

SELLWOOD BRIDGE IGA WITH MULTNOMAH CO.

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ TERRI PARKER	P.O. Box 13503 97213-0503	

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

184402

Subject: Testimony to the Portland City Council on the design and funding of the replacement Sellwood Bridge, February 2, 2011.

Although the arches are nice, however, given the excessive super-sized sidewalks and bike lanes that allocate more deck space for bicyclists and pedestrians than for cars, the proposed design of a new Sellwood Bridge is basically a bicycle and pedestrian bridge that "only" replaces the two existing motor vehicle lanes that already exist. I commend Multnomah County for eliminating the conceivably never used and slippery slope streetcar tracks on the bridge. However, more of the lavish and wasteful spending can be reined in. By narrowing the sidewalks to a reasonable width and eliminating the pedestrian viewpoints, the disproportionate price tag of project can be reduced still further with little to no impact on alternative transport mobility. This too would provide a better balance when it comes to proportional funding issues.

Because only the special interests of alternative transport activists received all the attention while the issues and concerns of motorists were for the most part ignored throughout the design phase, I fully agree with and support the people of Clackamas County who are petitioning for a public vote that allows them to opt out of paying an extra motor vehicle registration fee to help fund this project. Under the circumstances, Multnomah County motor vehicle owners should be guaranteed the same – that is, be able to have a vote on opting out.

Motorists who are expected to fund the project including all the non-motorist amenities were woefully under represented throughout the entire public process. This persistent bias is way too typical when it comes to Portland area transportation projects. Freeloading bicyclists and hanger-on alternative transport activists from the bridge impact area dominated the advisory decision making progression.

Sustainability starts with financial self-sustainability. The overall size and scope of this project needs to be ratcheted back with bicyclists and neighboring walkable communities chipping in and helping to shoulder the financial burden - matching the funding coming from motor vehicle owners dollar for dollar. The current financial scheme and deck design – rather I should say financial scam when it comes to extorting money from motor vehicle owners as if they were an on tap ATM – simply lacks any kind of fairness and equity. It is a form of social engineering and authoritarian tax discrimination that needs to be revisited with a new majority balance of taxpaying motorist representation at the table instead of just having the moochers engaged.

In closing, if the spandex clad pedal pushers can continue to be Portlandia typecast slackers and not be charged fees for the specialized infrastructure on this bridge and elsewhere, likewise the delivery of mainstream basic services such as water, sewer and garbage pickup along with all the recreational activities that take place on public golf courses, in public tennis and rec centers, and at public swimming pools also needs to take place free of charge with no user fees.

Respectfully submitted,
Terry Parker