

# Hit-and-run driver surrenders after tip leads to identity in Barbur Boulevard auto/bike crash

## POLICE BLOTTER

By Don Snedecor  
The Southwest Portland Post

On August 16, at approximately 12:50 a.m., Central Precinct officers responded to Southwest Barbur Boulevard, just north of the Capitol Highway ramp on the report of a bicyclist that had been hit by a vehicle which left the scene.

After being discovered by a Tri-Met bus driver, Portland Police officers and medical personnel arrived and contacted the victim, 20-year-old Henry Schmidt, who was suffering from serious but not life-threatening injuries.

Schmidt did not know what happened and was unable to provide officers with any vehicle information.

An anonymous tip to Crime Stoppers of Oregon led investigators to the suspect vehicle, a black 2011 Subaru Legacy, at a body shop in Wilsonville. Additional investigation identified the driver.

On August 22, Traffic Division officers arrested the driver responsible for the hit and run. 29-year-old Miriam Ann Clinton of Lake Oswego turned herself in to officers at Central Precinct.

Clinton has been booked into jail on two counts of Felony Hit and Run. She was arraigned in Multnomah County Court on August 23.

The charges come as a result of the hit and run crash that left the victim



Miriam Ann Clinton

injured on the side of the road on Southwest Barbur Boulevard near the Capitol Highway ramp.

Schmidt was taken to Oregon Health Sciences University with two broken legs among his injuries. After a stay in the hospital he is currently recovering at home. Schmidt was on his way home from work at the Southeast Portland restaurant Pok Pok when the accident occurred.

## Fatal traffic crash occurs southbound Interstate 5 near Barbur Boulevard

On August 9 at 4:20 pm, Central Precinct officers responded to a three vehicle crash on southbound I-5 near milepost 296, the Barbur Blvd exit.

On August 14, Ronald David Witt,

56, was arrested and charged with driving with a revoked driver's license and lodged at the Multnomah County Detention Center.

News reports said police named him a habitual offender.

A Ford F-150 pickup, driven by Witt, had rear-ended a small Chevrolet coupe. This vehicle then rear-ended an Audi that was in front of the second vehicle.

According to the Portland Tribune, Witt's pickup was traveling south on Interstate 5 when he crashed into a car stuck in traffic in front of him.

That car was reportedly driven by 52-year-old courier Thomas Swift, of Vancouver, Washington, who crashed into the car in front of him. Emergency crews were unable to revive Swift, who died at the scene.

According to Portland Police reports, for investigative reasons, southbound I-5 was shut down at the peak of the evening commute. The Major Crash Team was called out to conduct the investigation.

The investigation of this fatal crash is ongoing. No other updates or information were available at press time.

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## Barbur Boulevard Project

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The purpose of the demonstration project is to increase safety and improve non-auto access to transit, schools, jobs, and essential services along Southwest Barbur Boulevard.

This section is an emerging area for growth from the City Council-approved Barbur Concept Plan along the Southwest Corridor.

It would also help complete the "last mile" for people walking, biking, and accessing transit.

The average daily traffic on Barbur Boulevard, which is a designated High Crash Corridor, ranges from 26,700 to 31,200 vehicles near the project area.

According to the Oregon Department of Transportation, within city limits alone there were 19 pedestrian crashes and 23 bike crashes on Barbur Boulevard from 2000-2009. Speed was a factor, but turning type and rear-end collisions were the most common.

Sidewalks exist in a piece-meal fashion. Approximately 50 percent of the Barbur Boulevard corridor lacks sidewalks on both sides of the street.

Poorly defined driveways, skewed intersection geometries, and continuous center left turn lane pose conflicts for both bicyclists and motorists.

This project will seek to fill missing gaps, build concrete sidewalk segments, establish curbs, define driveways, address Americans with Disabilities Act barriers, and possibly improve landscaped barriers where feasible.

Enhanced crossing rapid flashing beacons would be constructed at Southwest 22nd Avenue and connections to 26th Way.

Bus stop relocations, pull-outs, and stop improvements would help improve roadway operations.

This project report draft recommended both the Barbur Concept Plan and Southwest Corridor Plan. In July 2009, Metro Council selected the Barbur Corridor as a priority for investment in High Capacity Transit (rapid transit bus or light rail).

According to Metro, an additional 21,000 households are expected by 2035. The retail market is expected to double and 16,000 more jobs are expected over the same period.

The Barbur Boulevard Streetscape Plan identified the "demonstration project" as a first phase for implementation.

There is a lot more information to peruse by going to <http://library.oregonmetro.gov/editor/Southwest%20in%20Motion%20SWIM.pdf>.

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