

1-22-1936

## To Bean from Woodward

William Woodward

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# THE METROPOLITAN ASSOCIATION, INC.

PORTLAND, OREGON

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WM. F. WOODWARD

January 22, 1936

NO. 163287		SUBJECT h w + s w Front Ave et al	
JAN 24 1936			
DEPARTMENT OF PUBLIC WORKS			
FOR YOUR ATTEN.	B 330		
ACK.			
REC'D.			
FORW'D.			
REC'D.			
SENT TO FILE	OK	DATE	10-20-43

Hon. O. R. Bean, Commissioner  
City Hall  
Portland, Oregon

Dear Mr. Bean:

Sub-committee on the Traffic Loop Project which the writer was requested to name consists of the following gentlemen:

Hamilton F. Corbett  
A. J. Sherrill  
Robt. H. Strong  
Dean Vincent  
Theodore B. Wilcox, Jr.

*noted*

Have notified each of their appointment and also that the first meeting of the sub-committee will be held Friday afternoon at 4:00 o'clock P. M., in the office of the Metropolitan Association.

To each also has been mailed a brief statement covering in general the objectives of the conference which you called and for which this sub-committee was created, a copy of which statement is enclosed.

The writer feels that it is quite in order that you should be advised from time to time of what is being done. The writer, you will note, is not a member of the sub-committee, but trusts he will be permitted to sit in at its conferences.

The writer's personal thanks are due you for your friendly attitude and cooperation.

Very sincerely,  
*William F. Woodward*  
WILLIAM F. WOODWARD, President  
METROPOLITAN ASSOCIATION, INC.

Enclo.

WFW:ER

163287

January 22, 1936

Conference of citizens, property owners interested in the city's well-being was held at the office of Commissioner Bean in the City Hall, at his instance to discuss traffic problems affecting primarily West Side metropolitan area, and indirectly the entire city and state.

Following, a sub-committee was provided to report a plan which will meet our present traffic problems, with due regard for the city's growth. Tentative plans contemplate a traffic artery, minimum width 80 feet, from Hoyt and Front Avenue southerly to a connection with Barbur Boulevard; From southwest Kelly Street and Front Avenue a Diagonal northwestwardly to Burnside Street; north from Burnside Street to a connection with Yeon Avenue and proposed Fremont Bridge, thence eastwardly to Front Avenue at Hoyt.

Area extending from Morrison Street northerly to Burnside Street and lying between sea-wall and Front Avenue to be acquired by the city and dedicated for public use; also sufficient land adjacent to west approach of the Steel Bridge to provide suitable ramps north and south.

COST: Construction costs to be met with State and Federal funds; right-of-way by assessment on property embracing West Side to city limits; Area dedicated to public use and Steel Bridge ramps by the City; No commitments without satisfactory assurance of State and Federal aid.

Recommendation whether this project should be carried through under Charter provisions of the Bancroft Act, or Senate Bill No. 395 enacted at the 1935 session. If the latter will a declaratory judgment as to its constitutionality be necessary?

'Tis hoped by many this Committee may consider construction of a bridge at or near Fremont Street and replacement of the Morrison Street Bridge - by virtue of Federal funds. San Francisco is a beneficiary in this respect for a sum exceeding sixty million dollars. Are we not justified in asking consideration in behalf of two needed viaducts, as factors in solving present and future traffic problems so closely related to the situation we face? These bridges have not only a local, but state and national relationship to our traffic problems.

WILLIAM F. WOODWARD, President  
METROPOLITAN ASSOCIATION, INC.

WFW:ER

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