Willamette River for the nature that depends on it and for generations to come. Thanks for your consideration. Ken Barker, a paddler of the Willamette River that cherishes this natural resource.

Testimony is presented without formatting.

Sue Sanford

#154268 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Testimony for the Portland Planning and Sustainability Commission. I appreciate the opportunity to provide testimony for the June 23 2020 hearing on the River Plan/South Reach, Proposed Draft. I support the South Reach Plan's direction to protect Willamette River access for non-motorized sports such as kayaking, paddle boarding, small boat sailing, swimming, rowing, outrigger canoes, and the many other growing non-motorized water activities on the river. It will be vital to assure this protection from the Steel Bridge extending to at least the Mult Co border and hopefully all the way to Elk Rock Island. Protection from the increasing damage due to wake/surf motorized boats and other large boats will help assure safe recreation on the river, improved habitat along the river, access to many users, and reduced damage to river facilities such as docks and houseboats. I would like to encourage your continued work in keeping the river safe and accessible to many users. Again, thank you for the opportunity to provide testimony.

Testimony is presented without formatting.

Shelly La Rock

#154267 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you for the opportunity to provide testimony. I am writing to ask that you consider a no-wake zone to allow everyone to enjoy sections of our beautiful Willamette River safely. I am the parent of a youth rower with Rose City Rowing Club. My daughter has rowed with RCRC for 6 years, and has had an incredible number of close encounters with tragedy due to speedboats navigating too closely to non-motorized boats. On one occasion, her team's boat was swamped by a large wake and the kids were dumped into the river and had to be pulled out by coaches and staff, and the boat has to be recovered. The operator of the speedboat didn't even stop to render aid. The Willamette provides adequate space for motorized and non-motorized boats to coexist. But safety measures are needed in high-use areas. Thank you for your time, Shelly La Rock

Testimony is presented without formatting.

Jay Mellies

#154266 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thanks for the opportunity provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. • Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users. I have seen the use of motorized craft go up significantly in the past few years making me feel unsafe in my canoe. • Whether one is in a canoe, kayak, or even other motorized craft - artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times to me personally over the past few years. • Artificial waves make staying upright in my boat problematic, and frequently these folks pass too close furthering endangerment to other river users. Motorized craft have even come close to my canoe on purpose to taunt. Yesterday I saw a motorized craft purposely go near paddleboarders, they were brought to their knees so they would not be dumped in the water. • The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. • The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species. • Based on impacts to people, and the river’s ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Today we have craft built for one thing - to generate artificial waves that can be surfed. Importing surf waves from a beach to inland waters simply does not make sense. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you for your time and responsiveness to this issue. Jay Mellies

Testimony is presented without formatting.

Ellen Damaschino

#154265 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thanks for the opportunity provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette.

- Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users. I have seen the use of motorized craft go up significantly in the past few years making me feel unsafe in my canoe.
- Whether one is in a canoe, kayak, or even other motorized craft - artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times to me personally over the past few years.
- Artificial waves make staying upright in my boat problematic, and frequently these folks pass too close furthering endangerment to other river users. Motorized craft have even come close to my canoe on purpose to taunt.
- The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue.
- The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species.
- Based on impacts to people, and the river’s ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Today we have craft built for one thing - to generate artificial waves that can be surfed. Importing surf waves from a beach to inland waters simply does not make sense. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you for your time and responsiveness to this issue. Ellen Damaschino

Testimony is presented without formatting.

Richard Manthey

#154264 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please consider a no-wake zone in part of the Willamette River. Rowing on the Willamette has been an important part of our 3 daughter's lives. However, they have all had close encounters with motorized boats going too fast, and then suffering the sometimes dangerous wake. I certainly don't want to keep motorized pleasure boats off the river. However, please consider some allowance for the paddlers, rowers, paddleboarders and swimmers with a NO-WAKE ZONE. Please do not wait for the inevitable tragedy to make a change. Thank you very much for your time. Richard Manthey MD

Testimony is presented without formatting.

Alice Shapiro

#154263 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thanks for the opportunity provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. • Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users. • Whether one is in a canoe, kayak, or even other motorized craft - artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times over the past few years to me as I was in my kayak. • Artificial waves make staying upright in my boat problematic, and frequently these folks pass too closely furthering endangerment to other river users. • The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. • The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species. • Based on impacts to people, and the river’s ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Today we have craft built for one thing - to generate artificial waves that can be surfed. Importing surf waves from a beach to inland waters simply does not make sense. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you for your time and responsiveness to this issue.

Testimony is presented without formatting.

Craig McLaren

#154262 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To begin with I wish to extend my thanks to the Portland Planning and Sustainability Commission, associated staff and commissioners for listening to my safety concerns as a Wasabi Paddling Club Certified Steersperson on a human powered Dragon Boat racing team regarding the dangerous wakes created by wake wave boats. The design of human powered water craft such as dragon boats, racing shells, kayaks, canoes with little above water free board are meant to be safely enjoyed on flat water and are not meant to be swamped or capsized by powered boats creating deep repetitive wake waves especially those caused by wake wave boats specifically designed to create such wakes for their wave surfing capabilities. Imagine me as a steersperson standing up on the stern of a dragon boat with as many as 20 to 24 paddlers on board, a long sweep oar clenched tightly in my hands trying to safely navigate through wake waves from a wake wave boat passing too close that often generate steep waves and troughs as high or deep as 3 feet and having little time to try and get one of these fully loaded dragon boats through those wakes without being swamped or capsized? And with wake wave boats passing in opposite direction when those two wake waves meet and converge there is an even more dangerous amplifying effect. It's all a matter of the natural law of physics and human powered water craft are at a huge disadvantage. The human powered water craft community need a safe wake free zone to enjoy whether it be on a leisurely outing on a kayak or a canoe or a standup paddle board or be it in a competitive way while practicing or racing on a dragon boat or a racing shell. There is a lot of river out there on the Willamette and we as a human powered water craft community hope you hear our collective voices and create a safe no wake zone. Respectfully, Craig McLaren Wasabi Paddling Club

Testimony is presented without formatting.

Mark Scantlebury

#154261 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As President of Portland's Lower Columbia Canoe Club, I represent 100 area households that paddle the Willamette and other area rivers. Like our local highways are becoming congested with cars, the Willamette is suffering a similar fate. Motorized boat traffic has grown tremendously over the years and so has the disrespect and lack of courtesy to small nonmotorized boats like canoes, kayaks, and SUPs. Club members experience on nearly a weekly basis the disregard of wake laws as motorized craft pass our nonmotorized craft with complete abandon. These wakes can tip or swamp a small craft. The wakes also create waves that erode river shores and damage aquatic habitat. Our club strongly supports the recommendation of a Slow No Wake zone from the Steel Bridge to Elk Rock Island. The area needs an area friendly to nonmotorized craft and this area is perfect for it.

Testimony is presented without formatting.

Kirsten Day

#154260 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thank you to BPS staff and the commissioners for all of your hard work on making this portion of the Willamette River safer for all users. I am a dragon boater as well as a outrigger canoeist and a former rower. My son is a rower. Paddling/rowing is one of our family's passions. Over the years, the safety hazards created by motorized water craft and, in particular, the wake boats, have increased significantly. As we get warmer weather, the amount of wake boat traffic increases greatly, yet the wake boat drivers take little heed of the effects of their wakes and speed on other river users. Due to these wakes and the drivers of the wake boats having little regard for their speed or how close they pass by other water craft, I have been in swamped boats several times each year, and have almost capsized at least twice. My son was with the LO Community Rowing team when their \$40k rowing shell was smashed due to a severe wake from a passing boat. Kids were in the water and the boat took off, giving a rude gesture as they drove away. While there may be diligent wake boat drivers, the very purpose of these boats is to create their own wake, resulting in damaged shoreline, houseboats and major safety hazards for other water craft. Poor and severely rude driving only makes the problem worse. I urge you to strengthen the restrictions on speed and passing of all motorized water craft, and I also urge you to designate funds for policing the river. Right now, the lack of supervision/policing has led to wake boat drivers not following restrictions and not caring about violations. Thank you.

Testimony is presented without formatting.

Richard Emery

#154259 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I stand with the Portland Audubon Society's position: Expansion of the Slow/ No Wake Zone: Motorized boats and especially wake surfing boats create artificial waves that decrease safety for non-motorized river recreationalists (swimmers, kayakers, etc). These artificial waves also create significant environmental damage by disturbing nearshore habitat for listed salmon species and eroding river bank vegetation that is important for native birds and other wildlife. The impacts are particularly significant around natural areas such as Ross Island and Oaks Bottom. Please: Extend the current no wake zone the full length of the Holgate channel along Ross Island. Prioritize impacts to wildlife and habitat along the Willamette, especially surrounding Ross Island and Holgate Channel when considering a Slow Wake Zone. Consider safety impacts to non-motorized recreationists when considering a Slow Wake Zone. Penalties for Illegal Vegetation Removal: One of the biggest environmental challenges in the South Reach of the Willamette is the ongoing illegal removal of vegetation in the greenway adjacent to the river. Removal of trees and shrubs reduces habitat, disrupts nesting of native birds, decreases shade which raises water temperatures, and increases erosion of the riverbank. Please: Increase monitoring to survey for illegal removal of vegetation in the greenway Increase penalties for illegal removal of vegetation in the Greenway; Sharply increase fines for repeat offenders of removing vegetation from the greenway

Testimony is presented without formatting.

Katherine Cole

#154258 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am really encouraged to see so many residents enjoying the river this year. My daughter rows for Rose City Rowing and both of my kids also have taken up paddleboarding. I am worried for their safety due to the reckless wakeboarding and jet-skiing that goes on in and around city center, and the wake created by these vehicles. I have seen swimmers training for triathlons in the river, as well, and I worry that a speeding boat will hurt one of these folks. Swimmers and rowers don't have the option to travel a few miles up or downriver in search of smoother waters, but for motorized water vehicles, there is so much river to explore. It would not be too much to ask motorized vehicles to travel slowly through the most populated areas. They could then speed up in areas where there are fewer rowers, swimmers, and paddleboarders. I love seeing recreational boaters on the water, enjoying the nice weather, but I am concerned about everyone's safety. Thank you for allowing me to voice my concerns.

Testimony is presented without formatting.

Arlene Kavlock

#154257 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To: Portland Planning and Sustainability Commission Re: Slow No Wake Zone on the Willamette River Commissioners, By this submission, I wish to testify on the Portland Planning and Sustainability Commission (PSC) River Plan, South Reach, Proposed Draft regarding recreational boating and wake regulation. As an environmentalist, kayaker, boater and 14 year houseboat resident, board member of the Portland Rowing Club, and member of the Calm Water Coalition, I feel the Commission needs to take my concerns into consideration as well as that of those who recreate with motorized craft. Therefore, I am writing to urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River. I believe the zone should be established between the Hawthorne Bridge and the Waverly Marina. Establishing this zone to reduce wake action in this stretch of the river would help protect canoeists, kayakers, stand up boarders, sailors, swimmers and residents from heavy wake impact. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and public and private property. Respectfully, Arlene Kavlock

Testimony is presented without formatting.

DEBORAH REYNOLDS

#154256 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My son Jack was rowing with his team in 2019 when a 7-foot wake created by a high energy wake boat slammed down on the boat and broke it in two. This sent all the teenagers tumbling into the Willamette. The perpetrator did NOT even stop to find out if any of the kids were injured; that person sped south down the Willamette so that he wouldn't be caught. High energy wake boats must be regulated in the Willamette River to ensure the safety of everyone hoping to enjoy it. We were lucky none of those kids drowned or were seriously injured.

Testimony is presented without formatting.

David Jursik

#154255 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

To: Portland Planning and Sustainability Commission Re: Slow No Wake Zone on the Willamette River Commissioners, I am writing in support of the establishment of a no wake zone on the Willamette River between the Hawthorne and Sellwood bridges. I am a recreational boater spending several days/week on the lower Willamette River in the area between the Ross Island and Sellwood bridges. This is one of the few places in the Metro area with sufficient area for sailing small boats while at the same time providing access for canoes, kayaks and stand up paddle boards. Conversely, the entire river is accessible to powered boats from a variety of launch locations. Providing a no wake zone would respect the needs of all boaters, both those in powered craft that use Willamette Park to launch and retrieve their boats, as well as non powered watercraft users that use the same facility or launch from Sellwood park or the Willamette Sailing Club. The motorized craft can quickly reach other non restricted portions of the river to enjoy wake boarding, water skiing, tubing or jet skiing in portions of the river not widely used by non motorized craft simply because of the relatively limited distance achieved through human power. The additional benefit for the non motorized users is that safety will improve. While many motorized craft, such as the commercial users, are respectful of non motorized users and recognize their limited maneuverability, it is not uncommon to see watercraft transiting through other users in this area at high speeds. This has occurred several times each year during weekly evening sailboat races. It is fortunate that no one has been seriously injured. Lastly, if implemented, this will consolidate the designations in this stretch of the Willamette River, given that the Holgate channel is already designated as a no wake zone. Thank you for your review and consideration of this letter. Respectfully, Dave Jursik Sailor, kayaker and motor boat user from Portland

Testimony is presented without formatting.

To: Portland Planning and Sustainability Commission
Re: Slow No Wake Zone on the Willamette River

Commissioners,

I am writing in support of the establishment of a no wake zone on the Willamette River between the Hawthorne and Sellwood bridges. I am a recreational boater spending several days/week on the lower Willamette River in the area between the Ross Island and Sellwood bridges. This is one of the few places in the Metro area with sufficient area for sailing small boats while at the same time providing access for canoes, kayaks and stand up paddle boards. Conversely, the entire river is accessible to powered boats from a variety of launch locations.

Providing a no wake zone would respect the needs of all boaters, both those in powered craft that use Willamette Park to launch and retrieve their boats, as well as non powered watercraft users that use the same facility or launch from Sellwood park or the Willamette Sailing Club. The motorized craft can quickly reach other non restricted portions of the river to enjoy wake boarding, water skiing, tubing or jet skiing in portions of the river not widely used by non motorized craft simply because of the relatively limited distance achieved through human power.

The additional benefit for the non motorized users is that safety will improve. While many motorized craft, such as the commercial users, are respectful of non motorized users and recognize their limited maneuverability, it is not uncommon to see watercraft transiting through other users in this area at high speeds. This has occurred several times each year during weekly evening sailboat races. It is fortunate that no one has been seriously injured.

Lastly, if implemented, this will consolidate the designations in this stretch of the Willamette River, given that the Holgate channel is already designated as a no wake zone.

Thank you for your review and consideration of this letter.

Respectfully,

Dave Jursik
Sailor, kayaker and motor boat user from Portland

Geoff Norcross

#154254 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners, Please accept this written testimony in support of a Slow No Wake (SNW) Zone on the Willamette River between the Steel Bridge and Elk Rock Island. During the warmer months, the river is full of powered boats that create artificially strong waves for the sole purpose of giving towed riders something to jump through. These wake-dependent watersports have a negative effect on the river's ecology, and are dangerous for human-powered watercraft. The artificial waves affect sensitive nearshore habitats, and that is harmful to native fish along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries to the Oregon State Marine Board in January. To date, the OSMB has done nothing to address this issue. The wakes produced by these craft also affect the turbidity of the water, which has detrimental effects on several aquatic species. The waves produced by these powerboats are also too high for human powered watercraft to navigate safely. Kayaks, rowing shells, canoes, dragon boats and standup paddleboards are often swamped or capsized by these artificially powerful wakes. The heavy waves are also dangerous, and potentially destructive, to the homes in our riverside floating communities. The Willamette is a well-loved, much-used urban waterway, and operators of all types of watercraft should have access to it. But boats that produce such heavy wakes have an outsized footprint on the river and create a dangerous, destructive environment. For this reason, we believe a SNW Zone should be established for the Willamette River between the Steel Bridge and Elk Rock Island. Geoff Norcross Kristy Bryner Portland, OR

Testimony is presented without formatting.

Aaron Johnson

#154253 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

The South Reach Plan should not move forward until the PSC holds meaningful work sessions with the groups and businesses who have been left out of this planning process. It unfairly prioritizes one group over another. The river is for all to enjoy and all groups need to be included in all river planning, as it relates to boating and public access, going forward.

Testimony is presented without formatting.

Eleanor DuBay

#154252 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a paddler, steerperson, and coach of a dragon boat team based in downtown Portland. I have been on the team for more than 10 years and have noticed a marked increase in dangerous wake on the Willamette over the past few years. I have personally witnessed human powered boats being swamped and have had a few close, terrifying calls myself. It is extremely dangerous for a dragon boat to be swamped and upwards of 22 people end up in the river. It is imperative that a slow wake zone be implemented to provide a safe area for all who use the river for human powered enjoyment. Portland is on the map as a well-known dragon boat community with one of the largest and dedicated group of paddlers in the US. And Portland hosts a one-of-a-kind race every year that attracts teams and visitors from all over (the Rose Festival dragon boat race). It is in our best interests to provide a safe environment for locals and visitors alike. I implore you to enact a slow wake zone on the Willamette River through Portland.

Testimony is presented without formatting.

Levi Patterson

#154251 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thank you for your time. I am not in support of the South Reach Project as I am a river front home owner who believes access should be for all. Such a large no wake zone will be very troublesome to the river at large. It's my understanding that the local authorities do not support this plan because of the safety issues it would create. It seems that these testimonies have unfairly turned into a campaign against one type of boat as well, which is confusing. All motorized and non motorized boats need to work together to coexist safely on the river. Education is necessary for everyone. It seems that our current regulations are not policed to the degree necessary to ensure a safe environment so I'd start with upping the staffing and signage so that people will be held accountable to the existing rules, versus creating more. This plan also seems to support one type of user group, which does not support the larger goal of maintaining all river enthusiasts rights on a public, diverse river. Shutting down an area of our river on the main channel will only create safety issues and congestion. This is a ruling that I believe needs to be based on research, boater education and building up the water community as a whole vs. the current tear down approach. Which activities will these groups seek to remove next to satisfy their own exclusive ownership of our waterways?

Testimony is presented without formatting.

Emily DuBay

#154250 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Hello, I have been dragon boating for the past six years, and I love it passionately. However, there have been numerous times on the water where I have feared for my safety, and the safety of my teammates due to wake from wake boats, jet skis, and that banana boat. Dragon boats, are slow moving and not very agile and we depend on the skill and courage of our tillers to navigate choppy waters. A dragon boat will not flip, but they will get swamped which means paddlers in the water. I can vividly recall numerous close calls when I was sure we were going in the water. As can any paddler who has dared to go out on the river in the spring or summer. Last year the Amazons, a great team with a strong sense of sportsmanship and generosity, was swamped during a practice. This was an absurd situation, which was dangerous for those involved, and it was completely avoidable. In order to fully enjoy our time on the water, paddlers need to feel safe in our boats. Presently, that is not the case. Thank you, Emily DuBay

Testimony is presented without formatting.

Kathi Berens

#154249 | June 20, 2020

Testimony to **the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft**

Dear Committee, My son was on an 9-person rowing shell (boat) when a 7-foot wake created by a high energy wake boat slammed down on the boat and broke it in two. This sent all the teenagers tumbling into the Willamette. The perpetrator did NOT even stop to find out if any of the kids were injured; that person sped south down the Willamette so that he wouldn't be caught. The kids scrambled to safety by clinging onto the broken boat. The coaches at Lake Oswego Community Rowing helped the kids stay as safe as possible in a very crowded waterway filled with motorized vehicles. This event was reported on KPTV September 12, 2019, and you can read about it and watch the video here:

https://www.kptv.com/news/state-marine-board-asks-those-on-the-water-to-see-something-say-something-after-scary/article_83285966-d5ec-11e9-a54f-bf7965a67937

My son went to Salem to testify before commissioners about the need for increased regulation of high energy wake boats to athletes and recreators safe on water. He told his experience and answered questions from commissioners. I strongly support increased regulation. I am kayaker, occasionally row: it's scary when wakes come at you. All you can do is align to take the hit parallel and wait to see if you will capsize. This hit-and-run could have been a tragedy: 9 teenagers drowned or injured. My son is lucky that half of that heavy shell didn't slam onto his head. I exhort you to take action. Restore our river to being a safe place where all water recreators and athletes can pursue their sport without dread of serious injury or death.

Testimony is presented without formatting.

Denise Mattice

#154248 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Waves artificial waves created for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users. They create a danger to sensitive near shore habitats, native fish, water quality as well as other 'non-mototized' users. A No Wake Zone will protect the health and future of the river in this areaand provide a safer experience for users who respect the beauty and future of our river. Thank you for your consideration.

Testimony is presented without formatting.

Mark Ramsby

#154247 | June 20, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thank you for the opportunity to provide testimony in regard to the South Reach plan, and the needs of small boaters and other users of the Willamette River. RiversWest is a Portland non-profit that promotes the construction and use of sustainable small craft. Our members sail, row, paddle and motor the Willamette River. There are now watercraft specifically designed to generate artificial waves that can be surfed. Wakes from these boats are significantly larger and more violent than those created by much larger commercial craft. Surf waves on inland waters present a dangerous hazard to smaller, lighter boats. Multiple small boats have been swamped in the past several years. These conflicts are increasing in frequency. Extreme wakes cause property damage to docks and houseboats. Artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. Based upon impacts to people, and the river's ecology, we feel that a 'No Wake' Zone needs to be established from the Steel Bridge to Elk Rock Island. Sincerely, Mark Ramsby, President RiversWest Small Craft Center 503.970.7448

Testimony is presented without formatting.

Elissa Aanderud

#154246 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

We need the suggested Slow-No-Wake Zone from Hawthorne Bridge to Sellwood Bridge Extended to include Waverly Marina South reach Slips, Portland Rowing Club Moorage and Floating Homes, and Waverly Ariana/Quayside Marinas.

Testimony is presented without formatting.

Carl Melina

#154245 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I support a low wake zone. I won't remake the arguments for a low wake zone as discussed. I will only say I have been nearly hit on one occasion and nearly swamped on other occasions in my kayak while paddling in the area under debate. (I have also been pulled out of icy water once by fishermen.) The central river area is a high use area for non motorized watercraft and preference should be given to this type activity. I respect the desire of other boaters to use the area as well but some degree of moderation would allow for a safer and more widely used experience. I believe designating the proposed area as a low wake zone represents a safety issue for both the non motorized and high speed traffic.

Testimony is presented without formatting.

Mary Caselli

#154244 | June 20, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

First, thank you for caring about the river which dominates our beautiful city of Portland. I have been blessed to be part of the Wasabi dragon boat club for many years. Spending 3-4 days on the Willamette, rain or shine has changed my life. However, in the last couple of years many boats have capsized due to large wakes. Now I enter the boat each time with more hesitancy, hoping we won't dump with 20 people in the boat. The joy of paddling is diminished having to worry about the wake boats speeding by carelessly. Thank you for your consideration to having a no wake zone Waverly C C to Hawthorne bridge.

Testimony is presented without formatting.

Erin Madden

#154243 | June 19, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing to ask you to expand the slow/no wake zone in the Lower Willamette River and improve enforcement and ensure penalties for illegal removal of vegetation. Specifically, I request that the Commission: *Extend the current no wake zone the full length of the Holgate channel along Ross Island. *Prioritize impacts to wildlife and habitat along the Willamette, especially surrounding Ross Island and Holgate Channel when considering a Slow Wake Zone. *Consider safety impacts to non-motorized recreationists when considering a Slow Wake Zone. *Increase monitoring to survey for illegal removal of vegetation in the greenway *Increase penalties for illegal removal of vegetation in the Greenway; *Sharply increase fines for repeat offenders of removing vegetation from the greenway Thank you!

Testimony is presented without formatting.

Connie Cavagnaro

#154242 | June 19, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I have been paddling and steering dragon boats and six person outrigger canoes on the Willamette in Portland for 15 years. I am very experienced in negotiating wakes from motorized boats to avoid the risk of swamping or capsizing. For the first 10 years, this has not been a problem. Our human powered boats shared the river with water skiers, fisher people and the large cabin cruisers that throw out a substantial wake. In the last five years or so, with the advent of wake boats, and then surf boats, this sharing of the river has suffered from my perspective. Wake and surf boats throw a wake that is considerably different than even the larger cabin cruisers or fast moving tugs, Coast Guard or Multnomah County launches that have big wakes. The wake and surf boats for some reason seem higher/steeper and closer together. I personally have witnessed a six-person outrigger canoe capsize by a wake, and the driver of the boat didn't stop. As a steers person, I am very hesitant to steer a dragon boat during warm weather when wake and surf boats are on the water because it is very difficult to control the boat when several wake/surf boats are present throwing up high wakes, close together, in several directions. Water is very strong, and when one is pushing or pulling against it with a steering oar guiding a 40 foot boat with 20 paddlers, and there are strong wakes to contend with, it is challenging. This steering has not been a problem in the past. Challenging, yes. And fun. But the wakes from the wake/surf boats, as stated before, are different and very dangerous to human powered boats. I do not believe that human powered boats should be chased off the river out of a new concern of capsizing, because of the advent of these high powered, high wake wake/surf boats.

Testimony is presented without formatting.

Susan Haywood

#154241 | June 19, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing to provide support for the Slow Wake Zone between the Steel Bridge and Elk Rock Island. Non-motorized boating should have a place on the river, as should swimmers. We who kayak and canoe do not want to be assaulted by the boats and wakes of motorized vehicles. In fact, the fewer motorized vessels on the river, the better, in my opinion.

Testimony is presented without formatting.

JOEL REITZ

#154240 | June 19, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

My family and I use this portion of the Willamette River often with a variety of watercraft. I have 5 kayaks and a small sailboat, usually launching from Willamette Park or Milwaukie Park. My son is also a daily user of the river as a rower. None of my watercraft are motor powered. I agree with a limitation on Wake Boats. The wake creates an unneeded hazard to the safety of other users. I may disagree with the Portland Spirit captains and their singular view of the river right of way, but it is the Wake boats that cause the greatest caution. Even the Jet Boats are usually courteous. Not so with the Wake Boats. Beyond the loud music, the Wake Boats seem to think all other users are not there, driving VERY close with wakes capable of capsizing smaller craft. Smaller craft have no choice to avoid their wakes. I am particularly worried about the wakes effect on the rowing shells. Almost every day my son talks about needing to take quick action to mitigate damage from wakes. These large wakes can break a \$50,000 shell in half if they are not quickly turned parallel to the wakes. Turning a 65-foot shell is not quick, and many times the wake boat comes very quickly without warning. With many rowing clubs using this portion of the river it is time. Rowing practice is often cancelled because of the wake boat traffic, affecting the rowing activity in the entire region. Again, it is not fair for Wake Boats to adversely affect the safety and enjoyment of the river by so many non-motorized users.

Testimony is presented without formatting.

Diane Ehnes

#154239 | June 19, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a Portland resident who enjoys both motorized and non-motorized watercraft, I am asking for and in support of a SNW (Slow No Wake) Zone for the downtown area stretching from the Steel Bridge to Elk Rock Island. This seems reasonable and would greatly enhance the safety of both humans and animals. It also allows a more diverse population of watercraft, both non-motorized and motorized to enjoy the area. There is plenty of river space for motorized boats to enjoy the river at higher speeds/higher wakes. Thank you! Diane Ehnes

Testimony is presented without formatting.

Marie Hoskins

#154238 | June 19, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I object to the South Reach Proposed Draft. This plan does not make the river usable for all boaters. This proposal makes a special group of boats control the river and takes the rights away from other. It is going to cause heavy use of the river in other areas and not have a safe and balanced use of the river. I live in the area on the river where this plan is are forcing an unbalanced heavy use of the river. This takes away the commercial waterways use that has been in effect for years by limiting their safe speeds commercial boats have been using.

Testimony is presented without formatting.

Eric Schilling

#154237 | June 19, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I live on the Willamette River next to Elk Rock Island, I have been here for 12 years. I have been a boater for 43 years in Portland. I am adamantly against the South reach plan to limit the area to only paddlers. I am a paddler, a boater and practice Safe boating and paddling at all times. Paddling sports and boating activity has increased dramatically in the last few years true, I have not seen the evidence of the waves damaging any of the areas of the river that is being claimed. The spring runoff has a much more dramatic effect on the shoreline. The real problem is the paddlers want to paddle in the middle of the river which is typically the boating channel. We boat almost daily in the summer and have experienced the clash of sports on the river so many times I can't count them. Yes some of the boaters have made big mistakes in going to close to others but the paddlers consistently jam up the entire river leaving no safe route for any boat to pass. Rational thinking would suggest that paddlers stay to the outer sections of the river and leave the boaters in the center sections of the river. Please do not listen to one group of people trying to claim the river for themselves. This is a public river just like the beaches in Oregon are public.

Testimony is presented without formatting.

Michele Barnett

#154236 | June 19, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am an Oregon resident, and I am giving this testimony to request a Slow No Wake Zone to be established between the Steel Bridge and Elk Rock Island. I make this request on behalf of both the area wildlife, as well as the Oregonians who wish to peacefully participate in healthy recreational and living activities in this area of the river. My attention has been drawn to this issue due to my daughter's participation in a structured, supervised youth rowing program which teaches youth about safety, respect and work ethic to create a team that is both competitive and respectful toward teammates and the community in which it operates. The high speed boats pose a significant danger to the houseboats, rowing sculls, dragon boats, paddle boarders, wild life, and others. The dangers includes ruined equipment, homes, and bodily injuries. Please create and enforce a reasonable no wake zone policy in these high traffic and multi-use areas of the river, for the safety of the entire community. There are other designated areas in Oregon where high speed boats have priority for their recreation. The wakes caused by these boats prevent others from even being on the river at all due to the dangers they present. Thank you, Michele Barnett

Testimony is presented without formatting.

Annette Hill

#154235 | June 19, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

My husband and I often take our kayaks out on the Willamette River to paddle near/around the downtown bridges and down to Oaks Park. On numerous occasions we have been jostled about considerably by motor boats and sea-doo's speeding along the river, creating large wakes. Our daughter also rows along the Willamette River and has experienced similar situations on numerous occasions. It would improve safety considerably if there was Slow No Wake Zone established between the Steel Bridge and at least the Sellwood Bridge so that non-motorized vessels can safely enjoy the river. Regards Annette and Thomas Hill

Testimony is presented without formatting.

John K Johnson

#154234 | June 19, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Regarding "in water recreation" (Part 1, P56) 1. Regarding "in water recreation" (Part 1, P56) I do not own a powerboat, but support powerboat activities. Most powerboat activities are innocuous, but the specialized wake generating boats are sometimes operated carelessly and something (I do not have a recommendation) needs to be done. Faster boats (than wake boats) seldom generate wakes of sufficient size to cause problems. We have to share the river; eliminating faster boats will just force them to other areas and make transiting the area a slow nuisance. 1a. The statement "Motorized boats are carelessly speeding past nonmotorized boats" is on the face of it biased against powerboat operations. You would do well to also note the irresponsibility people paddle boarding or kayaking in the middle of the river (if you are going to engage in biased comments at all--best to state the conflicts in another way that attributing blame.) 1b. I find that the former decision to make the east channel beside Ross a "slow zone" misguided because it had the unfortunate and unanticipated side-effect of making it a haven for vagrant boats (no sewage or trash facilities;) I would like to see that decision reversed, if for no other reason to make life uncomfortable for the vagrant boats there. 2. Base Zone Amendments (Pt1, Page 80:) I support these as proposed. 3. Homeless Communities (Pt1, Page 85:) The City needs to step up their protection of citizens from encroachment and harassment by vagrants and vagrant communities. Having these individuals and camps degrades the quality of life for those who have made informed decisions to purchase homes and pay supporting taxes. Citizens expect the City to protect citizens' property to ensure their quiet enjoyment of their homes and communities. 5. Action C4A (Pt2, P366): I support efforts to re-establish the John's Landing Streetcar line. Thank you for the opportunity to comment

Testimony is presented without formatting.

Kaspar Murer

#154233 | June 19, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Thank you for your work on the South Reach Plan. I have participated from early on, and appreciate the transparency and inclusiveness of the process. Dragon boating has been an important Portland water sport for about 40 years. We have 2 big Dragon Boat Festivals each year. There are 3 large dragon boat organizations, encompassing over 50 teams and more than 2,000 paddlers. Most teams practice 3 times a week, 9 - 11 months each year, on the Willamette South Reach. In the last two years, South Reach users and residents have experienced a sharp increase in frequent and repetitive, mechanically enlarged high impact wakes from ballasted boats designed for wake sports. This has caused countless swamping, capsizing, paddlers ejected into the water, and boat breaking accidents for dragon boats and rowing shells, plus unusually high levels of damage to marinas, moorages and floating homes. We feel strongly that Safety for Everyone on the River needs to be restored in the South Reach with a reduction of high impact wake between the Hawthorne Bridge and WAVERLY MARINA. Your proposed Slow-No-Wake Zone request to the Marine Board would accomplish this, in concert with daily Sheriff River Patrols in that area during critical times. Thank you for helping us Restore Safety for Everyone on the River - Kaspar Murer

Testimony is presented without formatting.

Tom Lieb

#154232 | June 19, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Thank you for the opportunity to comment on the South Reach Plan. I am a rower and a member of Station L rowing club. There have been multiple occasions where it was all I could do to stay upright in my shell after a boat went by creating a large wake. I am one of hundreds of non motorized users of the river who's safety is threatened by these large wakes! As I learn more about the impact of these wakes on the houseboats and nearshore habitats it is becoming increasingly clear that a Slow No Wake Zone is the right thing for the river, the houseboats and the Willamette River's many non motorized users. I fully support a Slow No Wake Zone extending from the Steel Bridge to Elk Rock Island.

Testimony is presented without formatting.

lawrence cobb

#154231 | June 19, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Wind, current, snags and floating debris are sufficient skill and safety challenges to human powered craft, house boats and swimmers in the South Reach of the Willamette River in the Portland area. Powered craft moving fast enough to create artificial waves serve no purpose other than a quantum of short-lived satisfaction for the driver at the use of speed, power and noise. There is nowhere to get to fast, nothing to tow and no reason to make dangerous and damaging artificial waves. Please declare a SNW zone in the South Reach.

Testimony is presented without formatting.

Anne Reid

#154230 | June 19, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Hello, I am submitting testimony in support of a no wake zone on the Willamette River from the Steel Bridge to Elk Rock Island. I am a member of Station L Rowing Club and a private single scull owner. My rowing community consists of our rowing club with up to 200 members as well as private boat owners I frequently row with out of River Place Marina. During the months of March-November I row on the Willamette River 4-5 times per week generally between the hours of 5:30-9:00 AM and sometimes in the afternoons between 4:00-7:00 PM. I mainly row between River Place Marina upriver beyond the Sellwood Bridge, occasionally as far as Lake Oswego Rowing Club. As a club, during non-Covid times, our practices row downriver beyond the Freemont Bridge. As a single scull rower I am in a very narrow 26 foot long rowing shell. To stay upright requires skill as well as safety awareness. I chose my route carefully, following club and river guidelines, staying on the correct side of the river, close to shore, aware of potential hazards and other river users. One of the biggest safety hazards for rowing shells, especially single rowing shells, are large river wakes caused by motor craft. Each wake I encounter requires me to stop completely, line my boat up parallel to the wake, position my oars to provide stability and then ride out the wake hoping it does not capsize the boat. If I were to flip in my boat, there is a possibility that I would not be able to get back into it with out swimming to the shore while dragging the boat with me. Depending on water temperature, this could be a potentially dangerous situation. I make every effort to avoid this. On warmer days in particular, there are many boats racing up and down the river, they don't slow for us unless required by law. It appears that they are either unaware of their effect on us or do not care of their effect on us. Yesterday I was lined up to ride out a wake and watched some SUP paddlers attempting to do the same. One paddler was unsuccessful and capsized. I have witnessed scullers and kayakers succumb to this fate as well. During earlier spring months there is a greater risk for hypothermia as the river is quite cold. The other safety hazard involved with motorized water craft traveling at higher speeds is avoiding their path. As I stated earlier, I stay to the sides of the river but at times I must cross the river, or come into the middle to pass a buoy or submerged hazard (snags, logs, boats). My human power is no match for high speed motorized power at these select times. I am in full support of an extended no wake zone to provide safety for human powered river users. Sincerely, Anne Reid

Testimony is presented without formatting.

Jay Marshall

#154229 | June 19, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I'm writing to ask for your help to bring back Sheriff River Patrols on the Lower Willamette River and to establish a slow, no wake zone between Hawthorne and Sellwood Bridges. I'm a longtime paddler and have become increasingly concerned about unsafe conditions for human powered boats and swimmers. The need is most important on our river between the Clackamas County border by Waverley Country Club, and the Morrison Bridge. I started paddling kayaks and dragon boats on this stretch of the river in 1993. I've also been paddling outrigger canoes with six paddlers and my own single outrigger canoe in the past couple of years. The population of Portland has increased substantially since I started paddling. The river is cleaner, and more and more rowers, sailors, swimmers, and paddlers, along with recreational motor boaters, are drawn to it. Yesterday I spent 10 minutes at Willamette Park boat ramp and watched 10 human powered boats launch there in that short time. In the past couple of years I've seen a big increase in dragon boat and outrigger swamping and heard of several capsizes caused by wakes from motor boats, particularly wake boats. Most boat operators are respectful of human powered craft and make an effort to slow down to prevent problems. The exceptions are those causing big wakes resulting in swamping and capsizes while showing little regard for others safety or lives. We need Sheriff River Patrols to return in order to prevent loss of lives. I'm one of two new Safety Officers for Wasabi Paddling Club. Springtime brings a big increase in the number of paddlers and rowers and recreational boaters on the river. I know how dire the conditions are on hot summer evenings. This is our most pressing safety concern. Having a strong presence by Sheriff River Patrols and a slow no wake zone would alleviate much of the problem. Thank you, Jay Marshall

Testimony is presented without formatting.

Carol Pelmas

#154228 | June 19, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

To the Planning Commission: I am writing in favor of the slow/no wake zone proposed from the Steel Bridge to Elk Rock. As a member of Station L Rowing Club, the largest masters' rowing organization in Portland, I am restricted to single scull boating in this time of Covid, and these are especially tippy in rough water. Even in 'normal' times, our large boats like the 8's would frequently be swamped by wakes. We are a very safety conscious club, but there are many unsupported paddlers and rowers out there and the combination of alcohol and big wakes is going to result in a fatality. It's time to make the decision to value human powered craft over gasoline sports in this heavily used section of the Willamette. Thank you!

Testimony is presented without formatting.

Charles Heath

#154227 | June 19, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As an owner of property on the Willamette River, I am concerned and directly impacted by all forms of river usage. Additionally, there seems to be a significant increase over the past two years in the number of people and types of watercraft using the river. My wife and I use our boat on the Willamette river quite often between Oregon City and the Columbia. We also kayak much of the river as well. We see the need to police use of the river for safety reasons, but are deeply concerned that any restrictions be limited and balanced between motorized and non motorized craft. Some areas need restriction on speed and types of use for safety reasons. Two spots in particular come to mind; Cedar Oak boat ramp and George Rogers Park area down to the railroad bridge. Otherwise in our experience it seems users are generally doing a good job of sharing the river. Restricting more of the river or limiting use to non motorized will only make it more difficult to use the river as a link to downtown, concentrate power boat activities to the point of being unsafe and be an unfair use of regulations to benefit one type of user. Please exercise discretion and limit any restrictions to the least amount necessary and only for demonstrable safety or proven environmental reasons.

Testimony is presented without formatting.

Kammy Kern-Korot

#154226 | June 19, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners, I am writing to provide testimony today related to the South Reach plan, and the needs of non-motorized boaters and others that recreate on the Willamette. As a kayaker, mother of a dragon boater and protector of unique and important habitats, I am concerned about the presence of wake surfing boats. Here are my reasons and concerns:

- Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users.
- For canoeists, kayakers, stand up paddle boarders, dragon boaters and others - artificial “surf” waves are hard to cross, and they can swamp other craft. I understand that this has occurred numerous times over the past few years and is dangerous to the other river users affected.
- The artificial waves created also negatively impact sensitive nearshore habitats and native (threatened and endangered) fish found in all of the nearshore areas along this stretch of the Willamette. This concern was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board, but has yet to be addressed.
- The artificial waves cause erosion and turbidity at a time of year where turbidity is not natural along the Willamette, harming water quality and further endangering sensitive aquatic species and habitat. Because of all of the above the associated negative impacts to people, and the river’s ecology, I believe that a No Wake Zone should be established from the Steel Bridge to Elk Rock Island (a particularly unique habitat of public interest and concern). Boats designed solely to generate artificial waves for surfing, an activity that belongs on the ocean, is not appropriate to our densely occupied and sensitive river habitat. Thank you for addressing these concerns.

Testimony is presented without formatting.

Julie King

#154225 | June 18, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

As a rower and an owner of a floating home at Oregon Yacht Club, I am in favor of naming Steel Bridge to Elk Rock Island a No Wake Zone. Every day I watch wake boats and many other types of motorized water craft speed by my home with no regard for people recreating in non-motorized craft. I've seen kayakers and SUP users waked to the point that they have to stop what they are doing and hold on for dear life to keep from capsizing. As a rower who is on the river daily, my row is frequently disrupted by fast moving boats who ignore everyone on the river as they speed by. As a homeowner here, I know that the movement caused by big wakes damages my home and the homes of my neighbors by putting unnecessary stress on the connectors of our homes to the moorage. I am not proposing a ban on motorized water sports, just that a no wake zone be established between Steel Bridge and Elk Rock Island.

Testimony is presented without formatting.

C Lee

#154219 | June 18, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am a resident in the area and I also paddle on this segment of the river. I propose a no-wake zone in this area. During the summer time and fishing season, motorized boats are unaware of the effects of their wakes on the safety of paddlers. I have had fellow paddlers whose boats and boards have flipped over. This spring, I have personally experienced two boats come quickly next to me resulting in clashing waves that tossed me back and forth, bracing my boat so I stay afloat. Not all motorized boat drivers are doing this, but the majority of them are unaware. I would like recreational boaters to have access to this water, but do so in a safe manner for everyone. I would like everyone to enjoy the water. Thank you for the considering.

Testimony is presented without formatting.

Rachel McIsaac

#154202 | June 18, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I wanted to share my concerns on the recently submitted River Plan, South Reach proposal. These types of restrictions would make areas of the river less safe for boaters and would harm a number of boating related businesses. In addition, many of those on the OSMB Lower River Rule Committee (LRRC) expressed their concerns about The Portland Planning & Sustainability Commission's (PSC) biased agenda with their South Reach Plan, and the fact that many of the affected user groups and businesses were not included in the planning process. I find this unacceptable and request a fair review process.

Testimony is presented without formatting.

Leigh Schwarz

#154181 | June 18, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

1. A slow speed no wake zone is needed from the Steel Bridge to Elk Rock Island. As a neighbor of the River and a regular canoe paddler, I am negatively impacted by the speed and wakes created by fast water craft. They are dangerous to me when I paddle, horribly noisy and offensive, damage the Riverbank, and cause pointless harm to aquatic species. 2. The opportunity to maintain open expansive views of the River from the Greenway path are important for enjoyment and appreciation of the vistas and safety of path users. While vegetation has value, long and broad sightlines, as opposed to isolated viewpoints, greatly enhance the River experience. And, given the curves and elevation changes on the path, low vegetation is essential to seeing oncoming traffic. Thank you for creating a safer and more serene River environment.

Testimony is presented without formatting.

Gwendolen Reyes-IIIg

#154180 | June 18, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am writing regarding two important issues that the Portland Planning and Sustainability Commission (PSC) will be considering. As a veterinarian who often treats injured/orphaned wildlife in the area, I support increasing the Slow/ No Wake Zone around Ross Island and increasing penalties for people who illegally destroy wildlife habitat along the Willamette River. Both of these measures are important for protecting wildlife habitat and helping to slow the massive decline in bird populations caused by human activity.

Testimony is presented without formatting.

jeanne galick

#154179 | June 18, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

testimony is attached as pdf file

Testimony is presented without formatting.

June 17, 2020

To the Planning and Sustainability Commission

Re: River Plan/South Reach

Commissioners,

Two issues which have major impact on the health of the Willamette River need to be resolved as part of this plan:

- the no-wake zone
- enforcement of greenway regulations.

Expand the No Wake Zone: I urge the Commission to strongly recommend an expanded Slow, NoWake Zone in South Reach. As users and uses continue to increase, so to the need for safety. Slowing down motorized boats will help considerably. An even greater benefit of the NoWake zone will be improved ecological health of shallow water habitat and a decrease in erosion. Sending a letter to the Oregon State Marine Board was a good first step but I urge you to go further and recommend City Council work closely and urgently with the Marine Board to mandate the South Reach portion of the Willamette as a No Wake Zone.

Enforcement of Greenway Regulations: This is a chronic problem along the Greenway trail, particularly when it comes to landscaping. It stems from the age-old problem: views vs environment. While the River Plan has some much improved landscaping requirements, large loopholes remain:

- **Clarification that both existing and new properties will be subject to these regulations.** (Older properties should not be exempt because they were built before these regulations become code).

- **Standards for removal or pruning of vegetation: K. 4. a** Removal of invasives like blackberry, while encouraged, should require revegetation with native species. Otherwise, it is an oft-repeated loophole/cycle – allow invasives to thrive so they can then be mown down legally. It is an annual ritual along the trail. Without replanting requirements, it only encourages nuisance plants.

- **Corrections to Violations (33.475.450).** The code is complaint-driven and we hear from staff that they depend on the public to alert them to violations. This can be a lengthy process and violations often continue. The code needs to address the need for both timely resolutions and to recognize that if such activity continues, it should be cited as additional violations.



Despite neighborhood association and citizen complaints about such management practices over the years, it wasn't until 2016 that an official violation notice was issued. It has yet to be resolved and the cutting continues to this day – yet this is not considered an additional violation.

• **Repeat offenses.** I urge Commissioners to resolve the issue of repeat violations. Continuing to bird dog an issue is both a burden for the public and just seems to exasperate staff. Speedy, public resolutions need to happen.

Respectfully,

Jeanne Galick
7005 S Virginia Ave
Portland, OR 97219

Before “pruning”



After “pruning”



Severe pruning should be considered removal and require replacement.



These native trees have been topped multiple times. Because of constant cutting, it is impossible to show a tree at 1.5" at dbh (4 feet high) – though looking at these diameters at 1' height, it's hard to dispute that the trees would have been far larger than that. Such practices should be considered illegal removal.

Rachel Nichols

#154178 | June 18, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Dear Commissioners: Thanks for the opportunity provide testimony today in regard to the South Reach plan, and the needs of non-motorized boaters and other non-motorized users of the Willamette. • Boats that generate artificial waves for “wake dependent” water sports have a variety of negative impacts to the river’s ecology, and to other river users. • Whether one is in a canoe, kayak, or even other motorized craft - artificial “surf” waves are hard to cross, and can even swamp other craft. This has occurred numerous times over the past few years. • Artificial waves make staying upright in my boat problematic, and frequently these folks pass too close furthering endangerment to other river users. • The artificial waves have an impact on sensitive nearshore habitats, and also impacts to native fish found in all of the nearshore areas along this stretch of the Willamette. This was outlined in a letter from NOAA Fisheries in January, to the Oregon State Marine Board. To date, the OSMB has done nothing to address this issue. • The turbidity generated by these artificial waves also harms water quality, in a time of year where turbidity is not natural along the Willamette, again potentially affecting a range of aquatic species. • Based on impacts to people, and the river’s ecology - I feel that a No Wake Zone needs to be established from the Steel Bridge to Elk Rock Island. Today we have craft built for one thing - to generate artificial waves that can be surfed. Importing surf waves from a beach to inland waters simply does not make sense. This issue is being seen all around the United States, and it needs to be addressed in Portland. Thank you for your time and responsiveness to this issue

Testimony is presented without formatting.

Lloyd Vivola

#154177 | June 18, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

RE: Holgate Channel First, let me thank the Commission for all your hard work on the River Plan and for being proactive in welcoming public comments in what should be a timely reassessment of Portland's environmental health at a critical point in our ecological history. In particular, I am writing to voice my strong support for upgrading the riparian quality of the Holgate Channel by 1) better enforcing regulations that prohibit the illegal removal of vegetation from the Greenway, and 2) by establishing stiffer penalties for those who so break the law. I also ask that you give the strongest consideration to extending the current Slow-Wake Zone the full length of Holgate Channel to best serve wildlife and habitat as well as better insure the safety of non-motorized watercraft who utilize and enjoy this waterway. Our waterways are central to the well-being and sustainability of all life, not least of all in a growing city like Portland. The Holgate Channel is an essential artery of the greater Oaks Bottom/Ross Island ecosystem and should be given priority in the way of enhancing environmental good health in a way that sets standards for the entire Willamette River Metro Area. Making the aforementioned upgrades in policy would be an important step for sustaining that role for generations to come. Thanks again for listening.

Testimony is presented without formatting.

Brian Johnson

#154176 | June 18, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I store my outrigger canoe at the Riverplace Marina and paddle 3 - 5 times per week between the Hawthorne Bridge and the Sellwood Bridge. I have witnessed numerous times wakeboarding activity that not only jeopardizes my safety but the safety of others using crafts that tip over easily. In addition, I have noticed the waves created not only disturb the many houseboats that line the shore but now understand these waves are harmful to fish and other wildlife in and around the river.

Testimony is presented without formatting.

Susan Walters

#154175 | June 18, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I live on the Willamette and am an avid kayaker. I feel it is imperative that the wake zone be enacted for the safety of all non motorized boats. I enjoy the river in all season but the summer months get very nerve wracking with jet boats, jet skis and motor boats. Limiting speed in this area will allow everyone to enjoy the river. Thank you!

Testimony is presented without formatting.

Tania Neubauer

#154174 | June 17, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

Please increase the Slow/No Wake Zone around Ross Island. Motor boats make the river unsafe for people who swim or take kayaks. They also damage nearshore land needed by listed salmon species and erode river banks needed by native birds and other wildlife. Please give space to wildlife on the Willamette, and please think of safety impacts to those without motors such as swimmers and those on kayaks. Please sharply increase fines for those who remove plants along the Greenway of the Willamette.

Testimony is presented without formatting.

Wayne Stewart

#154173 | June 17, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a canoeist I enjoy the reach of the river between the Hawthorn bridge and Lake Oswego. While I am used to dealing with waves from regular boats (and, usually boaters will either slow down or move away from canoes and kayaks), wake boaters tend to be oblivious to the problems they create for human powered craft. They hog the river and are only concerned about having a good time. Wake boats create large waves that exacerbate shore erosion and disrupt fish habitat such as the sand beach under the west side of the Marquam bridge which provides food and habitat for downstream migrating juvenile salmon. Another area of concern is the “fish mix” that caps the contaminated area along the Zidell waterfront. The size of the gravels placed in this area was determined by the needs of salmon, and not sized to protect against erosion caused by large waves. Large waves may well remove this “fish mix” gravel and expose the underlying contaminants.

Testimony is presented without formatting.

Camrick Clark

#154172 | June 17, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a multi-generational Oregonian, who has been a member of a dragon boat team, spent 10 years sailing, and 4 years wake surfing on the Willamette River, I OPPOSE restricting boats that produce a wake or wake related recreation in large areas of the Willamette. I understand there is frustration with a few bad apple boat drivers who don't adhere to the rules of the river that are already in place, but that means boat sellers and the marine board need to do a better job of education. That DOES include non-motorized boats; their operators are just as guilty of not knowing the river's rules. Don't let the ill-mannered acts of a few ruin it for everyone else. These restrictions also concentrate too many boats in too small an area, this is dangerous. Restricting popular activities to select regions will result in too much congestion. It may result in serious injuries or deaths in an otherwise safe sport. In areas of the Willamette recently established as large no-wake zones, many people have anchored dilapidated boats as their primary residence, disturbing the natural beauty of the riverway while also regularly dumping raw sewage into the river. While sometimes inconvenient, wakes are a regular part of life on rivers; any boat, dock, or structure of any kind on the river should be built to withstand wakes. If the public's activities on a public river impact the docks landowners are allowed to place on public waterways, that inconvenience is regrettable. An alternative available is that rather than restricting popular activities shared by so many families, we could take steps to prohibit landowners from placing docks on public waterways. I imagine riverside landowners wouldn't appreciate having another group of people dictate how they enjoy this shared public resource. I do support more education for all boaters. I do support the limited use of no-wake zones close to docks. (100'-200') I DO NOT SUPPORT broad swaths of no-wake zones or restrictions on certain types of boats or types of water sports. Thank you for your time and consideration.

Testimony is presented without formatting.

Walt Mintkeski

#154171 | June 17, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

6/17/20 To: Portland Planning and Sustainability Commission Re: Slow No Wake Zone on the Willamette River Dear Commissioners, I wish to respond to the City of Portland's announcement that the Portland Planning and Sustainability Commission (PSC) will take testimony on recreational activities, including boating, on the Willamette River as part of the PSC's planning for the South Reach of the Willamette. As a sailor of small boats and a member of the Willamette Sailing Club since 1974, I ask that the Commission take my concerns into consideration as well as all who recreate with non-motorized craft on the Willamette River in Portland. Wakes from motorized boats, especially wake board boats, damage our docks and pose swamping hazards for our small craft. Therefore, I urge the Commission to recommend establishing a Slow No Wake Zone on the Willamette River at a minimum, between the Hawthorne and Sellwood Bridges. Establishing this zone to reduce wake action in this stretch of the river would help protect not only sailors, but also canoeists, kayakers, stand up boarders, and swimmers from wakes. A Slow/No Wake Zone is important for human health and safety, for the river's ecology, and for protection of endangered fish and the River's shoreline, as well as private and public docks. I am familiar with the Marine Board's current public process soliciting input from the public on wake issues on the lower Willamette River. Through that process the National Marine Fisheries Service has advised the Marine Board that noise and wave actions are frequently a threat to juvenile salmon and steelhead, and that they suspect that wake sports are having a significant adverse impact on those listed species and their critical habitats. Therefore, I urge again that the Commission establish a Slow No Wake Zone on the Willamette River no shorter than the stretch between the Hawthorne and Sellwood Bridges. Sincerely, Walt Mintkeski 6815 SE 31st Ave Portland, OR 97202

Testimony is presented without formatting.

Sandra Joos

#154170 | June 17, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

I am writing in support of stronger protections for wildlife habitat on the lower Willamette River. Two ways to do that immediately are to expand no-wake zones and impose penalties for illegal vegetation removal. Motorized boats and especially wake surfing boats create artificial waves that decrease safety for non-motorized river recreationalists (swimmers, kayakers, etc). These artificial waves also create significant environmental damage by disturbing nearshore habitat for listed salmon species and eroding river bank vegetation that is important for native birds and other wildlife. The impacts are particularly significant around natural areas such as Ross Island and Oaks Bottom. Therefore I urge the PSC to:

- Extend the current no wake zone the full length of the Holgate channel along Ross Island.
- Prioritize impacts to wildlife and habitat along the Willamette, especially surrounding Ross Island and Holgate Channel when considering a Slow Wake Zone.
- Consider safety impacts to non-motorized recreationists when considering a Slow Wake Zone.

In addition, one of the biggest environmental challenges in the South Reach of the Willamette is the ongoing illegal removal of vegetation in the greenway adjacent to the river. Removal of trees and shrubs reduces habitat, disrupts nesting of native birds, decreases shade which raises water temperatures, and increases erosion of the riverbank. Therefore, I also urge the PSC to:

- Increase monitoring to survey for illegal removal of vegetation in the greenway
- Increase penalties for illegal removal of vegetation in the Greenway;
- Sharply increase fines for repeat offenders of removing vegetation from the greenway

Thank you for your attention to this matter that affects us all.

Testimony is presented without formatting.

Kristin Conrad-Antoville

#154168 | June 17, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

Expansion of the Slow/ No Wake Zone: Motorized boats and especially wake surfing boats create artificial waves that decrease safety for non-motorized river recreationalists (swimmers, kayakers, etc). These artificial waves also create significant environmental damage by disturbing nearshore habitat for listed salmon species and eroding river bank vegetation that is important for native birds and other wildlife. The impacts are particularly significant around natural areas such as Ross Island and Oaks Bottom. Please : Extend the current no wake zone the full length of the Holgate channel along Ross Island. Prioritize impacts to wildlife and habitat along the Willamette, especially surrounding Ross Island and Holgate Channel when considering a Slow Wake Zone. Consider safety impacts to non-motorized recreationists when considering a Slow Wake Zone. Penalties for Illegal Vegetation Removal: One of the biggest environmental challenges in the South Reach of the Willamette is the ongoing illegal removal of vegetation in the greenway adjacent to the river. Removal of trees and shrubs reduces habitat, disrupts nesting of native birds, decreases shade which raises water temperatures, and increases erosion of the riverbank. Please : Increase monitoring to survey for illegal removal of vegetation in the greenway Increase penalties for illegal removal of vegetation in the Greenway; Sharply increase fines for repeat offenders of removing vegetation from the greenway

Testimony is presented without formatting.

Nathan Savage

#154167 | June 17, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am apposed to the south reach plan. Limiting the river to support basically one/two user groups is not right. I worked on the river for years and see no reason why everyone can't co-exist while using the river. The river should be open to everyone and everything. There are many ways to maintain and help the health of the river, please listen to the OSMB, harbormaster, and sheriffs all urging that this plan is wrong. Thank you.

Testimony is presented without formatting.

Dean Hall

#154166 | June 17, 2020

Testimony to the Planning and Sustainability Commission on the River Plan | South Reach, Proposed Draft

As a long time paddler, and also a boat owner, I strongly oppose shutting down more sections of the river to any one user group. Power Boats have a long history of paying usage fees for facility maintenance and upgrades along that portion of the river. In my past paddling experience, there was little to no required mariner training or certification for paddling team leaders, which clearly resulted in some of the past accidents and near accidents (some of which involved commercial craft, not ski/wakeboard boats) on that section of the river. I've also observed power-boaters acting in an unsafe manor with respect to other craft. I believe the solution to this is not further restrictions, but instead putting focus on Education and Enforcement. Specifically, I suggest that all users should pay equally to use the river and those funds be applied specifically to Education and Enforcement, thus allowing all taxpayers with all interests Equal Rights to access this natural resource.

Testimony is presented without formatting.

Randy Harris

#154165 | June 17, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

I am adamantly opposed to the River Plan/South Reach proposal. This is a public waterway for ALL Oregon boaters use while exercising safe boating practices. A slow/no wake zone effectively dismisses the useful enjoyment of MOST of the boaters that currently use this portion of the waterway and impacts EVERY registered boater.

Testimony is presented without formatting.

Ann Bakkensen

#154164 | June 17, 2020

Testimony to **the Planning and Sustainability Commission** on the **River Plan | South Reach, Proposed Draft**

To PSC: I wish to submit written testimony for the upcoming hearing on Tuesday, June 23. I am writing to urge you to: --Increase the Slow/No Wake Zone around Ross Island -Increase penalties for people who illegally destroy wildlife habitat along the Willamette River. We must act to ensure adequate protection for wildlife habitat and to enhance passive recreational activities on the river, such as canoeing, kayaking, and birdwatching. Thank you, Ann Bakkensen

Testimony is presented without formatting.