

# Vote In Favor of The Ross Island Bridge

THE BOARD of County Commissioners of Multnomah County have placed upon a separate ballot for the November election two measures for the construction of bridges. One for the issuance of \$1,600,000 of bonds for the construction of a new high bridge across the river near the north end of Ross Island, and the second for the issuance of \$3,000,000 of bonds for the construction of a new Burnside Street bridge.

The proposed Ross Island bridge forms an ideal solution for the relief of the overload of traffic on our southerly bridges. It will be a high bridge, extending from the top of the high bluff at Grand Avenue and Beacon Street on the east side of the river to the vicinity of Grover and Kelly Streets on the west side. It will be 130 feet above high water, so that all vessels that can pass through the Hawthorne Avenue bridge when the draw is at its maximum height can pass under the new bridge, consequently no draw will be required. Furthermore, ample clearance will be given under the bridge for the Oregon City cars on the east side and the Oregon Electric and Southern Pacific cars on the west side, so that grade crossings near the approaches will be completely eliminated. The roadway of the bridge will be 36 feet wide, so that four lines of traffic may pass at all times. With this additional roadway area traffic relief will be afforded our other bridges.

This bridge will permit traffic from the east side to gradually filter through South Portland into the west side business districts, so there will be no congestion similar to that which exists upon our other west side streets connecting with our other bridges. South Portland, Southwest Portland and the southeast districts of the city, and the southeast portion of the county as far as Gresham will benefit greatly

from this bridge. The same development of property will take place along the approaches to this bridge and the arteries leading therefrom that has taken place along our other bridges. This bridge was sponsored by the following Improvement and Community Clubs of southwest and southeast Portland:

1. South Portland Improvement Club.
2. Westmoreland Community Club.
3. Brooklyn Improvement Club.
4. Woodstock Improvement Club.
5. Mt. Scott Improvement Club.
6. Lents Business Men's Club.
7. Neighborhood Community Club of South Portland.

Traffic congestion upon our bridges has increased tremendously during the last few years due to the advent of the automobile and the auto truck. Ten years ago the Hawthorne Avenue bridge carried less than 2000 vehicles per day; now more than 15,000 vehicles cross every 24 hours. Our present bridges are fast breaking under this overload as shown by the condition of the Burnside and Morrison Street bridges. Traffic congestion on our bridges is mainly due to three causes. First, the roadway on the bridges is not of sufficient area to carry the traffic load imposed upon them; second, all the bridges have draws which must open to river traffic, which causes delay to their own traffic; third, there are several grade crossings on the approaches to each one of our bridges, and they are particularly bad in the case of our Hawthorne Avenue bridge, which has grade crossings from Grand Avenue on the east side to Fifth Street on the west side. In consequence, Judge Rossman, while Municipal Judge, found that the number of traffic accidents and traffic violations were far greater upon the Hawthorne Avenue bridge than any other bridge in the city.

Citizens throughout our city who see the urgent need and the great necessity for this bridge have adopted this Campaign slogan:

## "FOR A BRIDGE WE UNITE ON THE ROSS ISLAND SITE"

The Ross Island bridge is recognized as a real need and has been officially approved not only by the County Commissioners but also by the City Council and the City Planning Commission. The plans for the bridge have been approved by the City Engineer, the Bridge Engineer of the Oregon State Highway Commission and the U. S. Bridge Engineer, Office of Good Roads. Its cost will be \$1,600,000. It will be very economical to maintain as the nine men required on each one of our other bridges for the operation of the draw for a 24-hour day will be entirely eliminated. \$115,000 per year will create a fund for the redemption of the bonds, pay interest on the bonds and pay for the up-keep and maintenance of the bridge. In all, this will require only a tax levy of 35c per \$1,000 of assessed property valuation.

If the best business system of the city is to be maintained and the west side is to remain the preeminent district of the city this bridge will be required. Its connection on the east side of the river direct with the Powell Valley road means that every improved traffic artery from the southeast portion of the city and county will connect direct with the city. 91,000 people are located south of Division Street in southeast and southwest Portland and this one-third of the city's population will be directly benefitted by the bridge, which at the same time meets a general need.

It will require two years to build this bridge. If the volume of vehicular traffic has doubled in four years, what will be the increase of traffic by the time this bridge is ready for use?

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