

From: Kelly
To: [SENR Exhibits](#)
Subject: Testimony opposing HB 2027
Date: Tuesday, May 09, 2017 12:54:59 PM

To the members of the Senate Environment and Natural Resources Committee:

I oppose House Bill 2027 which seeks to prohibit building a pedestrian and bicycling bridge between Sunriver and the COID canal intake within the Bend Urban Growth Boundary.

As a member of COTA, CONC, Central Oregon Bitterbrush Broadband and ONDA among others, I support the Bend Parks and Recreation building of a simple, low impact pedestrian bridge across the Deschutes River within the currently proposed restricted areas covered in the bill.

House Bill 2027, presented as an emotional plea to save the Deschutes River, is in reality a thinly disguised NIMBY bill which benefits but a few of the well heeled. A modest pedestrian and bicycling bridge, which would provide a car free connection for residents east of the Deschutes River, would benefit many more of Bend's citizens. This connection would help mitigate traffic and thus reduce the carbon emission of vehicles traveling to and from the National Forest, which has a positive environmental impact.

The Honorable Gene Whisnant, who proposed HB2027, knows well that Bend Oregon is rapidly expanding due in part to its close proximity to the National Forest and all the recreational riches that the National Forest offers. A conga line of traffic forms during the busy winter and summer seasons on SW Reed Market Road, Bend's southernmost road route across the Deschutes River, slowing to a crawl as locals and tourists alike drive back and forth to favorite recreational areas west of the river.

As a resident of the Southern Crossing Neighborhood, I am directly affected by the SW Reed Market Road traffic, which is getting worse every year. As a typically active citizen of Bend I personally do my part to reduce traffic by using active transportation such as walking and bicycling to my destinations. Having this bridge available would allow me and others to remove vehicles from that traffic in many situations.

As Bend grows, the traffic problem will only get worse, leading to an increasing carbon footprint of vehicle exhaust. House Bill 2027 is bad for Bend and bad for the environment. Please vote no on House Bill 2027.

Kelly Von Ruden
Bend