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M E M O R A N D U M

Friday afternoon, March 8, 1940, representatives of the State Highway Commission, Messrs. Baldock, McCullough, Colyer, Beakey, Smith, and others, appeared at the city hall with a set of preliminary maps for the proposed Front Avenue artery and connections.

The principal feature of the plan proposed is a four-lane traffic artery on the harbor wall east of the Public Market Building with grade separation from the present approach to the Hawthorne and Morrison Bridges, this artery to connect with S. W. Water Avenue near the south line of the present Battleship Oregon Park, S. W. Water Avenue to be connected with S. W. Front Avenue at the place where S. W. Water Avenue bends east towards the Willamette River, about the prolongation of S. W. Hall Street.

From this point south, Water Avenue would be extended directly south to connect with S. W. Front Avenue, the connection being also a grade separation.

Southwest Front Avenue is to be widened to a width of 100 feet from Glisan Street southerly to S. W. Barbur Boulevard. Front Avenue is to be made a wide service street with a dividing strip in the center. There was some talk that this dividing strip should be at least 24 feet wide. This width would provide a safety zone at each intersection.

The first intimation of this visit was a request from City Engineer Morrow to the Secretary to come to the Conference Room and look at the sketches submitted. This was at about 1:30 p. m., Friday. Secretary immediately endeavored to contact Mr. Cunningham and was able to get Mr. Cunningham to come up and sit in the discussion with Mr. Baldock that afternoon.

It was tentatively agreed that we would endeavor to have a special meeting of the Planning Commission, Tuesday afternoon, March 12. Mr. Willard and Mr. Cunningham, both were to be out of the city most of the week beginning March 11.

TRH MS

Secretary