

From: Bob Brell
To: [Sen Dembrow](#)
Cc: [Sen Olsen](#); [Sen Linthicum](#); [Sen Prozanski](#); [Sen Roblan](#); [SENR Exhibits](#)
Subject: HB 2027-A. Upper Deschutes Scenic Waterway.
Date: Saturday, May 06, 2017 2:50:48 PM

"Chair Dembrow and Members of the Senate Environment & Natural Resources Committee"

We ask you to support HB 2027-A that codifies an exiting administrative rule prohibiting bridges in the State Scenic Waterway of the Upper Deschutes River.

We came to Oregon in 1996 from St. Louis and have never regretted that decision while enjoying the beauty of Central Oregon and the many recreational opportunities our area offers. We believe it is our responsibility to look after the needs of future generations seeking a balance in short and long term objectives while preserving the scenic, recreational and natural resource values. This waterway, designated in 1988 and covered by a management plan adopted in 1996, partially overlaps with a federal Wild and Scenic River and is a treasure in our community.

We believe the original prohibition for a bridge was put in place for a good reason. We believe a public bridge serving a public trail should ideally be built on public land particularly where public land is available as is the case beginning at mile 172 on the Deschutes River. We are fortunate that there is Forest Service land on both sides of the river beginning at mile 172 and beyond to accommodate this, which was recognized by a 2015-2916 Citizen's Advisory Committee's decision to select Bridge Crossing Option 3C. The additional scrutiny by the Forest Service required for the location of the bridge on Forest Service land is something that we should welcome. A bridge anywhere in a State Scenic River area deserves the highest level of review.

Bend Parks and Recreation District has as an imperative to create a continuous trail from Tumalo to Sunriver. We believe they can achieve this imperative without a continuing trail along the River but by directing trail users to cross the River from east to west at the Bill Healy Bridge and continue to the existing Haul Road Trail which goes all the way to Forest Service land and the existing trail system already therein.

A new bridge at significant public expense needs to be avoided particularly when a continuous trail is already available. There is no need for eminent domain nor further division of the Bend community and just as important, avoidance of continuing pressure on the remarkable wildlife present in this scenic stretch of the Deschutes River.

We urge you to support HB 2027-A.

Respectfully,

Bob and Dellie Brell
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PROTECT THE UPPER DESCHUTES SCENIC WATERWAY

Photos of Subject Area Near Potential BPRD Bridge



“In our development oriented society, it takes special diligence to protect our natural resources.” Voter’s Pamphlet, 1988 Oregon General Election, adding the Upper Deschutes as a State Scenic Waterway. – Sen. Bill Bradbury, Sen. Jane Cease, Rep. Ron Cease, and Rep. Dave McTeague.

Upper Deschutes bridge construction “May encourage development in an area where ***natural resources would be harmed (in contravention of scenic waterway goals).***” Oregon Parks and Recreation Department, 2/24/2016



“The potential bridge sites appear to be ***within the mapped floodplain*** and the sites on the east side may involve ***seasonal wetlands and Spotted Frog habitat.***” – BPRD, 5/27/2014

“Access to either side of the river for construction activities is challenging.” – BPRD, 5/27/2014



BPRD intends to construct a massive bridge that could disturb wetlands and require ***in-stream heavy construction in a designated scenic waterway.***

“The narrowest portion of the river in this area is approximately 150’ between banks, ***not accounting for possible wetlands*** ... As the river widens nearby to over 230’ between banks, the ***bridge would likely need to have a mid-stream pier.***” – BPRD, 5/27/2014