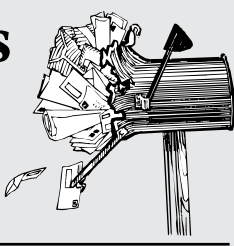


Letters
to the
Editor



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When will other Southwest streets get upgraded like Maplewood Road?

In 2013, two bureaus in Portland worked together to make Maplewood Road more walkable, from the corner of 45th Avenue and Multnomah Boulevard towards 51st Avenue near Maplewood School.

I've heard the same thing will be done on Hamilton Street which connects Scholls Ferry Road to Dosch Road.

Are you aware of the \$7.3 million dollar Fanno Creek bridge construction on Oleson Road just south of "Crash Corner" by Parr Lumber in Raleigh Hills?

Approximately 11,000 freight trucks, school buses, cars use that bridge every day. Many people are now speeding on roads in southwest Portland that have not been upgraded.

I do want to make it known that I'm very excited about the new bridge. An eight-unit apartment was built on the banks of Fanno Creek, bulldozed earlier this year and that half-acre will be given to nature.

Sixteen storm filter vaults will be installed to clean storm water runoff, and it sends a message to county officials and developers to never again construct buildings on the banks of creeks.

There will soon be a temporary pedestrian bridge over Fanno Creek. Carter & Company is the contractor. They also built the Union Street Bridge in Salem (basically, a rails-to-trails pedestrian and bike bridge over the Willamette River) and also helped with the Banks-Vernonia State Trail which was a rails-to-trails project.

[As a result of the temporary closure] many drivers are doing highly illegal things and also driving very fast on the nearby southwest Portland roads.

Kyle Chisek, from the Portland Bureau of Transportation, told me this summer that PBOT has asked the Oregon Department of Transportation to lower the speed limit on Vermont Street, from 30th Avenue to the county line from 35 miles per hour.

The new limit might become 30 mph. Somehow, Cameron Road is 35 mph which connects from 45th Avenue to Shattuck Road.

I would like to see Shattuck Road, the southern stretch from the Beaverton-Hillsdale Highway to Vermont Street, receive the same, lower-cost (versus sidewalk and bike lane) upgrade that Maplewood Road got in 2013.

Vermont Street, from Southwest 45th Ave to 65th Ave, needs the same upgrade as Maplewood Road received. Put it on the south part of Vermont. Cameron Street also needs that upgrade along with a lower speed limit to 25 mph.

Rick Kappler
Southwest Portland

Kudos to the volunteers who attempted to cleanup this triangle of land

Regarding, "Trash, overgrowth and camping rampant in Multnomah Village park," letter by Marsha Overton, editorial response by Don Snedecor, photo by Erik Vidstrand, The Post, August 2014.

I was moved to stop and walk [through Multnomah Village Park] after reading The Post article and anyone can see what a task this is. It appears that at some point quite a bit of landscaping was attempted. Landscape cloth is visible in several places, and a number of plants have been planted.

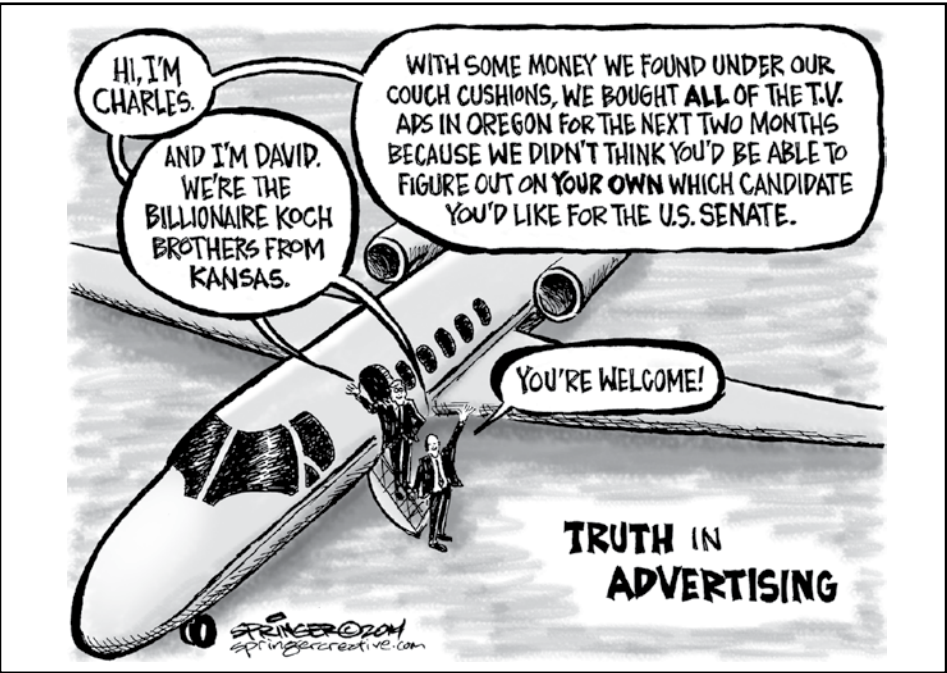
But the job of maintaining this space as a garden or park space seems far too big for a group of volunteers. Surely

this would take one or two people an hour or two per week for most of the year, and more than that during the peak seasons. Is there no way to get the city to take responsibility?

I can hear the discussion now. This is Portland Bureau of Transportation property, and we don't maintain parks. PBOT might need this right-of-way in the future, so we can't give it to the Park Bureau. On and on and back and forth.

What if we as citizens raise our voices and ask that this kind of maintenance be included in the proposed transportation tax? Yes, the needs are already huge and unfunded, but somehow other cities I've visited manage to maintain small green-spaces.

Jeremy Grand
Southwest Coronado Street





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