

Hillsboro, Oregon  
January 1, 1948 48

Honorable Mayor & City Council  
City of Hillsboro  
Hillsboro, Oregon

Gentlemen:

I have the honor of presenting to you the Annual Report of  
the City of Hillsboro for the year ending December 31, 1947. 48

I wish to take this opportunity to express my appreciation to  
Mayor E. A. Griffith, the Members of the Council and to all  
city officials and employees who have so faithfully and ably  
assisted in the functioning of our city government during the  
past year.

Respectfully submitted,

JTB:mlh

  
J. N. Barney, City Manager

# CITY COUNCILS - 1947

E. A. Griffith ..... (Elected from Council to fill unexpired term of H. L. Rogers, deceased)  
 April, 1945 ..... Mayor  
 E. H. Strubold ..... Ward 1 - May, 1916 ..... Councilman  
 E. L. Bickford ..... Ward 1 - January, 1947 ..... Councilman  
 B. F. Pile ..... Ward 2 - August, 1940 ..... Councilman  
 F. E. Cornelius ..... Ward 2 - December, 1938 ..... Councilman  
 W. V. McKinney ..... Ward 3 - January, 1941 ..... Councilman  
 A. H. Abts ..... Ward 3 - January, 1948 ..... Councilman

J. W. Barney ..... January, 1939 .. City Manager-Engineer  
 E. M. Bowman ..... January, 1937 ..... City Recorder  
 Paul L. Patterson ..... March, 1933 ..... City Attorney  
 W. C. Christensen ..... June, 1927 ..... City Treasurer  
 A. L. Amaker ..... July, 1937 ..... City Auditor  
 W. A. Dillon ..... January, 1943 ..... Fire Marshal  
 December, 1961 ..... Fire Chief  
 Melvin E. DeRook ..... September, 1947 ..... Chief of Police  
 Dr. Hollister M. Stolte ..... J. G. P., 1947 ..... Health Officer

## Library Board

R. E. Wiley, Chairman      Mrs. Frank Peters  
 A. H. Abts                      Mrs. John Bailey  
 J. M. Person                  Mrs. J. L. Searcy

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UTILITIES COMMISSION

F. V. Engeldinger .....February, 1940 .....Chairman  
J. M. Person .....February, 1940 .....Commissioner  
O. B. Gates .....August, 1945 .....Commissioner  
E. M. Bowman .....February, 1940 .....Secretary  
R. E. Wiley .....February, 1940 ..Superintendent  
J. W. Barney .....February, 1940 Engineer-Manager

PARK COMMISSION

Charles L. Walker .....*(passed away - Thurs. March 11, 1948)*.....Chairman  
E. J. McAlear .....Commissioner  
A. W. Hoffman .....Commissioner

CITY PLANNING COMMISSION

E. J. McAlear ..... President  
Mrs. Emma McKinney ..... Commissioner  
Mrs. R. P. Rasmussen ..... Commissioner  
Orange Phelps ..... Commissioner  
J. W. Bailey ..... Commissioner  
O. B. Gates ..... Commissioner  
Lloyd Anderson ....(Appointed to fill vacancy of .. Commissioner  
J. H. Garrett- resigned October 3, 1947)

# MAYORS CITY OF HILLSBORO

Name	From	To
A. Luelling .....	Dec. 8, 1876	to Dec. 10, 1877
Chas. T. Tozier .....	Dec. 10, 1877	to Dec. 3, 1878
A. M. Collins .....	Dec. 3, 1878	to Dec. 2, 1879
W. D. Pittenger .....	Dec. 2, 1879	to Dec. 18, 1880
P. M. Dennis .....	Dec. 18, 1880	to Jan. 2, 1882
R. Crandall .....	Jan. 2, 1882	to Dec. 13, 1882
Thos. H. Tongue .....	Dec. 13, 1882	to Dec. 10, 1883
A. M. Collins .....	Dec. 10, 1883	to Dec. 7, 1884
R. Crandall .....	Dec. 7, 1884	to Dec. 14, 1885
W. D. Hare .....	Dec. 14, 1885	to Dec. 13, 1886
Thos. H. Tongue .....	Dec. 13, 1886	to Dec. 9, 1887
F. A. Bailey .....	Dec. 9, 1887	to Dec. 3, 1888
S. T. Linklater .....	Dec. 3, 1888	to Dec. 2, 1889
S. B. Huston .....	Dec. 2, 1889	to Dec. 5, 1890
F. A. Bailey .....	Dec. 5, 1890	to Dec. 11, 1891
F. A. Bailey .....	Dec. 11, 1891	to Dec. 6, 1892
J. D. Merryman .....	Dec. 6, 1892	to Dec. 5, 1893
J. C. Hare .....	Dec. 5, 1893	to Dec. 4, 1894
S. B. Huston .....	Dec. 4, 1894	to Dec. 5, 1895
R. B. Goodin .....	Dec. 5, 1895	to Dec. 8, 1896
W. N. Barrett .....	Dec. 8, 1896	to Dec. 5, 1899
Geo. H. Wilcox .....	Dec. 5, 1899	to Dec. 4, 1900
F. A. Bailey .....	Dec. 4, 1900	to Dec. 2, 1902
W. N. Barrett .....	Dec. 2, 1902	to Dec. 15, 1903
B. P. Cornelius .....	Dec. 15, 1903	to Dec. 4, 1906
John Dennis .....	Dec. 4, 1906	to Dec. 1, 1908
J. W. Connell .....	Dec. 1, 1908	to Dec. 7, 1909
A. B. Bailey .....	Dec. 7, 1909	to Dec. 6, 1910
H. T. Bagley .....	Dec. 6, 1910	to Jan. 5, 1915
W. N. Barrett .....	Jan. 5, 1915	to Jan. 2, 1917
John M. Wall .....	Jan. 2, 1917	to Jan. 4, 1921
A. C. Shute .....	Jan. 4, 1921	to Feb. 5, 1924
J. B. Trullinger .....	Feb. 5, 1924	to Jan. 6, 1925
M. P. Cady .....	Jan. 6, 1925	to Jan. 2, 1929
O. Phelps .....	Jan. 2, 1929	to Jan. 2, 1935
J. H. Garrett .....	Jan. 2, 1935	to Jan. 3, 1939
H. S. Rogers .....	Jan. 3, 1939	to April 20, 1945
E. A. Griffith .....	April 27, 1945	-----

# STATISTICS

Area of City of Hillsboro - 1.64 square miles

Population - 1910 - 2,016 Federal census  
 1920 - 2,468 " "  
 1930 - 3,039 " "  
 1940 - 3,747 " "  
 1948 - 5,000 Estimated

## Tax Rates and Assessed Valuation

<u>Assessed Valuation</u>			
<u>Year</u>	<u>Assessed Valuation</u>	<u>Millage Rate</u>	<u>Amount of Tax</u>
1947-48	\$2,796,066.76	13.7	\$38,308.11
1946-47	2,418,289.81	15.6	37,483.49
1945-46	2,374,305.85	15.1	35,852.01
1944-45	2,301,967.93	15.6	35,680.50
1943-44	2,187,851.02	15.8	34,567.74
1942-43	2,134,100.66	15.9	33,932.20
1942- 6 mos.	1,980,472.68	7.5	14,853.54
1941	1,868,106.42	17.0	31,752.87
1940	1,866,629.47	17.4	32,473.35
1939 \	1,844,479.33	16.8	30,987.25

## Comparison of Hillsboro Tax Rates for 1947-48 with Other Cities in Washington County

<u>City</u>	<u>Special City Millage Rate</u>	<u>Total Millage Levied within the City</u>
Banks	13.8	76.9
Beaverton	14.9	67.2
Cornelius	30.1	53.8
Forest Grove	18.1	64.3
Gaston	22.1	59.0
Hillsboro	13.7	67.9
Sherwood	12.7	62.3
Tualatin	25.3	91.3

## FINANCES

The finances of the city are in excellent condition as shown by the annual audit for the fiscal year of 1946-47. Due to the rapid growth in assessed valuation the last few years, the city levy, in mills, shows a decrease although the actual levy, in dollars, shows an increase. In fact, it has been necessary to increase the levy the entire allowable 6 per cent the last few years because of the increase in cost of government due to increased salaries and wages, cost of material and added services due to increased population in and around the city.

As shown by the last audit, the city has only \$20,000.00 outstanding in general obligation bonds and one-half of this amount, or \$10,000.00, was provided for in the 1947-48 budget as a sinking fund, leaving only \$10,000.00 to be raised by future levies.

Other bond issues outstanding are for the water system and sewer system and will be dealt with elsewhere in this report.

The street fund operates on a cash, or pay as you go, basis and the only funds available for street construction or maintenance are funds derived from the general county road levy made by the County Court, the allocation from state collected road-users taxes and by property assessment.

During the present fiscal year we will receive approximately \$23,500.00 from the county road levy and state gas tax funds and all other expenditures are special property assessments for particular improvements, and will be found elsewhere in this report.

The bonding capacity of the city for improvement or building funds is limited by state law to 5 per cent of the assessed valuation of the city and at the present time the maximum bonds that could be issued by the city would be \$139,800.00, less existing issues outstanding, and not provided for by sinking funds, \$10,000.00 or a net bonding capacity of \$129,800.00.

Finances - 2

It is anticipated, however, that we will be able to provide sufficient sinking funds in the 1948-49 budget to retire all bonds outstanding against the general fund.

The current operating revenue, while in excellent condition at this moment, might easily become serious if operating costs continue to increase.

It might be of interest to show at this point that of the \$95,010.00 budgeted for all purposes in the 1947-48 General Fund budget only \$38,142.31 was raised by taxes and \$56,867.69 comes from sources other than taxes, and of the \$38,142.31 raised by taxes, \$14,350.00 was for debt service and \$23,892.31 for current operating expense. Under present laws the 6 per cent increase can be applied only to the \$23,892.31 which would permit an increase of approximately \$1,400.00 per year, and as you can readily see such a figure is not sufficient to meet the rapidly increasing cost of government operations.

## POLICE DEPARTMENT

The police department of the city of Hillsboro consists of five officers, including the chief, and personally I feel that the department has made very satisfactory progress during the year.

The chief, Melvin E. DeRock, was appointed to that office in September, 1947, and has worked untiringly in reorganizing the department and training the officers. Two of the officers were sent to special one-week training courses during the year and a small amount of special equipment, fingerprinting, camera, etc., has been purchased for the department.

Parking meters (207) were installed in April and this has practically cleared up the traffic tangle in the main business district.

Opposition to the meters was quite bitter when they were first installed, but it appears, at this time, that by far the majority of the people believe they are definitely a benefit to the public, generally.

"Stop" and "Go" traffic lights were installed at First, Second, and Third Avenues on Baseline Street in September and have already proved their worth in handling the traffic at those intersections.

Due to the heavy increase in traffic it has been necessary to prohibit parking on one side of several streets during the year. This, however, is only a temporary relief until the streets can be widened sufficiently to permit parking on either side with safe two-way traffic.

Work in the department caused by increased population and additional traffic regulations will require enlarging the police force and probably the addition of another car just as soon as finances will permit.

The total cost of operating the department for the calendar year of 1947 was \$13,896.92 and receipts from fines, forfeitures, etc., amounted to \$9,373.10.

Arrests made by the department totaled 903 during the year, not including parking tickets. Violation of traffic laws accounted for 829 arrests and the remainder were divided among intoxication, disorderly conduct, larceny and break-and-enter.

During the year the police car traveled 31,136 miles which indicates a very good coverage of the city.



## FIRE DEPARTMENT

The Fire Department has been kept up to maximum strength throughout the year; three paid firemen, including Chief Dillon and between thirty and thirty-five volunteer members.

Fire losses within the city reached a record-high this year due to the loss of the Imperial Feed Mill and the American Legion Hall. Total estimated loss for the year amounted to \$225,000.00 of which \$198,000.00 represented the Imperial Feed Mill and \$15,000.00 the American Legion Hall. Since the new water transmission main was put into service, about the first of the year, water pressure within the city has not been reduced to less than 60 pounds, even during the large fire at the feed mill.

The department answered 67 calls within the city during the year and 30 calls in the rural area.

606 miles were traveled during the year by the department and 14,050 feet of hose was laid in as follows: 5,800 feet of  $3/4$  inch; 4,250 feet of  $1\frac{1}{2}$  inch; 4,000 feet of  $2\frac{1}{2}$  inch.

594 man hours were required in responding to call within the city and 152 man hours on calls outside the city.

As stated in the report a year ago the chief need of the department at this time is a new fire station capable of housing enough men and equipment to serve the city of Hillsboro and the rural area now being served by the Hillsboro Fire Department.

Provisions were made in the 1947-48 budget for the installation of a radio transmitter set in the city hall and when the radio is installed it will be of great benefit to both the Fire Department and Police Department, as well as to any other agencies desiring to use such service.

## WATER SYSTEM

Work progressed on the construction of the 18-inch metal water main during the summer and fall, but was discontinued because of bad weather, approximately two miles from the source of supply.

The 1947 work was let in two units of approximately five miles each and Salem Sand and Gravel Company of Salem, Oregon was low bidder on both units.

The contract price on both units is as follows:

Gaston Junction-Cherry Grove Section - \$	38,937.50
Cherry Grove-Intake Section - - - - -	92,352.00

The total cost of the pipeline when completed will be approximately \$850,000.00, most of which \$810,000.00 was raised by bond issues and the remainder taken from operating revenues. Gross operating revenues have increased to over \$100,000.00 per year and should continue to increase as long as building in the area served by the system continues. The present income is sufficient to amortize the bonded debt, however, after deducting for debt service, operations and maintenance cost there isn't a very great allowance for expansion of the distribution system.

Following is a summary of existing water mains in the system, both transmission and distribution.

The miles of 18-inch transmission main is shown on the basis of the completed system, all of which is under contract at this time. Local service connections are not considered in this report.

### Distribution System

1"	25,875 feet	4.9 miles
2"	27,575 "	5.22 "
4"	33,075 "	6.27 "
6"	30,125 "	5.71 "
8"	925 "	.18 "
10"	1,400 "	.27 "
12"metal	7,050 "	1.34 "
Total -	-126,025 "	23.89 "

### Transmission Mains

12" wood	36,960 feet	7. miles
18"	112,434	21.29 "
Total -	-	28.29 "

## BUILDING

Building reached a record-high during the year 1947 according to permits issued, totaling \$1,055,991.00.

Following is a comparison of 1946 and 1947 building activities:

### Building permits issued for year 1946

	No.	Dollars - Est.
Residential - New	93	\$ 368,300.00
Apartments - Duplex-New	5	110,000.00
Commercial - New	12	153,299.00
Industrial - New	3	10,200.00
Miscellaneous- Remodel	106	57,462.00
Total - - - - -	219	\$ 697,261.00

### Building Permits issued for year 1947

Residential - New	63	\$ 302,395.00
Apartments - Duplex-New	1	3,000.00
Commercial - New	8	105,400.00
Industrial - New	5	90,500.00
Miscellaneous - Remodel	141	89,089.00
Institutions- New and Remodel	6	465,607.00
Total - - - - -	223	\$1,055,991.00

### Building Permits issued for year 1948

Residential - New	44	\$ 254,000.00
Commercial - New	17	137,200.00
Schools & churches	7	491,166.00
Alterations	109	123,606.00
Totals	177	1,092,972.00

STATE PARK

Considerable improvement has been made in the park facilities this year, being chiefly the installation of public rest rooms in the ball park, building of permanent benches and tables in Shute Park and the purchase of approximately sixty park benches.

Other items, more of a maintenance nature, were the constructing of a concrete sidewalk along the west side of the building and the repair of the bearing points of the several trusses supporting the main building.

A full-time caretaker has been employed since early last spring and a considerable improvement can be noted in the general appearance of the park.

The skating operation has been continued through the year and a net revenue of \$2,475.32 was derived from that source, and \$1,628.03 received from the firemen from the "Happy Days" celebration.

I feel that the matter of parking facilities in the park area, walks around the park and better lighting should be given consideration as soon as financing can be arranged.

## AIRPORT

The year 1947 has witnessed considerable growth in the facilities on the Hillsboro Municipal Airport. Four large hangars, each over 5,000 square feet in area, have been constructed during the year under a fifteen year lease agreement.

The actual flying activity and student training conducted by the various operators has been quite substantial during the year and it is hoped with the additional hangar space business on the port may be materially increased.

Mr. E. J. Ball is airport operations manager for the city and the agricultural land not used for aviation purposes was leased to W. J. Enschede during the year.

Receipts from the airport for the fiscal year 1946-47 were \$6,962.89 and \$5,338.83 was expended in maintenance and betterment.

The project in cooperation with the federal government to extend city water service to the airport was abandoned because of the requirement by the federal government that the approach zones to all runways be cleared of obstructions to a 40 foot to one foot angle from the end of each runway prior to the expenditure of federal funds on the water project.

Such an arrangement would have immediately involved the city in costly clearing work and most likely forced the condemnation of some of the obstructions within the forty to one angle.

At present all operators have wells supplying water for their immediate needs, however, we should plan to extend the water service to the port as soon as possible on account of fire protection.

## SEWER SYSTEM

Very little change has occurred during the year in the sewer system. A few short laterals were installed to provide service to new buildings, totaling 59 new connections during the year, of which 52 were residential and 7 were commercial or industrial, making a total of 1,444 sewer connections.

As noted in my last report, both the sewer mains and the disposal plant are inadequate in size to give effective service and plans should be studied for affecting relief on the sewer mains and for providing some addition to the disposal plant.

Almost every winter season we have trouble with back water from the sewer mains. Due to the unimproved condition of our streets, infiltration of ground water allowed to accumulate and stand in the ditches on the streets is so heavy that any main of reasonable size would be unable to carry the run off during a heavy rain of any reasonable duration.

It is my belief that if the majority of our streets were paved and curbs installed to control and carry away the storm water we would be relieved of most of the basement flooding we now experience.

The disposal of industrial waste was handled by irrigation again this year and the results were quite satisfactory.

Approximately \$6,000.00 was spent on the extension of the industrial line and on tile drainage lines. The main line was extended south about 2,000 feet, which enables us to cover approximately 80 acres with water, and by the installation of tile drains in some of the low areas were able to handle all water reaching the farm quite satisfactorily.

During the heaviest part of the season we disposed of approximately 850,000 gallons per day.

This year we planted 3.3 acres of beans, 10 acres of pumpkins, approximately 20 acres of sweet corn, and the remainder of the land was planted to barley or used for temporary ponding.

## Sewer System - 2

Total gross receipts from crops for the year amounted to \$5,613.21 and the approximate cost of the farming operation was \$4,541.45, not including machinery and equipment purchased which would be amortized over a period of years.

This has been a very interesting problem and while we are yet in the experimental stages, I feel that with proper attention we will be able to render the industrial waste quite harmless to the river and at the same time produce enough revenue on the land to pay for the operation. The 1948 season's operation will no doubt provide us with a much better picture of the possibilities of this disposal process.

Miles of Sanitary Sewers in Hillsboro - - By Districts - By Sizes

	6"	8"	10"	12"	14"	15"	16"	18"	24"	Total
Sewer Dist. No. 1, Lin. Ft.	-	18,924	1,864	1,824	1,858	-	463	927	-	25,860
Miles - - - - -	-	3.584	0.353	0.345	0.352	-	0.088	0.176	-	4.90
Sewer Dist. No. 2, Lin. Ft.	9,101	51,034	3,363	8,090	-	5,945	-	420	-	77,953
Miles - - - - -	1.724	9.666	0.637	1.532	-	1.126	-	0.080	-	14.76
Outfall Sewer (Sanitary)										
Lin. Ft.	-	-	-	-	-	-	-	-	5,650	5,650
Miles - - - - -	-	-	-	-	-	-	-	-	1.070	1.07
Total Lin. Ft. - - - - -	9,101	69,958	5,227	9,914	1,858	5,945	463	1,347	5,650	109,463
Total Miles - - - - -	1.724	13.250	0.990	1.877	0.352	1.126	0.088	0.256	1.070	20.73
Industrial Sewer, Lin. Ft.	-	922	2,455	-	-	-	-	-	-	3,377
Miles - - - - -	-	0.175	0.465	-	-	-	-	-	-	0.64
Industrial Outfall, Lin. Ft.	-	-	5,363	-	-	-	-	-	-	5,363
Miles - - - - -	-	-	1.016	-	-	-	-	-	-	1.02
Total Industrial	-	922	7,818	-	-	-	-	-	-	8,740
	-	0.175	1.481	-	-	-	-	-	-	1.66
Total Sewers-Lin. Ft.	9,101	70,880	13,045	9,914	1,858	5,945	463	1,347	5,650	112,203
Total Sewers-Miles	1.724	13.425	2.471	1.877	0.352	1.126	0.088	0.256	1.070	22.39



## STREET DEPARTMENT

The street system of the city of Hillsboro consists of a total of 31.5 miles, of which, 18.4 miles, are paved; 4.3 miles oiled macadam; 6.7 miles crushed rock or gravel macadam, and 2.1 miles unimproved.

It has been the practice throughout the years to assess the cost of all street and sidewalk construction to the abutting properties and all maintenance costs to be borne by the public. This practice has been followed consistently through the years. However, as motor vehicle traffic increases it is necessary to widen many of the existing streets and to materially raise the standard of improvement on all streets.

Our experience has proved that the property owners are willing to bear the cost of the initial improvement sufficient to handle normal local traffic. However, when it becomes necessary to widen or reconstruct a street because of through traffic, heavy industrial traffic, or change of routing of any traffic flow, the objection from the property owner is such as to prevent the necessary improvement unless it can be financed by the general public.

The following estimates will indicate the cost of bringing the city street system up to a reasonable standard:

Widening existing paved streets, including curbs - 13.0 miles	
@ \$30,000.00 - - - - -	\$390,000.00
New construction - pavement and curbs - 6.72 miles	
@ \$45,000.00 - - - - -	\$302,400.00
New construction - oiled surface and curbs - 6.46 miles	
@ \$35,000.00 - - - - -	\$226,100.00
New construction - sidewalk - 5' x 4" concrete - 16.72 miles	
@ \$ 8,000.00 - - - - -	\$133,760.00

In analyzing the above estimates it would appear that at least the cost of widening existing pavements and perhaps a portion of the cost of new pavement construction should be borne by the general public inasmuch as the necessity is caused by increased travel by the public and increased loads carried by vehicles on public streets.

Street Department - 2

STATUS OF IMPROVEMENT

Total mileage city streets as of November, 1947 - - - 31.5  
Paved streets, concrete and asphaltic concrete -  
    20 foot to 50 foot width - - - - - 18.4  
Oiled surface - light wearing surface - 18 feet wide - 4.3  
Gravel macadam surface - average 18 feet wide - - - - 6.7  
Unimproved streets - - - - - 2.1  
Total miles existing sidewalk - - - - - 23.8  
Total miles existing curb - - - - - 18.2

Major equipment purchased during the year included one used Austin-Western Motor grader purchased from Columbia county for the sum of \$1,200.00 and one new Chevrolet dump truck purchased from Hamby Motor Company for the sum of \$2,708.41, making a total of three dump trucks now in operation by the street department.

Sidewalk Construction

Sidewalks were constructed by the city on the following locations:

West side of South Tenth Avenue, between East Main and Washington Streets;  
North side of East Lincoln Street, between North Ninth Avenue and Cornell Road;  
North side of West Jackson Street, 110 feet west of Adams Avenue to Dennis Avenue;  
East side of North Connell Avenue, West Jackson Street to North line of Garden Tracts;  
West side of North Adams Avenue, West Jackson Street to North line of Garden Tracts;  
West side of North Adams Avenue, West Main Street to West Lincoln Street.

The cost of all sidewalk construction was borne by the abutting property owners and amounted to \$4,473.42.

### Street Improvements

The major street improvement projects completed or undertaken during the year are as follows:

- South Fourth Avenue - Main to Washington Street widened from 26 foot pavement to 40 foot width and resurfacing existing 26 foot roadway - total cost \$4,763.13, of which \$3,486.36 was assessed to the abutting properties as the cost of widening and \$1,276.78 was borne by the city for resurfacing.
- East Jackson Street - Sixth Avenue to Cornell Road - 20 foot asphaltic pavement, cost \$5,999.03 - all property assessment.
- East Jackson Street - Fifth Avenue to Sixth Avenue - 22 foot asphaltic pavement, cost \$1,000.00 - all property assessment.
- North Sixth Avenue - East Main Street to East Jackson Street - 30 foot asphaltic pavement - cost \$2,198.59 - all property assessment.
- South Fourth Avenue - Oak Street to Walnut Street - 26 foot asphaltic pavement - cost \$1,110.90 - All property assessment.
- South Fifth Avenue - Oak Street to Walnut Street - 26 foot asphaltic pavement - cost \$1,232.83 - all property assessment.
- South Tenth Avenue - Main Street to Baseline Street - 36 foot width - grade, macadam, curbs and asphaltic pavement. Total cost \$8,564.82, of which \$4,680.39 was assessed to the properties, representing the cost of the grading, macadam and curbs and \$3,884.43 paid by the city, representing the cost of the asphaltic pavement. The paving of this street was demanded because of the fact that all logging truck hauling through the city to the Willamette River by way of Cornelius Pass is routed over this street.

## Street Improvements

West Washington Street - From a point approximately 400 feet West of Range Street to Dennis Avenue.

This street was widened from 36 feet to 40 feet, with curb and driveway approaches installed on the north side and crushed gravel macadam surface was extended to the Oregon Electric siding (approximately 10 feet) on the south side with a 40 foot wide asphaltic pavement. Total cost of project was \$6,477.95 all of which was assessed against the abutting property.

South Connell Avenue - Oak Street to Walnut Street - graded and surfaced to 30 foot width with crushed gravel macadam - cost \$1,202.20 - all property assessment.

South Seventh Avenue - Washington Street to Baseline Street - 30 foot width - grade, macadam surface and curbs - cost \$2,088.51 - all property assessment.

South Seventh Avenue - Oak Street to Southern Pacific Railway - 30 foot width - grade, macadam surface and curbs.

This unit is not quite complete at this time but the cost will approximate \$9,500.00 - all property assessment.

South Seventh Avenue - Southern Pacific Railway to High Street - grade and surface to 30 foot width with crushed gravel macadam - cost \$1,308.60 - all property assessment.

North Eighth Avenue - Main Street to Lincoln Street - grade, gravel macadam surface and curbs to 36 foot width. This project is incomplete inasmuch as the curbs have not been installed but should be completed in February or March of 1948.

### Street Improvements

North Ninth Avenue - Main Street to Jackson Street - grade, gravel macadam surface and curbs to 36 foot width.

This project is incomplete but should be completed in February or March, 1946.

East Edison Street - Third Avenue to Fifth Avenue - grade, gravel macadam surface and curbs to 30 foot width - cost \$4,648.77 - all property assessment.

East Edison Street - Fifth Avenue to Birchwood Park - grade, gravel macadam and curbs to 30 foot width. Incomplete.

East Walnut Street - Third Avenue to Fourth Avenue - grade, surface and curbs - 26 foot width. Incomplete.

Other work authorized but not started during the year is as follows:

South First Avenue - Main Street to Baseline Street - to be widened to 40 foot width and paved;

North Fifth Avenue - Edison Street to Grant Street - widen existing macadam to 30 feet and install curbs;

East Edison Street - First Avenue to Second Avenue - widen existing macadam to 30 feet and install curbs.

These projects will be started as early in the spring as weather conditions will permit.

## Conclusion

I feel that much has been accomplished in the way of street improvements during the year 1947, however, there is much more improvement needed, both from the standpoint of the traveling public and the home owner residing along our streets.

I wish to list some of the projects which I feel are of major importance and should be undertaken as soon as possible:

Improve East Grant Street from Third to Fifth Avenue, in order to provide maximum parking facilities in the area of the grade school, and this improvement should be extended to the northerly city limits to provide a better arterial highway leading to the city from that area;

Widen North First Avenue from Jackson Street to the northerly city limits;

Widen and improve East Lincoln Street between Sixth and Ninth Avenues to provide maximum parking facilities in the area of the high school; also, I feel that the street lighting should be materially improved around the high school because of the extreme heavy traffic during school functions;

Improve East Main Street from Ninth Avenue to easterly city limits to a minimum of 36 foot width pavement with curbs;

Improve Cornell Road from East Main Street to easterly city limits to a minimum of 36 foot width pavement with curbs and adequate storm drains;

Improve East Walnut Street from Fourth Avenue to Tenth Avenue, by placing on proper street grade and installing curbs;

Improve East Oak Street from Fifth Avenue to Tenth Avenue by widening existing pavement and installing curbs;

Improve East Maple Street between Eighth and Tenth Avenues and South Ninth Avenue between Cedar and Maple Streets, in fact, all streets in the park area should be widened to provide maximum parking facilities and curbs should be installed to protect the property owner against the parking abuses to which they are continually subjected.

There are many needed improvements in our street system, but I feel it is useless to try to list them all in this report.