

Letters to the Editor



The Southwest Portland Post
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Don Snedecor, The Post, May 2016.

There has been a lot of discussion over the years of the need to try to maintain the rather unique and original character of Portland's Southwest area, particularly its immediate sense of greenery, trees, "ruralness" and nature.

As a resident of Multnomah Village, I share the view with other locals that it is the actual lack of curbs, sidewalks and pavement that in many instances very effectively helps generate that special natural feeling and distinctive character.

Their absence also helps to return and retain water in the soil and reduce the sense of barrenness and radiated heat a street can possess when so much concrete is in put in place.

But yes, there is also a greater need for pedestrian safety in many instances. How to reconcile the two?

Our proposed solution, when the city has consulted residents over the development needs of the Southwest area, is to deliberately install sidewalks on the major identified access and arterial roads that locals most often use to make relevant pedestrian connections, but to intentionally leave all the quieter side roads untouched, and just as they are.

Blanket or "one size fits all" approaches, through the setting of standard requirements for all (and potentially involving undesirable or unnecessary compulsory spending and expense to residents on dubious "improvements") are not a good idea.

Particularly if such key aspects to what keeps the Southwest beautiful and different are overlooked and ignored.

Bruce Dickson
Multnomah Village

the Tryon-Stephens Plan is the first collaboration between the transportation and environmental bureaus at the neighborhood scale.

Tryon-Stephens furthers the application of new street and stormwater designs that are more flexible and more affordable than the traditional street and stormwater designs that were the only option until a few years ago.

And the plan lays the foundation for cross-bureau collaboration and for creative thinking about street and stormwater infrastructure.

For more information about the Tryon-Stephens Plan visit <https://www.portlandoregon.gov/transportation/65574>.

Build sidewalks along arterials but leave quieter side roads untouched

RE: "From The Editor's Desk: New construction should automatically trigger creation of a local improvement district," by

HOW THE CANDIDATES PRONOUNCE "OREGON"...



Don Snedecor responds: Thanks for your letter, Bruce. I understand your concerns about a "one size fits all" remedy for local street improvements.

But siphoning money from local streets to pay for sidewalks, bike lanes and other necessary improvements along arterials doesn't solve the problem.

The Tryon-Stephens Headwaters Neighborhood Street Plan recently passed by the Portland City Council provides a framework for improvements that maintain the rural character of local streets while tackling serious erosion, flooding and infrastructure needs.

To paraphrase the introduction,

Closure of Sears homeless shelter insisted upon by vocal minority

As a Multnomah resident, I am saddened to hear that the city of Portland and Transition Projects will close down the temporary Sears homeless shelter, potentially throwing vulnerable homeless citizens back on the streets.

Portland Mayor Charlie Hales, Multnomah County Chair Deborah Kafoury and their staffs have worked diligently over the past months to open hundreds of new permanent shelter beds across the county. [Hales and Kafoury] recently came to our neighborhood in good faith to request

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