

letters

IT'S MURDER OUT THERE

Earlier this year I had a vehicle issue and decided to walk home with my disabled son, starting out toward Crow from Veneta.

It was dark and drizzling. I was amazed at the aggressiveness of vehicles as they flew by us on Territorial Highway, many showing no courtesy whatsoever. At first I attributed this to post-happy-hour behavior, but then it made no sense.

I ended up facing the traffic with my son behind me, literally angling into the road facing the headlights coming at me at 55 mph. This unequal game of chicken seemed to work; the drivers would move over to the opposite lane. Clearly the driver did not want an insurance incident on his record.

It seems to me things have gotten way too tribal now. Perhaps my son and I were perceived as homeless or [gasp] undocumented immigrants not worthy of consideration walking down the highway? We had no curbs to work with. Whenever I drive the back roads of Lane County and I encounter creatures in sight (human or otherwise), I back off the accelerator and move to the opposite lane as soon as safe.

During these aggressive driving incidents, there was no oncoming traffic.

Maybe we need to recalibrate and remember the "old days" when the first tribal thought was perhaps these people need help (which I was not asking for), or at a minimum they are deserving of being treated with dignity out there walking along the road.

Mark Story
Eugene

THE HOUSING SYMPTOM

The Oregon Legislature and local jurisdictions are scrambling for solutions to what they're calling a housing crisis. House Speaker Tina Kotek claims, "The reality is we're just not building enough housing... and if we're going to grow as a state we need to change that."

Even if, for example, changing that "reality" results in the aesthetic and cultural degradation of historical single-family neighborhoods.

But the housing problem is only a symptom of the larger population problem, political turf most fear to tread. Politicians and administrators consider it their charge to promote and accommodate growth, but, as air, water and ground pollution increase and the planet continues to heat up, growth has shown it will not be accommodated, nor, for those increasingly feeling its pinch, tolerated.

Despite a common refrain to the contrary, overpopulation and the growth it spurs are not inevitable; they're a matter of choice, a matter of policy.

Overuse and abuse has led to quotas in popular hiking and boating areas. To meet the goals of our land use protection system legislators would do well to forego accommodation for restraint.

Tom McCall, where are you when we need you the most?

Robert Emmons
Fall Creek

NOT GUILTY BY PROXIMITY

Yesterday, one of our employees brought to my attention that in one of your recent articles in *Eugene Weekly*, you mention High Pass Winery as one of the places where the body of a missing woman was buried ("Out from the Void," Feb. 7). I find it highly irresponsible to make statements like this based on information received from anonymous sources that was not verified.

I acquired the property High Pass Winery is located on in 1984 and added another piece in 1990. During all my early years working and living on the property, I was well aware of drug-related activities going on in the neighboring property. However close-by the High Pass Winery property was, none of that

took place on my property. I could only watch, with concern, how this self-destruction took place.

As much as I can appreciate your effort to shed light on the situation of missing women, and sex workers in particular, there was no need to drag past shady criminal activities into the history of a reputable business.

I would appreciate if a correction is printed.

Dieter Boehm
High Pass Winery

FOSSIL FUEL FOOLISHNESS

Climate scientists have made it abundantly clear that in order to avoid the worst effects of climate change, Earth's inhabitants must rapidly reduce greenhouse gas emissions. Cities, and by extension citizens, need to step up and make the changes necessary to secure a future for generations to come.

Transportation choices are important contributors to our individual and collective carbon emissions. In fact, the largest source of U.S. greenhouse gas emissions is the transportation sector. To find out how your personal transportation choices measure up, Google "sightline carbon emissions by transportation mode." There you will learn that a single-occupancy non-electric



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