

SMOKE AND MIRRORS

A ban on public smoking is clearly a positive factor in enhancing public health. However, actual enforcement of this ordinance is certain to be imposed disproportionately as a lever of gentrification and discrimination, rather than equally across the community.

I agree with Eugene City Councilor Emily Semple that any smoking ban should have been applied citywide. It is the essence of unfairness to allow opt-out exceptions for commercial interests in the downtown core, which will continue to expose the public to clouds of secondhand smoke wafting from the outdoor sidewalk seating downtown.

Public health excuses are directly at cross-purposes with the hypocrisy of these opt-outs.

Such inequitable citywide policy creates an ever-changing, honeycombed checkerboard of different jurisdictions across the city, all of which invite capricious enforcement. This ban has good intentions wrapped around a terrible policy formulation, a saccharine coating of altruism disguising less benevolent purposes.

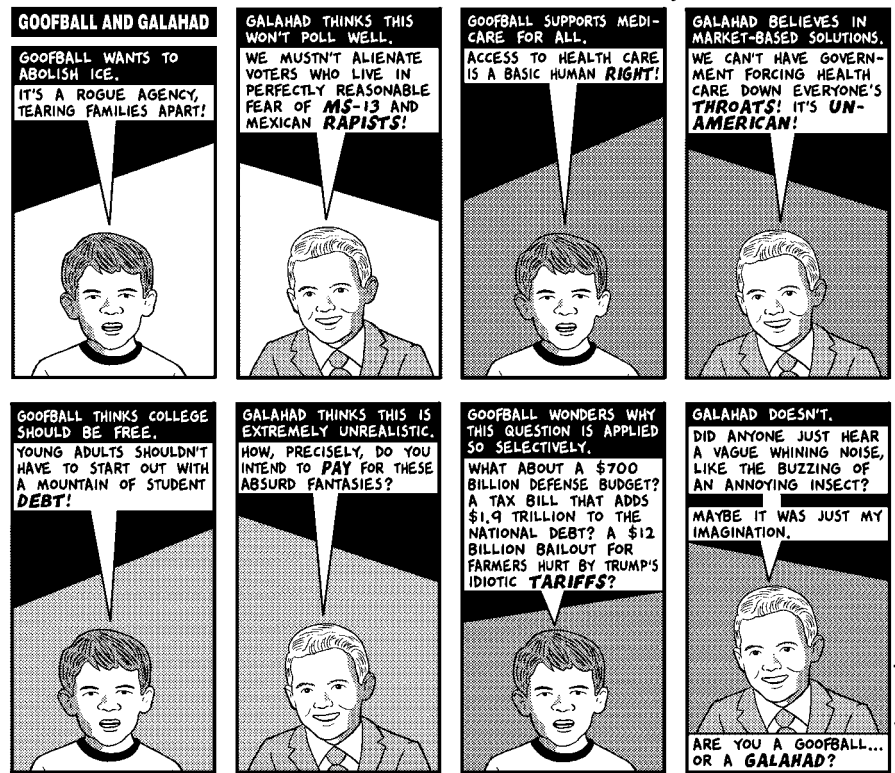
Mike McFadden
Eugene

UBER-CONVENIENT

As an Uber user when visiting family in Los Angeles, I can say it's a friendly, convenient and cost-effective way for me to navigate the notoriously heavy traffic. It

THIS MODERN WORLD

by TOM TOMORROW



is no surprise that it is a popular way to get around.

However, there is an environmental price we pay for convenience, and Uber is no exception. A recent study of ride-hailing services (UC Davis Institute of Transportation Studies) determined that Uber reduces riders on public transit and also adds cars to the road. Darn, why can't we have our cake and eat it, too?

Here at home, Lane Transit District is poised to receive millions in payroll taxes and seeks public input on what improvements are needed. I would much prefer to ride LTD to work. But I live on River Road, and getting to Springfield takes me an hour and a half by bus, whereas my car gets me there in 20 minutes. Therein lies the challenge.

If Uber makes a successful dig into

our streets, it will behoove LTD to partner wherever they can. I also would like to see LTD purchase smaller electric vans and provide many more frequent trips, like I see in underdeveloped countries.

I am one of many who would prefer to hop on public transit if it gets us where we need to go in a reasonable amount of time.

Eva Kronen
Eugene

THIS IS AMERICA

Remember a few weeks ago when the first news of families being separated at the border appeared? The stories and images were horrifying, and our repugnance toward Trump grew even greater.

But some of the liberal voices in response were pretty repugnant, too — those who moaned that splitting up families like this “isn't us, this isn't who we are, this isn't the American way.” I guess it's good to be reminded that liberals can be just as historically ignorant as conservatives. Denial comes easy, and has many motivations.

But do those folks really know nothing of how slavery in America operated? The separation of families was central to that institution, and that institution was central to what America was.

And I guess even fewer know of what happened to millions of Native American families through the boarding-school systems, the Relocation Act of 1952, long-term cultural depredation and the destruction of traditional means of livelihood — and

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