

**“Letters”
Continued from Page 2**

respects the desires stated in the SJLP in regard to preferred intersection design (see page 36) for a calmed intersection.

This transfer passes the cost of intersection repair to the developer who should receive benefit for his investment, but also creates another community feature at an intersection that is designated in the SJLP as a ‘community corner’, deserving and requiring special treatment.

I would ask the St Johns community to consider this and let City Council know that you want the SJLP to be honored and that the proposed vacation of Ivy Island be approved. That a group of folks who may not have any understanding of the goals, history and importance of the SJLP and its implications stand to derail efforts of their neighbors to guide the development of the Lombard, downtown and Cathedral Park segments of St Johns are misguided. For those who were involved in the discussions and the work, your voice is especially important. You will bring a sense of history and perspective.

Links to contact City Council can be had here: <http://www.portlandoregon.gov/25999>

Re-alignment of the Lombard / Richmond intersection is briefly touched on in SJLP. Vision illustrations vary, but the slip lane is closed. The question simply is whether the City will allow the transfer of that small piece of public property to occur now, passing the cost of intersection repair to the developer. Or will the status quo remain, with an unsafe slip lane feeding into a blind corner and onto an increasingly busy small local street until the inevitable happens and the public demands a safer street.

If chock full of passion, consider directing it to our wonderful parks, our schools, our public library, our great business district and the many benefits our forbearers gifted us. These benefits are why we come and why we stay. St John’s WILL change, as it always has. We have that opportunity to manage that change, or be overwhelmed with it.

If you want to read the St John’s Lombard Plan in its entirety, follow this link <http://www.portlandoregon.gov/bps/article/65700>

Respectfully,
Joe Adamski

Safety Issue VS Slip Lane

Dear Editor,

In talking about Ivy Island, some people see little value in it other than it “just” being a traffic island with little to recommend it. Others, like myself, see a green space with mature trees and a traditional and historic entrance into our community that many in our community have an affection for. It is a Gateway into our Main Street and has value other than being “just” a traffic island. Over the years, with the marquee, trees, and landscaping, our community has worked hard to create the Ivy Island we now know.

Concerning the issue of safety at Charleston, many see this as just an issue of the slip lane and it’s removal. If that is the point of view, then there are very few options. I prefer to think of it as an issue of safety. If it’s a safety issue we can break it down into parts and work on making the parts better; for example, 1) blind curve, 2) vehicle speed, 3) pedestrian crossing, 4) walkability. If it’s only an issue that it’s a slip lane, and we don’t like slip lanes, then the only solution is to remove it. To do that we must also destroy Ivy Island. We’ve never experienced the Charleston corner other than as a blind curve. Anyone who complains about it usually starts the complaint with how they can’t see traffic coming. It was a blind curve because the Huck/Weir building was blocking your line of sight. That is no longer true. That building is gone. We could now work on making that curve more visible and safer.

What else could we do? We could increase police enforcement of the 25mph speed limit. In Pennsylvania a community started a speed-monitoring program in which residents of a neighborhood measure vehicle speeds. The speeders were sent letters explaining the safety concerns. In Denmark they slowed traffic with topless female sign holders (really, it works!).

Artwork can be used to draw the mind to the surroundings. Focusing on where you are, not just where you’re heading. Other useful strategies are to raise and texture the crosswalk to alert motorists to their surroundings and remind them that they are entering a pedestrian-friendly area. With the destruction of the Hookah Lounge we can now put in a crosswalk at the top of the Island too.

I think that safety is important, but Ivy Island has other value that is also important for St. Johns. That importance should be included when considering what’s going to happen. It’s much more than “just” a traffic island. It’s an iconic piece of the history of St. Johns. Ivy Island and our St. Johns Gateway is important enough to try harder.

If it’s about ridding the community of the Slip Lane that limits the options that we can act on. If it’s about safety, with work and imagination we can make that corner safe and keep Ivy Island.

John Tepley
PS: We now have the dates: Feb 10 will be the City Council hearing, Feb. 17 the vote.

Taken from Dickens...

Dear Editor,

Thank You St. Johns Review.
I so enjoyed the wonderful coverage of recent events by Ms. Pat-



A recent Ivy Island rally.

ton. You and staff should be lauded for bringing attention to the woefully inadequate media coverage of a potentially life-threatening explosion and fire near our town.

Thanks also for publishing my wife’s insightful editorial exposition of the ongoing problem of, not only the recent inadequate disaster response but of the day-to-day discrimination of which St. Johns is a recipient.

As Christmas has just rounded the corner and snow is falling I would ask you to entertain the possibility of some parallels between St. Johns and Dickens, A Christmas Carol. If we look into St. Johns Ghosts of Christmas past we see annexation to Portland in 1915.

“You are fettered,” said Scrooge (Portland City Council), trembling. “Tell me why? I wear the chain I forged in life,” replied the Ghost. “I made it link by link, and yard by yard; I girded it on of my own free will, and of my own free will I wore it.”

For you see, it is the foundation and bedrock of St. Johns annexation contained the nails for its coffin. Portland City Council and PBOT- Scrooge, need to review their insatiable greed that will be the death of our town. If they visit the Ghost of Christmas Past they should recognize that it was not the intent and willingness of our town to be dissolved in a fetish towards greed.

“Business!” cried the Ghost, wringing its hands again. “St. Johns was our business. The common welfare was our business; charity, mercy, forbearance, and benevolence, were, all, our business. The dealings and trade were but a drop of water in the comprehensive ocean of our business!”

The citizens of St. Johns of the previous century, who walked upon the sacred grounds of their former city sit, watched, and relent planting the seeds of destruction. I know this because it is logical.

Scrooge, (City Council) is now planting the seeds of Christmas Present but this present is not the gift that our Past foresaw. Today’s destruction of what was St. Johns should behoove us to change now if we are to preserve St. Johns’ future.

As Dickens might have said, “I will honour St. Johns in my heart, and try to keep it all the years as it is meant for the health of our children. I will live in the Past, the Present, and the Future. The Spirits of all Three shall strive within me. I will not shut out the lessons that they teach. Oh tell me that I may sponge away the writing from these codes and city plans. “Men’s courses will foreshadow certain ends, to which, if persevered in, they must lead,” said Scrooge. But if the courses be departed from, the ends will change. Say it is thus with what you show me.”

I ask that each citizen of St. Johns understand the rich heritage woven by unseen hands. Should this tapestry be discarded for the Em-

peror’s New Clothes? As Tiny Tim said, God bless us, every one...but especially those who suffer.

Richard (who borrows from Dickens) Tennant
N. Haven

Keeping an historic green space

Dear Editor,

St. Johns is a valuable neighborhood. One of the things that attracts people to this city is its small town feel and its historic neighborhoods, its access to nature and its natural spaces within the city. These are all key elements of St. Johns. On the edge of Forest Park, St. Johns is an historic neighborhood that still maintains a small town feel and a sense of community.

We are living in the age of gentrification and it is more crucial now than ever to maintain and foster our communities. Development and progress is important and necessary, but equally important is developing in a way that supports and enhances the neighborhoods and the people who have made this city what it is.

From the moment a person enters downtown St. Johns, whether traveling over the historic St. Johns Bridge or ushered in by the welcome sign and the foliage of Ivy island, one feels that they are entering a community and a little piece of history. Ivy Island highlights the small town feel of the St. Johns Business district and provides easy access. Ivy Island is a signature gateway into St. Johns. This new intersection that would go in place of Ivy Island would be getting rid of one of our valued green spaces and it would obstruct the view of and easy access to the St. Johns Business District.

This development would be a detriment to the current feel of St. Johns and has the interest of out-of-town developers in mind more so than that of the people who made this neighborhood what it is. Please save this historic green space for the good of the neighborhood and its people. Developers might provide people with new places to live for the time being, but it is the character and history of this place that brought them here and that is what will make them want to stay. Please save Ivy Island.

Sincerely,
Chloe Frisella Kunst
Portland, OR 97203

Loving Ivy Island

Dear Editor,

Why I Love Ivy Island and the Lombard Slip Lane:

* Uniquity: Ivy Island is a unique, welcoming, historical gateway into St Johns.

* Easy Access: The Lombard slip makes it easy for cars to enter the business district.

* Visibility: You can see through the trees on Ivy Island into the business district.

* Canopy: The thirty-foot mature trees on Ivy Island contribute to

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