

**Kathy Hampton's Talking Points/Testimony to the Pennsylvania State Transportation Commission Planning Hearing (not verbatim)**

**September 2, 2009 10:30 a.m.**

**INTRODUCTION:**

Thank you for this opportunity. My name is Kathy Hampton, resident of Cheltenham Township and Candidate for Commissioner, Ward 4.

- Cheltenham Township is made up of seven neighborhoods that are connected North & South by Route 611; East and West by Route 73
- The busiest SEPTA rail lines meet at the Jenkintown/Wyncote Train Station where a proposed 600 car garage is being promoted [by SEPTA] while an **active citizens group opposes** its scale and lack of a holistic approach to servicing the SEPTA ridership, community at large and, the diminished benefits to the community;
- I ALSO OPPOSE THIS STRUCTURE and its planning;
- I advocate that this Panel as well as SEPTA look toward sustainable, responsible planning which decreases auto emissions and automobile traffic;
- Alternatives have been presented to [SEPTA] regarding the massive car garage and in planning for the 2011 update, I would like to offer one alternative project for the Pennsylvania State Transportation Commission
- I urge your support for:
  - Bike & Pedestrian Paths & Trails also commonly referred to as
  - Multi-Use Paths or
  - Greenways

In conjunction with other projects and proposals that have been approved and are being considered for Cheltenham, the reasons for Bike & Pedestrian Paths are:

- To provide a natural linkage and connect from community to community; neighborhood to neighborhood
- Offers and enhances public safety by providing an opportunity for cars to slow down – cars are moving through the narrow streets of Cheltenham at higher speeds without measures to curb the problem
- Encourages the local economy when there is patronage of businesses within biking and walking distance

- Encourages walking to local institutions – SCHOOLS, LIBRARIES, COMMUNITY POOLS; PARKS; RECREATION LOCATIONS
- Meaningfully Mitigates Climate Change and responds to Less Gas Usage

**BENEFITS** include:

- Offers an opportunity for more constructive green space usage
- Provides an opportunity for safe, free useful, enjoyable means of exercise
- Connects the community to natural and cultural resources
- Less wear and tear on bridges, roads
- Less maintenance on the back end and after construction of trails/paths

**FUNDING** considerations:

Although I am not prepared to provide the cost estimates for this proposed project, there are mandated programs that this proposal/project would fall under. States either must match or meet requirements for 100% federal funding.

Such programs include:

- Surface Transportation Program – STP
- Congestion Mitigation and Air Quality Improvement Program
- Recreational Trail Program

**NOTE:**

Most recently signed into law is the Transportation Enhancements (TE) by President Obama on February 17<sup>th</sup> was the nation's largest funding source for improvements to pedestrian infrastructure. . . these projects are considered "shovel ready" . . . (State Funding source)