

## Hamre Jaime

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**From:** ariz2ore86@gmail.com  
**Sent:** Monday, February 12, 2018 1:24 PM  
**To:** HAGNR Exhibits  
**Subject:** Testimony on HB 4029 & -1

Dear Committee Members,

Thank you for providing the opportunity to comment upon HB 2029 and its -1 amendment. I urge you to deep six this bill and its amendment for reasons discussed below.

First, the proposed bike/ped bridge has been through multiple local public processes and plans spanning decades. These include Bend Park and Recreation's Deschutes River Trail, City of Bend Transportation System Plan (TSP) bike/ped chapter, and an approved local ballot measure for bonds to build Bend Park and Rec facilities. The latter included four pedestrian crossings of the Deschutes River, including the South Bend UGB bridge.

Second, the state requires local governments to plan for bike/ped connectivity. This is why both the Deschutes County and Bend TSPs have language supporting the linkages the Deschutes River footbridge would provide.

Third, the proposed location reduces out of direction travel for those in southern Bend or Deschutes River Woods, a large rural subdivision just outside the city limits and UGB, who wish to bike/walk from the east side of the river to the west. The west side has an off-leash dog area and USFS trails.

Fourth, that same USFS is seeking ways for people to reach trailheads other than driving. The USFS is trying to ease parking demands and a locally approved bike/ped footbridge is consistent with that goal.

Fifth, this area is already developed with subdivisions in close proximity. It is the height of hypocrisy to oppose a community-supported footbridge for "protect nature" reasons after you have built a home next to the river or in close proximity.

Sixth, the footbridge needs to be in convenient biking/walking distance to the populated areas east of the river. The -1 amendment would place the crossing far to the south on Benham Falls Road near Lava Butte, roughly six miles south of town. This road is only accessed via US 97 rather than city streets and county roads with minimal traffic and vehicles moving at slower speeds than 65 mph US 97.

Decisions which affect Bend residents such as myself should be made in Bend and not in Salem at the behest of a Portland activist group. I implore you to kill this bill and let decades long plans be achieved.

Peter Russell