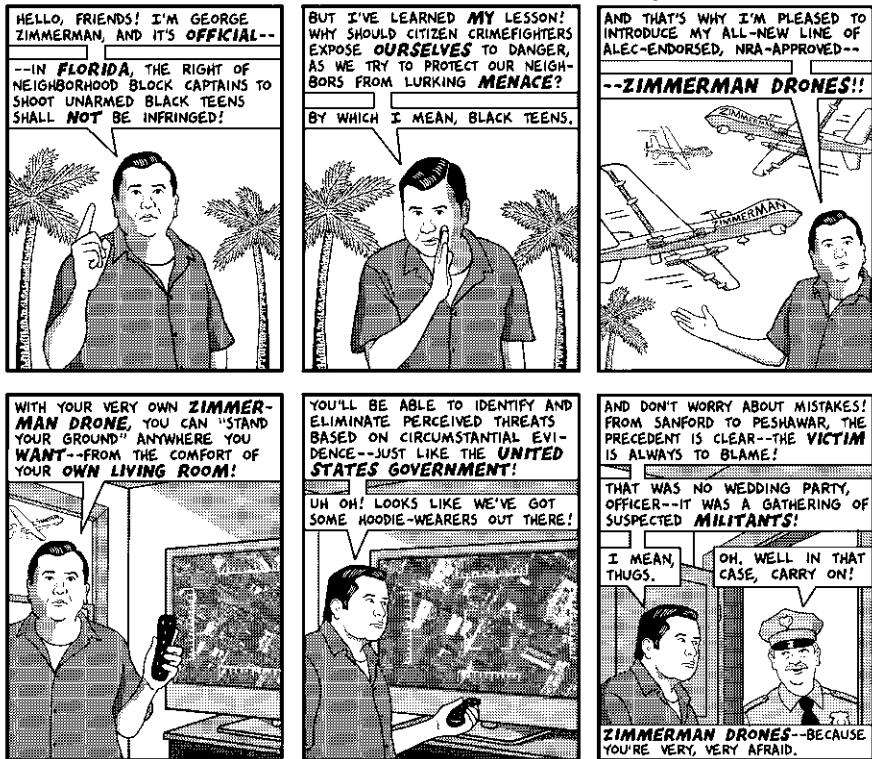


THIS MODERN WORLD

by TOM TOMORROW



have no money to defend myself or go to court. I'm just now getting back on my feet. Is there anyone else that you know of in the same predicament that I'm in?

*Rich Ascherl
Elmira & Lincoln City*

EUGENE'S LOOKING GOOD

This is just to say how happy I am whenever I return to Eugene and Lane County to visit. I lived there in the '90s, but now live outside Asheville, N.C., (Eugene's unofficial sister city). I visit every other year or so to attend the Oregon Country Fair, and this year in particular, I am impressed with how downtown seems to be thriving, and how well the city parks have been maintained.

I also commend you on your balance between generating attractive development and preserving the many various landmarks that I know go back many decades. I think just about all the local businesses where I worked — The Kiva, KLCC, KRVM, OSLC and MycoLogical Natural Products — are thriving, which tells me Eugene definitely supports her (his?) own.

Not that I'd expect anything different; Eugeneans have always been ahead of the curve when it comes to preservation, sustainability and quality of life. Hats off to you. I look forward to my future visits.

*Martin Anderson
Saluda, N.C.*

THE BEST SOLUTION

It is a simple fact: The reason there are accidents on Willamette Street is because drivers go too fast. For many reasons drivers are distracted and do not pay attention and exceed the speed limit, a sure recipe for an accident. If there was a major effort with "Slow Down" signage and increased police monitoring, then traffic would move slower and there would be fewer accidents.

Making the 24th through 29th stretch of Willamette two lanes with a center turn lane will not solve the speed factor. With the two-lane option, do we want to reroute 100 to 500 cars per day to adjacent streets, so that impatient drivers can rush through the neighborhoods, or do we want to put bike share-ways on Oak and Portland Streets,

where presently there is little car traffic?

The best solution for Willamette Street for all involved parties — commuters, business owners and their employees, property owners, bus riders, pedestrians and bike riders, LTD buses and first responders — is to monitor speed on the street, connect the Amazon bike path with Oak and Portland streets and make these streets shared bicycle and car routes.

Keep Willamette Street a safe, four-lane thoroughfare and a hearty business district intact.

*David Nelkin
Eugene*

DESTRUCTIVE CODE

I'm Gordon Armstrong, a human being. Recently my human rights, civil rights and my constitutional rights were attacked, defiled, raped and murdered by officers of Lane Transit District.

I am a man of color, disabled and have a disabled bus pass. I have survived four strokes and, a year and a half ago, a coma. My obvious disabilities are speech and mobility. My diabetic blood sugar levels affect my coordination — and combined with neuropathy, degenerative disc disease and one leg longer than the other, plus slurred speech, I look drunk!

The Americans with Disabilities Act is an answer to the closed-minded, destructive code of prejudice, racism and bigotry. The ADA promotes acceptance in a national campaign to educate, enhance and help reduce the stigma and discrimination of the disabled. Reasonable accommodation is a civil right not given to the disabled, though demanded through eminent domain.

I've stood up for my rights so many other people can stay silent rather than risk retaliation for speaking openly. "In Our Own Voice" through NAMI Lane County (email office@namilane.org) has testimonies, journals and accounts of survivorship that are ever increasing as education, awareness and acceptance triumph. Diligence must be pursued lest we lose the ground we have gained.

*Gordon Armstrong
Eugene*

The Shedd Institute

www.theshedd.org - 541-434-7000



John H. Haines, MD
Kent A. Karren, MD



Lyle Lovett & His Large Band

Mon, August 5 - Hult 682-5000

