

From: Chuck
To: [SENR Exhibits](#)
Subject: Written Testimony for the South UGB Segment in Bend
Date: Tuesday, May 09, 2017 2:30:02 PM

Dear Oregon Legislature:

Please do not prohibit the development of the proposed bridge connecting the Deschutes River Trail from the eastside of the Deschutes River to the westside of the river in south Bend.

For almost two years I have been a primary resident and homeowner in south Bend on the eastside of the Deschutes River and reside approximately 2 miles from the proposed bridge. I am a husband and father of two preschool children, all of whom are avid trail users. Until recently, we are now former dog owners—he was a trail user too. I am also a mountain biker, flyfisher, and a retired Environmental Planner, Recreation Specialist, Land Specialist, and Realty Specialist for the U.S. Forest Service and Bureau of Land Management.

I have reviewed the Bend Parks and Recreation South UGB Segment proposal and have visited the proposed trailhead on Buck Canyon Road, the area of the proposed trail connection adjacent to the Cinder Cone Natural Area. My family and I are frequent users of the Deschutes River Trail via the Rimrock (aka Good Dog Trail) and Meadow Trailheads on the westside of the river where the proposed bridge would connect. I am also a frequent user of the Phil's Trail System which could also be accessed by the proposed bridge from the eastside of the river.

I fully support the implementation of the bridge and South UGB Segment proposal because:

- My family and I would be able to ride our bicycles 2 miles from our home to the bridge to access the trails on the westside of the river without having to drive a vehicle 6 miles to the closest trailhead at Rimrock.
- From my home I would also be able to ride my bicycle to the bridge to access the the Phil's Trail System instead of having to drive 7 miles to the Phil's Trailhead (which I currently do one to two times a week during the trail season).
- Having bridge access would alleviate use and congestion at current trail access sites on the westside of the river at Rimrock, Meadow, and Phil's Trailheads.
- The bridge would allow the other 8,400 eastside river residents an access alternative to the trails west of the river without having to drive a vehicle 6-7 miles through a sometimes congested area of Bend to trailheads west of the river.
- Having a trail access alternative for 8,400 eastside river residents will aid in reducing vehicular traffic on Brookwood Rd, Reed Market Rd, Reed Market Rd/Bond St roundabout, Century Dr, Washington Dr, NW Mount Washington Dr, and Skyliners Rd—all of which are currently needed to access the westside trails by eastside river residents. The outcome of reducing vehicular traffic pressure on these roads will cut emissions and noise, improve air quality, driving experience and drive time for residents on the westside of the river.
- The bridge was a selling point when we purchased our house and is one of the reasons why we moved to this area of Bend. Being new to Bend when we were shopping for houses in 2015, I had not known until after we purchased our house that the bridge had not yet been approved.

In every respect, I support the location of the proposed bridge and trail (Option 3 and 3C) recommended by the Citizen Advisory Committee since these locations appear to have the least amount of impact to adjacent residents compared to the alternate locations that were evaluated by the CAC. Growth in Bend is undeniable and the need for alternate access to trails is a direct correlation. For many residents of Bend, myself included, one of the most valued recreation opportunities is the westside trail system on USFS lands. These nationally known trails are exceptional and an asset to the community and it's economy. Having the bridge to access these trails will not only be valued by southeast Bend residents, but will minimize impacts to other access points and Bend residential areas by helping disperse overall

trail use throughout the system.

Thank you for accepting my written testimony.

Sincerely,
Charles Lovely
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