

The following is the complete testimony that I would like to offer to Planning and Sustainability Commission hearing. I did testify at the February 24th hearing, but was only allowed 2 minutes to testify (advance materials provided did say we would be given 3 minutes). The following is the complete testimony that I wanted entered into the record on behalf of the Bridlemile Neighborhood Association:

=====

My name is David Martin and I am the transportation chair with the Bridlemile Neighborhood Association. I have been specifically authorized to appear and testify on behalf of the neighborhood association at this hearing.

There are two specific projects that we are interested in addressing Hamilton Street (90034) and Shattuck Rd (90059), both in SW Portland.

For those of you not familiar with the Bridlemile Neighborhood, Hamilton Street dissects the neighborhood, east west, and Shattuck Road dissects our neighborhood, North-South. From an overview, they'd appear as a giant cross right in the middle of the neighborhood; with one the primary grade schools of Southwest Portland, Bridlemile Elementary, located just 2 blocks from the intersection of both streets. Neither street currently has any real pedestrian facilities, which is why automobile and bus traffic dominates how people bring their kids to school

A December, 2014 update of walkability in Bridlemile gives us a walk score of 37, and a rank as the "74th most walkable neighborhood in Portland" (of 95 neighborhoods).

These are not new projects of interest to our neighborhood.

- I have a vision statement from the Bridlemile Neighborhood Association, June of 1997 which highlights 100% of the neighborhood association favoring Shattuck and Hamilton Safe Walks.
- A 2005 PBOT Safe Routes to School Engineering Study which again highlights the lack of pedestrian access to one of the focal points of our neighborhood, Bridlemile School.
- A 2007 BES Ditches to Swales which was intended to address the lack of safe pedestrian facilities.
- And both Shattuck Road and Hamilton Street were part of the failed HALO/Lid project of 2008.

The need, and the recognition of the problem, isn't new. Because of this, when you conducted the public outreach portion of prioritizing the TSP list, the results were not at all surprising.

Correct me if I'm wrong, but by my calculations, Hamilton Street received the most positive comments of any project under consideration, 85 individual comments during the initial commenting period, which constituted almost 14% of the comments,

submitted for all the projects, CITY-WIDE. And 2<sup>nd</sup> on the list, Shattuck Road with 57 comments. Combined, about 20% of all the comments for the 200 or so projects under consideration city wide were for Hamilton Street and Shattuck Road.

And based upon that overwhelming show of public support, our Neighborhood Association remains at a loss as to how you completely drop Hamilton Street from active consideration and throw Shattuck Road in as an unfunded project for years 11-20?

There are two immediate things that come to mind in regards to those decisions.

The first is the cost.

The Hamilton Street project called for full sidewalks and bike path on both sides of the street for a very steep price tag of \$12.4 million dollars. In my opinion, that price tag doomed it from the beginning.

As has been highlighted by all the previous studies, there are less expensive options that should have been considered.

For example, the Bureau of Environmental Services is conducting the SW Hamilton Roadside Swales project this summer, 2015. That project involves the conversion of over 1,000 feet of ditches along 2 sections of SW Hamilton Street near Bridlemile school to provide better storm water management facilities, as well as to install a 4 foot wide shoulder. The BES cost for the project is \$82,200, and PBOT's cost to install a 4 foot wide shoulder, \$11,875. Combined costs equate to about one-half of a million dollars per mile. And the total length of Hamilton Street is just over 1.5 miles. I do recognize it probably isn't as simplistic as saying the total length could be done for \$750,000 dollars, but I am very confident that it could be done for far less than the \$12.4 million dollar albatross price tag that was hung on the project.

One other thing to point out is that the Hamilton Street project has been visibly and repeatedly dangled out as potential project in the event that a new Street Fee/Tax is implemented. A more cynical person than myself might even think that these projects are being held hostage in order to generate support for the implementation of a Street Fee. Regardless, it is difficult to understand how the Hamilton Street project could be one of the featured projects associated with the street free, and then after receiving overwhelming public support during the public outreach portion of the TSP project, you drop it. We simply don't understand how you get from A to B based upon those circumstances.

As a Neighborhood Association, it is not our place to design transportation projects that is the city's responsibility. But it is our place, as a Neighborhood Association, to demand that something be done.

There have already been pedestrian fatalities in our neighborhood; just a few years ago there was one at the intersection of Shattuck Rd and Beaverton Hillsdale Hwy. And with the minimal improvements being considered for our neighborhood, we are most certainly concerned that there will be more.

I thank you for your time and consideration.

David Martin

Transportation Chair  
Bridlemile Neighborhood Association

4020 SW 43<sup>rd</sup> Ave.  
Portland, OR 97221

(503) 545-2429.  
Bridlemile Transportation Chair <BridlemileTransportation@swni.org>