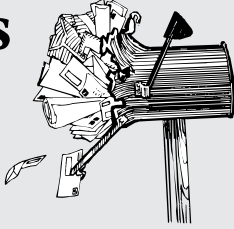


Letters to the Editor



The Southwest Portland Post
4207 SE Woodstock Blvd #509
Portland, OR 97206
Fax: (866) 727-5336
email: editor@multnomahpost.com

Many people are rocketing up and down Shattuck Road

Will you please attend the next Hayhurst Neighborhood Association meeting at Hayhurst Elementary School on Monday, Nov. 17 at 7:00 p.m.?

Some people are going to do what they decide is right in their own mind when roads close.

The eight month construction and closure of the Fanno Creek Bridge on Oleson Road near “Crash Corner” in Raleigh Hills has had many effects on the surrounding neighborhoods.

Editor’s Note: The writer is referring to the intersection of Oleson Road, Beaverton-Hillsdale Highway and Scholls Ferry Road.

[Approximately] 11,000 cars and freight trucks and pedestrians and bicyclists were using that bridge. A temporary pedestrian and bike bridge is in place.

Many people are rocketing up and down Shattuck Road. Over 27 people were at a suddenly-scheduled meeting to talk with the bridge project engineer Pat Oakes and Portland’s Winston Sandino

about solutions to the traffic and safety problems.

Alpenrose Dairy, located on Shattuck Road, employs many workers and industries and has many party events.

Alpenrose is the starting place of the future Red Electric Trail, but Portland Bureau of Transportation and various bureaus need to overhaul the far edges of Southwest to resemble the cost-effective (\$89 per linear foot) overhaul of Maplewood Road. What other business in Portland is like Alpenrose?

I often walk and take a bicycle on various roads in southwest Portland, but Shattuck Road is now very scary to even walk on the shoulders and ditches during many hours of the day. (The outer parts of Vermont Street aren’t pleasant, either.)

for pedestrians on 92nd Avenue and the part of Scholls Ferry Road from Hamilton Street to near the old Safeway by Crash Corner.

Washington County is also moving forward to overhaul Crash Corner, but what is Portland doing?

A lower 30 mph speed limit, as told by Portland Bureau of Transportation’s Kyle Chisek, is on the way for Vermont Street from 30th Avenue to the county line by Oleson Road instead of the current 35 mph limit.

*Rick Kappler
Hayhurst*

Thanks for covering the Water Bureau’s presentation on surplus property

Regarding, “Commissioner Fish and Water Bureau staff discuss surplus property policy,” by Erik Vidstrand, The Post, October 2014.

Thank you for your coverage of the Water Bureau’s presentation to the Multnomah Neighborhood Association at its meeting last month.

We visited MNA to talk about our new Surplus Property Policy, designed to strengthen public involvement and public notice requirements when the City sells surplus property.

We heard thoughtful suggestions for improvements at the meeting, and we have incorporated many of them into the new policy.

Our new, more transparent approach includes “for sale” signs on the property, notices in community newspapers, and timely notification to the local neighborhood and business associations.

MNA community members were instrumental in creating the new policy. We know we do our best work in partnership with the community, and we are grateful for MNA’s ongoing feedback and involvement.

Thanks again to Moses Ross and the Multnomah Neighborhood Association for hosting us, and to *The Southwest Portland Post* for covering this important issue.

*Nick Fish
Portland City Commissioner*

*David Shaff
Water Bureau Administrator*





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Phone: (503) 244-6933; Fax: (866) 727-5336
general email: news@multnomahpost.com
web address: www.swportlandpost.com

Editor & Publisher.....Don Snedecor
Reporters/Writers.....Lee Braymen-Cleary, KC Cowan, Janet Goetz, Erik Vidstrand
Copy Editor.....Rich Riegel
Advertising Sales.....Don Snedecor, Harry Blythe
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