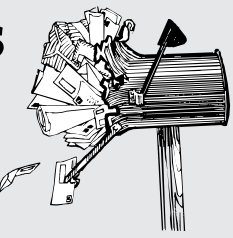


Letters to the Editor



The Southwest Portland Post
4207 SE Woodstock Blvd #509
Portland, OR 97206
Fax: (866) 727-5336
email: editor@multnomahpost.com

Critical safety improvements needed after fatal crash on Barbur Boulevard

Unfortunately, there was another fatal car crash on Barbur Boulevard at Miles Place last evening [May 14]. Scant information is available online.

I rode by the scene at approximately 12:30 am on the way home from work, as the crash investigation was ongoing. Barbur Boulevard was completely closed in both directions, with vehicle traffic detoured to I-5.

After a short delay, the police allowed me and other bicyclists to bypass the scene on the west side, as the crash scene was on the east side near the TriMet bus stop.

It is ironic that this crash occurred one block from the site of the previous night's [Oregon Department of Transportation] Open House for the Barbur Bridge project. While the factors that contributed to this crash are not yet available, it is clear that the roadway design encourages

speeding.

The time has come for a serious and earnest discussion with the community regarding traffic safety on Barbur Boulevard, including the consideration of a lane diet, and safety improvements for all modes.

While I appreciate the consideration of future improvements that might occur as result of high capacity transit in in the Southwest Corridor 15 to 20 years from now, this is too long to wait.

Critical safety improvements that were recommendations in the 2011 High Crash Corridor Study, and increased law enforcement are needed now, not in 2028.

Please consider this request for a meeting among ODOT, Metro, and City of Portland officials and staff; and Southwest Portland community leaders, with ODOT as the lead agency, to discuss funding and implementation of safety improvements on Barbur Boulevard.

Roger Aeverbeck
Southwest Neighborhoods, Inc.
Transportation Committee Chair

Editor's Note: According to Portland Police, the man who died in the May 14 traffic crash on Southwest Barbur Boulevard has been identified as 45-year-old Lance Marcus. Preliminary information indicates that Marcus was driving an Audi A-6 at a high rate of speed northbound on Barbur Boulevard just before striking a power pole. Toxicology tests are pending by the Oregon State Medical Examiner's Office. This was the 15th traffic fatality of 2013.

Rep. Williamson doing outstanding work in healthcare reform

RE: "Freshman legislator Jennifer Williamson reports to constituents on current session," by Lee Perlman, *The Post*, May 2013

Your front page article in the May 2013 issue featured Jennifer Williamson, one of our Southwest Portland state legislators.

Not mentioned in the article is the outstanding work Rep. Williamson has done in health care reform. She is the co-chief sponsor of two critical pieces of legislation.

The first is HB 3260, authorizing the Oregon Health Authority to conduct a study of Oregon's health care financing options.

Successful financing is a key feature of systems that currently provide better care to more people for less money than Oregonians spend.

This study, which would be privately funded without taxpayer money, is the first step toward discovering Oregon's best options.

The second is HB 2922, the Affordable Health Care for All Oregon Act. This revolutionary proposal would create a single, publicly funded, universal health care financing system permitting all Oregonians to receive care when they need it.

[HB 2922] is modeled on successful systems around the world and in

the US that currently provides better care to more people for less money than Oregonians spend now.

Rep. Williamson dares to tackle real health care reform while most legislators claim the Affordable Care Act renders further action unnecessary.

Readers of *The Post* who want a health care system in Oregon that gives our families health care access when we need it, lowers our costs, and improves our health might let Rep. Williamson know how much we appreciate her courage in advocating for these two bills. We might also ask our other legislators to sign on and vote for them.

Samuel Metz, MD
Southwest Gale Avenue

CITY HALL

(Continued from Page 1)

City Council, "Without their support, we wouldn't be as strong as we are today."


Yet another set of cuts were to Main Street programs, including one in Hillsdale, backed by federal funds and intended to increase the economic vitality of commercial areas.

The budget also called for cuts to the bureaus of Fire, Parks and Police. Representatives of all three bureaus said budget cuts would work against public safety and long-term public interest.

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4207 SE Woodstock Blvd #509
Portland, OR 97206

Phone: (503) 244-6933; Fax: (866) 727-5336
 general email: news@multnomahpost.com
 web address: www.swportlandpost.com

Editor & Publisher: Don Snedecor
Reporters/Writers: Lee Perlman, Erik Vidstrand
Advertising Sales: Don Snedecor, Harry Blythe, Josephine Newport
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