

### Collins View SWNI News Article July 2019

Until you get to the entrance to Tryon Creek State Park, the highest posted speed limit on Terwilliger Blvd. is the stretch through Collins View. This section correlates exactly with Portland Maps' "Portland Traffic Deaths & Injuries since 2007" graphic which depicts the most Terwilliger accidents clustered right here.

[https://pdx.maps.arcgis.com/apps/MapSeries/index.html?](https://pdx.maps.arcgis.com/apps/MapSeries/index.html?appid=5385b143768c445db915a9c7fad32ebe)

[appid=5385b143768c445db915a9c7fad32ebe](https://pdx.maps.arcgis.com/apps/MapSeries/index.html?appid=5385b143768c445db915a9c7fad32ebe) The City has promoted **Vision Zero** with a lot of publicity and a lot of orange street signs. New York City was the first to employ Vision Zero and it was successful in reducing pedestrian, bike and other vehicle accidents. From

<https://www.visionzerostreets.org/> : "...A city with streets that encourage speeding, limit space for pedestrians, treat transit users like second-class citizens, and force bike riders into danger - will not reach zero - in fact it will be enabling dangerous behavior. ..." Every one of these things is involved in the problematic Terwilliger@Primrose intersection. The City's non-response to Collins View's years long efforts to remedy it is indeed "enabling dangerous behavior."

If the City is sincere in its efforts to *reduce* traffic accidents (not just "really trying to do more in response to specific fatal crashes as they happen," as Dylan Rivera, public information officer with PBOT, said in an April 25th OPB interview), and is sincere in implementing Vision Zero's goals of pedestrian/biking/vehicle safety, their arguments against reducing Collins View's highest Terwilliger speed limit, against painting a crosswalk and against improving the bus stop are null and void. Portland - Walk the walk not just talk the talk.

Now add "**Equity and Inclusion**," another of the City's oft-repeated phrases. Equity and Inclusion isn't restricted to ethnicity-based demographics. Include equity for elders and those who are mobility-impaired. "**Age-Friendly Portland**" <http://agefriendlyportland.org/> is a university-city-community partnership (Advisory Council October 8, 2013). As defined by the World Health Organization (WHO), an "age friendly city": has structures and services that are accessible and inclusive of older people with varying needs and capacities, emphasizes enablement rather than disablement, and is friendly for people of all ages and abilities. ..."

Well, transportation resources in Collins View don't qualify as inclusive, equitable or age friendly. The neighborhood's restrictive bus route and stops have real problems with the "Equity

and Inclusion” part of the City’s self-promotion. A person in a wheelchair dropped off at the Terwilliger@Primrose bus-stop-in-a-ditch has a daunting challenge going anywhere - very steep Primrose, or dash across highest-speed Terwilliger to get to the sidewalk.

We can’t do anything about the Collins View terrain. We *can* demand the City be more forceful in implementing its “Equity and Inclusion” and “Age Friendly Portland” branding. The City is spending reams of verbiage and much money to accommodate those who choose to bike. Other folks are dependent on their wheelchairs to get around. The City *can* more aggressively promote and publicize its PDX WV <https://www.portlandoregon.gov/transportation/76679> accessible taxis for hire and the LIFT para Transit Service <https://trimet.org/lift/>.

Or make it a priority to invest some of that wheel money to invent and listen for other “Equity Means Everyone” ideas.

Or maybe splurge on signs at bus stops cautioning that they are NOT accessible to wheelchairs.

Attend the next meeting of Collins View Neighborhood Association at 7:00 pm Wednesday, Sept. 4, 2019.

*Submitted by Maryellen Read*