1-1-1939

Oregon State Highway Commission

Oregon. State Highway Commission

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(Recommended Forest Highway Program continued)

<table>
<thead>
<tr>
<th>Proj. No.</th>
<th>Project</th>
<th>Lengths</th>
<th>Allocation</th>
<th>Coop. (State)</th>
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<td>Location Surveys</td>
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TOTAL: $1,010,000 $55,000

The allocation of $100,000 in this program for the improvement of the Timberline Road was approved subject to the condition that this road be placed on the Forest Highway System. The conference was concluded at 2:00 o’clock p.m., whereupon the Commission returned to the Auditorium of the Public Service Building to hear delegations and to dispose of additional routine matters, all commissioners being present and participating. Also present were the State Highway Engineer, the Assistant State Highway Engineer, the Attorney, and the Secretary.

A delegation from Portland, representing the Metropolitan Association, came before the Commission in the interests of the improvement of Front Avenue as an arterial highway route for north-bound and south-bound traffic through the Portland westside business district. The delegation was headed by Mr. Wm. F. Woodward, and included the following: Mayor Jos. K. Carson, Jr; David B. Simpson, representing the Building Owners and Managers Association; Vernon Scott, representing the Packer-Scott Company; George Friede, Represent
tive in the state legislature; Robert Strong; George Lawrence; John Logan, Attorney; and others.

The members of the delegation reiterated arguments heretofore presented on behalf of this improvement, from the standpoint of both traffic and business interests. They declared that something must be done to relieve traffic congestion and gave as their thought that the improvement of Front Avenue as an arterial highway connection is the most feasible solution. They alleged that, due to the decrease in property valuations and obligations the City of Portland is required to meet, it would not be possible for the city to cooperate financially in this project. They urged the Commission to proceed with the improvement in order to take care of north- and south-bound traffic through Portland's westside district, which they declared is of vital concern. Speaking in behalf of this project were Mayor Carson and Messrs. Woodward, Simpson, Scott, Friede, Strong, Lawrence, and Logan.

Chairman Cabell advised that the Commission is glad to have the viewpoint of the members of the Metropolitan Association and that the Commission realizes that one of its obligations is to provide for traffic needs through metropolitan areas throughout the state. It is an acute problem, he said, and is just one of the problems that is growing larger as time goes on. The difficulty with the Front Avenue plan, he said, is twofold: first, its magnitude, and in this connection the Commission believes that if and when it starts this improvement it should not do an inferior job, and to do a good job will cost an enormous sum of money. The second difficulty, he said, is the cost of right of way, which is very expensive along the route of Front Avenue. He pointed out that the Commission was favorably inclined to the project at one time and indications were that construction would proceed; but the plans did not materialize because the City of Portland could not furnish the right of way, which was a prerequisite to construction. He mentioned that there are rumors that the Federal Government, through Congress, will provide funds for undertakings of this kind, including the acquisition of right of way, and advised that if Congress does provide such funds, then it would be possible to revive this project; but there is a question as to the feasibility of the project unless the state is able to secure financial assistance from some other source. He thanked the delegation for its presentation and concluded the conference by stating that the Commission will keep the project in mind and will do the best it can for it.

The Commission had under consideration at this time the matter of granting a leave of absence to the State Highway Engineer, Mr. R. H. Baldock, from December 19, 1938, to the latter part of February, 1939, to attend the Pan-American Road Congress that is to be held in Santiago, Chile, as a representative of the United States Government. Mr. Baldock, who
tions thereof, which descriptions shall be employed in the prepara-
tion of a deed or deeds or other instrument or instruments necessary
to complete the acquisition of the said properties or which descrip-
tions may be used in the preparation of a complaint in the event
which condemnation proceedings are necessary.

3. That I. H. Van Winkle, Attorney General of the State
of Oregon, and J. M. Devers, Assistant Attorney General and Attorney
for the State Highway Commission, be and they are hereby requested
authorized, and directed to attempt to agree with the owners and/or
with the tenants or persons in possession, if there be any, of said
parcels of land with respect to the compensation to be paid for the
taking of the same and the damage, if there be any, and in the event
that no satisfactory agreement or agreements can be reached, then it
is hereby further resolved that the Attorney General of the State of
Oregon and J. M. Devers, Assistant Attorney General and Attorney for
the State Highway Commission, be and they hereby are requested to
commence and prosecute to a final determination such suit or action
as may be necessary and appropriate to acquire title to the said
premises and all rights therein for the purposes herein stated.

4. That this resolution be entered in full in the minutes
and records of this Commission.

A delegation representing the Metropolitan Association, Portland,
came before the Commission on behalf of the reconstruction of Front Street,
Portland, as an arterial route. The delegation consisted of the following:
Chester A. Moores, President; Mayor Joseph K. Carson, Jr.; Frederick H. Strong,
member Executive Committee; and U. L. Upson, Secretary.

Mr. Moores stated that they have only one object in appearing before
the Commission at this time and that is simply to urge the Commission's ear-
nest and serious consideration of this project so that it can go forward expeditiously. He also said that they have no objections to offer as to how
the matter is to be handled but want something done at once to improve pres-
ent conditions, which, he alleged, are a disgrace to the City of Portland.

Mayor Carson stated that this project is the most necessary highway
improvement in Portland today. He asked the Commission to choose the route
and handle it the same way as the Union Avenue project was handled rather than
to leave the choice of the route to the people. If it is left to the vote of
the people, he said, there is a possibility that the project will be voted out,
whereas, if the Highway Commission handles it exclusively, that can be avoided.
He pointed out that property values in this part of Portland are now particu-
larly low and predicted that the improvement of Front Street would revive these
values; furthermore, it would be of great benefit to the City of Portland as
a whole. He offered full cooperation from the Portland City Council in every
way possible and advised that the city is not asking the state to pay the cost
of all of the right of way but simply a just proportion of the same on a basis
comparable to purchases made by the Commission in other parts of the state.
The City of Portland, he added, must raise its funds by assessment, which will require the formulation of an assessment district. He concluded the presentation by stating that the traffic situation in Portland's Westside district can never be handled properly until the completion of the Front Street project, and strongly urged the Commission to do something about it at the earliest possible time.

Mr. Strong alleged that it is wrong to tie up traffic in the city of Portland as is now being done by the use of inadequate arterial routes. He declared that it takes nearly as much time, under present conditions, for people to go where they want to within the city limits as it does to reach the city from upstate towns.

Chairman Cabell advised that the Commission realizes the desirability of having an arterial highway through the city of Portland and that it is generally accepted thought now that the motorist should pay more for arterial routes in cities than in the past. The Highway Commission, he said, is interested in the adoption of an arterial route through Portland's Westside district, as is evidenced by the fact that studies are now being made of the alternate routes, one of which is along Front Street, and added that, as a citizen of Portland, he would like to see Front Street improved for such use, not only from the utility standpoint but also for the development of the recreational area along the river front. He declared that there are two groups that would be benefited particularly by the Front Street improvement, the property owners along Front Street and those as far west as 5th or 6th Streets. He referred to the next allocation of federal funds and expressed a hope that a plan could be worked out that would be satisfactory to all concerned, whereby a limited portion of such funds could be applied to finance a project in Portland. He reiterated that the Commission is now making a thorough study of conditions and routes and when the plans and estimates have been prepared the Commission will be pleased to discuss them with the Metropolitan Association. Commissioners Aldrich and Clough concurred in the remarks of the Chairman. This concluded the conference.

Mrs. James Drury, Portland, came before the Commission relative to the use of the ocean beach by motorists, with particular reference to Agate Beach, in Lincoln County. She declared that the driving of motor vehicles upon the beach creates an undue hazard for pedestrians, especially children, and that someone will be injured sooner or later if the practice is not stopped. She urged the Commission to take action as may be necessary to prohibit such use of the beach areas and suggested the establishment of automobile parking zones on the beach at points where roadways enter the same. The Attorney advised that the ocean beach has been declared by the Legislature to be a public way and, in his estimation, the Commission has authority to close it to motor traffic if, in its opinion, such traffic creates an undue hazard. The suggestion was made that signs be erected at certain places, bearing the wording "No Motoring Beyond This Point." After discussion, the Commission adopted the suggestion and instructed the Engineer to see that signs so worded are placed on the beach between Newport and Agate Beach.

Messrs. W. R. Shaw and George M. Brookbank, Portland, representing
Travel and Motor Magazines (Cont'd)

<table>
<thead>
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<th>Magazine</th>
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**Magazine Total** $2,787.30

LIST OF PROPOSED NEWSPAPERS FOR 1940

- Phoenix Republic Gazette
- Christian Science Monitor
- Fresno Bee
- Minneapolis Star Journal
- Long Beach Press
- St. Paul Dispatch
- Los Angeles Times
- Kansas City Star
- Los Angeles Examiner
- St. Louis Democrat
- Los Angeles News
- Butte Montana Post
- Oakland Tribune
- Great Falls Leader
- Sacramento Bee
- Omaha World Herald
- San Diego Tribune
- Cincinnati Times Star
- San Francisco Examiner
- Oklahoma City Oklahoman
- San Francisco News
- Dallas News
- San Francisco Call Bulletin
- Salt Lake Telegram
- Denver Post
- Spokane Spokesman Review
- Boise Statesman
- Walla Walla Bulletin
- Lewiston Tribune
- Wenatchee World
- Chicago Tribune
- Yakima Herald Republic
- Chicago News
- Milwaukee Journal
- Des Moines Tribune
- Los Angeles Herald Express
- Detroit News

The members of the Highway Commission indicated approval of the recommendations but deferred definite action thereon pending consultation with Mr. Ray Conway, Manager of the Oregon Motor Association.

This concluded the conference, following which, at 8:00 o'clock p.m., the Commission met with members of the Portland City Council and the Portland City Planning Commission in the city council chambers for a discussion of matters pertaining to the proposed Front Street arterial highway in Portland. All members of the State Highway Commission were present at such meeting, as were also the State Highway Engineer, the Attorney, and the Secretary. The City Council was represented by Mayor Jos. K. Carson, Jr., and City Commissioners R. Earl Riley and William A. Bowes, and Ben Morrow, City Engineer.
The City Planning Commission was represented by Harry D. Freeman, Planning Engineer. Mayor Carson presided.

The Front Street project was discussed at considerable length from the standpoint of need, engineering, and finance, and with particular reference to acquisition of right of way, but no definite decision was reached with respect to any of the points. The State Highway Engineer presented plans for the ultimate improvement and explained them briefly. He also advised the estimated cost of the project. Mr. Freeman made certain suggestions with respect to the improvement somewhat at variance with the plans as outlined by the State Highway Engineer. The conference was adjourned at 10:30 o'clock p.m. with the understanding that the State Highway Engineer would consult with the City Engineer and the Planning Engineer of the City Planning Commission relative to differences in engineering features, and with the further understanding that additional studies would be made and report rendered to the Highway Commission. The Highway Commission will then decide the maximum amount that the state can offer in financing the project and will transmit such information to the City Council, which will then ascertain the desires of the citizens of Portland with respect to the proposed improvement.

Henry F. Cabell  
Chairman

State Highway Engineer

Portland, Oregon, November 2, 1939

The State Highway Commission met in regular session at 9:00 o'clock a.m. in the auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
Huron W. Clough, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner E. B. Aldrich was absent on account of illness.

Bids as follows for highway construction projects were opened and read in conformity with previously published notice, following which Chairman Cabell announced that the award of contracts would be made at 3:00 o'clock p.m. in the same room:

NOV 2 193
Chief, Forest Service  
Commissioner of Public Roads  
Washington, D. C.

Gentlemen:

It is recommended that $30,000 be allocated from the Oregon Forest Highway State Contingent to finance location surveys in the State of Oregon, and that $25,000 be allocated to finance maintenance of Forest Highways in that State for which the Federal Government is obligated under existing cooperative agreements.

The conference was concluded at 2:15 o'clock p. m., whereupon the Commission reconvened immediately in the auditorium of the Public Service Building with all Commissioners, the State Highway Engineer, the Attorney, and the Secretary present.

Matters pertaining to the proposed Front Street project, Portland, were discussed and in this connection the Attorney advised that the Portland City Council desires a conference with the Commission for consideration of right of way matters incident thereto; also, that the city officials have requested that someone from the State Highway Department be assigned to work with the city authorities in appraising properties along this route. After discussion, the Commission authorized the Attorney to assign one of his right of way agents to work with the city officials in making such appraisals, it being understood, however, that options are not to be taken.

The Engineer discussed with the Commission the program of state finance projects that have been approved for construction in 1940. He pointed out that the Commission has already approved an item of $767,000.00 in the 1940 budget to finance state work on primary highways, and an item of $385,000 to finance state work on secondary highways, or a total of $1,152,000.00, and some time ago approved individual projects to take up these amounts. He questioned the advisability of approving additional projects until it is known whether or not those already approved will take up the amounts available. This matter was discussed briefly and the Engineer was instructed to prepare a list of approved projects and report the same to the Commission at the next meeting.

Reconsideration was given by the Commission to the award to the bidders, Saxton, Looney & Risley, of the contract for the construction of the 5.1 miles of surfacing and oiling on the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County, bids for which were received by the Commission on December 8, 1939, and also to the award to the said bidders of the contract for the construction of 9.30 miles of highway construction on the Jordan Creek-McNamers Camp Section of the Wilson River Highway, in Tillamook County, bids for which were received by the Commission on December 7, 1939, and the failure of the said bidders to execute each of said contracts and furnish the construction bond required in support of each
advised that he plans to submit to the Commission at its March meeting a full report on the Front Street project, including estimates of cost of right of way and construction. The Commission decided, after discussion, not to divulge to anyone information assembled in regard to right of way and construction until the Commission has had an opportunity to study the report.

The Commission also discussed the matter of granting permits for transportation over state highways of logs, poles and piling, the overall length of which, including the equipment, exceeds the limit specified by statute. The matter was discussed from three standpoints: first, that of granting permits for loads that exceed the statutory length limit by only 3 or 4 feet; second, movements of piling or long logs that are not to be cut into small lengths at the mill; and, third, movements of long logs which are to be sawed into shorter lengths at the mill. A decision on the matter was deferred pending a conference with interested operators, which was tentatively scheduled for the evening of Wednesday, March 20, 1940, prior to the regular meeting of the Commission on March 21. It was decided, in the meantime, that Chairman Cabell should discuss the matter with Governor Charles A. Sprague and that the Attorney should prepare a form of application for permits covering such movements.

The Commission reconsidered the matter of granting contractors Saxton, Looney & Risley relief from payment of the penalty for failure to execute the contract agreement and furnish the contract bond in connection with the Warm Springs Agency-Vanora project on the Warm Springs Highway, which contract was awarded to them on December 8, 1939. After discussion, the Commission decided unanimously to collect from the contractors the full amount of the bid bond. The Attorney was instructed to make a demand on the contractors and their surety for such payment.

The Commission also reconsidered a resolution from Clatsop County Court requesting the designation of the Elsie-Jewell County Road as a secondary state highway. Involved in this discussion was the question of whether or not, if the Commission takes over this road, jurisdiction should include both branches of the road where it connects with the Wolf Creek Highway. Also, whether or not the Commission should accept the road in view of the fact that a portion of the right of way is only 40 feet wide and there are certain building encroachments thereon. The Commission decided that so far as the right of way is concerned it would not object to the 40-foot width because the alignment will have to be revised at some future date. As to the encroachments, the Commission thought the County Court should see to it that such are removed before the state takes the road over. The Attorney was instructed to investigate the records as to title to the right of way. The Engineer was instructed to make further detailed investigations and to ascertain from the Tidepoint Logging Company how long it expects to operate in this vicinity and how much it will cost to revise its guy wires which now extend over and encroach upon the present right of way. He was also instructed to report to the Commission the estimated cost to bring the present road to satisfactory secondary state highway standards and the cost to construct an alternate connection between the Wolf Creek Highway near Elsie and the Nehalem Secondary State Highway at a place known as Fish Hawk Falls.
1941 Regular Federal Aid Partial Program (continued)

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<tr>
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<td>Pilot Rock</td>
<td>25,000</td>
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</table>

* To be contracted in fall of 1940

The Engineer was thereupon authorized to submit the projects to the Public Roads Administration for approval.

The Engineer reported briefly on matters pertaining to the use of wooden stave pipe in highway culvert construction. He recalled that the Commission at a meeting held on November 21, 1939, ordered the purchase of a quantity of such pipe for use on highway work, provided the pipe were constructed in conformance with certain specifications that would provide a strength comparable to metal pipe, however, the manufacturers of the wooden pipe now offer objections to the state advertising for bids on their pipe in accordance with these specifications because they feel that it would have a bad effect on their business inasmuch as the specifications call for more metal bands than they are accustomed to using. He requested instructions from the Commission whether or not to change the specifications and recommended adherence to the specifications as written. The Commission approved the recommendation unanimously.

The Engineer also reported briefly on the amount of culvert pipe of various types that has been purchased by the Commission during the period October 15, 1933, to January 13, 1940, which report the Commission approved and ordered filed.

The Commission also approved, by unanimous vote, the plan submitted by the Engineer for the landscaping of the maintenance headquarters grounds at Medford and authorized an expenditure of approximately $2,175 of state funds to pay for the work.

Commissioner Aldrich brought up for discussion the matter of preservation of timber strips along the Pendleton-John Day Highway in the vicinity of Camas Creek and Ukiah, in view of the increased logging activities in this vicinity. It was his thought that investigation should be made to determine whether or not it would be advisable to acquire some of this timber for future use and enjoyment by the general public. The Engineer was instructed to have the State Parks Superintendent make such investigation.

The Attorney reported the progress that is being made in the appraisal of property along Front Street, Portland, where it is planned to construct an arterial highway. He said that practically all of the appraisals have been made and that he has been requested by one of the City Commissioners to furnish him with the information assembled. In this connection the Engineer