

BPCAC Public Comment 2022 02 09 Meeting

My name is Estelle Morley. I moved to Portland from Florida in 2009 to challenge myself to get rid of my vehicle, and rely solely on cycling and public transit. In July of 2021, I was hit, thrown from my bicycle, and killed by vehicular violence which could have been avoided with safer streets. Every day now, I grieve the loss of the life I would have had had I not been severely and profoundly injured. I now live with multiple acquired disabilities as a result of unsafe roads. I owe my life, and a limb, to community members, a Portland Police officer and the EMT first responders, not the people and institutions who fund, design and maintain the road on which I was killed. In fact, the re-design of the roads at this intersection indeed caused a driver to act erratically, which did kill me violently. I was only saved because of the tourniquet applied by PPB and the CPR performed by EMTs - twice. If it wasn't for them, there would be at least 1 bike death for 2021, and that would be me. But that is just me. What about the 8 cyclists that were seriously injured in 2019? Or the 15 in 2018? How many of them died on the streets of Portland and Multnomah county, only to be revived by first responders? How many of them have to mourn the lives that they no longer get to live because of an acquired physical and/or mental disability? Having zero deaths is not a statistic that you get to be proud of. It's a statistic that first responders get to be proud of.

It is not a secret that transportation data is highly insufficient and takes an unreasonable amount of time to become available for officials, planners, and the public. **How is data capturing my near-death and the near-deaths of others?** In addition to the fact that it was the road that caused my death, and first responders who saved me; the county also needs to know that there are complex and convoluted issues that arise from jurisdictional boundaries. The particular intersection where I was hit, and thrown, and killed straddles Clackamas county, Multnomah County, the City of Portland, the City of Milwaukie, and has a train line running through the middle of it, all of which endangers road users outside of vehicles. Plus, it muddies waters for funding and transportation planning, and causes delays to progress in the carriage of justice. **What is the county doing to better coordinate across jurisdictional boundaries in order to improve facilities for all?** Lastly, PBOT and other Oregon jurisdictions have noted a growing backlog of maintenance projects. While this backlog continues to grow,

there are seemingly insufficient revenue streams identified to improve Oregon's roads. While Fixing Our Streets is a four-year gas-tax program, and HB 2017 - Keep Oregon Moving gradually increases fuel taxes, people are still dying on the streets. These incremental changes are not sufficient to keep up with maintenance and have the ability to fund safety improvements. Until there is a more sustainable and significant revenue stream for road safety improvements, people will keep dying. **What is the county doing to meaningfully improve revenue for transportation safety improvements?**

I need you to hear me. To know this. And for this to be on public record, which is why I'm writing today: Government officials need to start finding new and meaningful ways to fund safer roads - so that we as vulnerable road users don't need to be resuscitated from death by first responders at all. This, by the way, is the true definition of the Vision Zero campaign. From my perspective, planners, designers, and maintainers have not been properly funded to do the work they want and need to do to achieve Vision Zero of safe roads for even the most vulnerable road user.

Estelle Morley (she/her) "*Alis volat propriis*" - *She flies with her own wings*

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