

Arterial Street Program Proposed for City

Plan Would Cost City \$1,656,100 In 10-Year Period

(Editor's note: This is the first of a series of four articles describing the four segments of the capital improvement program on which voters of Medford will pass at the Nov. 6 election. Today's article discusses the arterial street project. Subsequent articles will describe the proposals for storm sewers, sanitary sewers and off-street parking.)

By EARL ADAMS
Mail Tribune City Editor

A \$2,871,000 capital improvement program approved by the Medford city council in August, will be submitted to Medford voters at the Nov. 6 general election. It is contained in four separate proposals.

The first is \$1,656,100 for development of arterial streets. The arterial street program has been adopted from a 1954 plan based on a detailed traffic study. The original program, which included 25 projects, would have cost an estimated \$10,870,000, of which the city would have paid \$4,130,000.

The modified program is based on the original program, but the revised plan is estimated to cost Medford \$1,656,100, a reduction of almost 85 percent. Before the arterial street program can begin, voters must decide on a charter amendment authorizing the city "to acquire property for, establish, extend, widen, construct, equip and maintain public streets in and as part of an arterial street system."

Included in the same ballot title will be provisions for financing the job.

Financing would be partly by a \$220,000 general obligation bond issue. The bonds would mature over a period of up to 20 years, at not more than 4 percent interest. The money would be used chiefly to obtain rights of way during the next eight months.

Levy Taxes
The city council would be authorized to levy taxes on property within the city, in addition to other taxes, to pay the principal and interest on the bonds.

The rest of the money needed over a 10-year period would be raised by a tax levy of \$143,600 each year. This ad valorem tax would not be levied until after June 30, 1957.

The tax levy would provide funds for actual construction of arterial streets during the 10 years in which the tax is levied, and some would be used for rights of way as well. The first construction would begin next fall after the tax money becomes available.

The ballot title reads:
"Purposes: Amend Medford City Charter to authorize City to determine, establish, construct and maintain arterial public streets; and, for said purposes to issue not exceeding \$220,000.00 General Obligation bonds and levy an annual tax of \$143,600.00 for 10 years not subject to limitations of Article XI, Section 11, Constitution of Oregon."

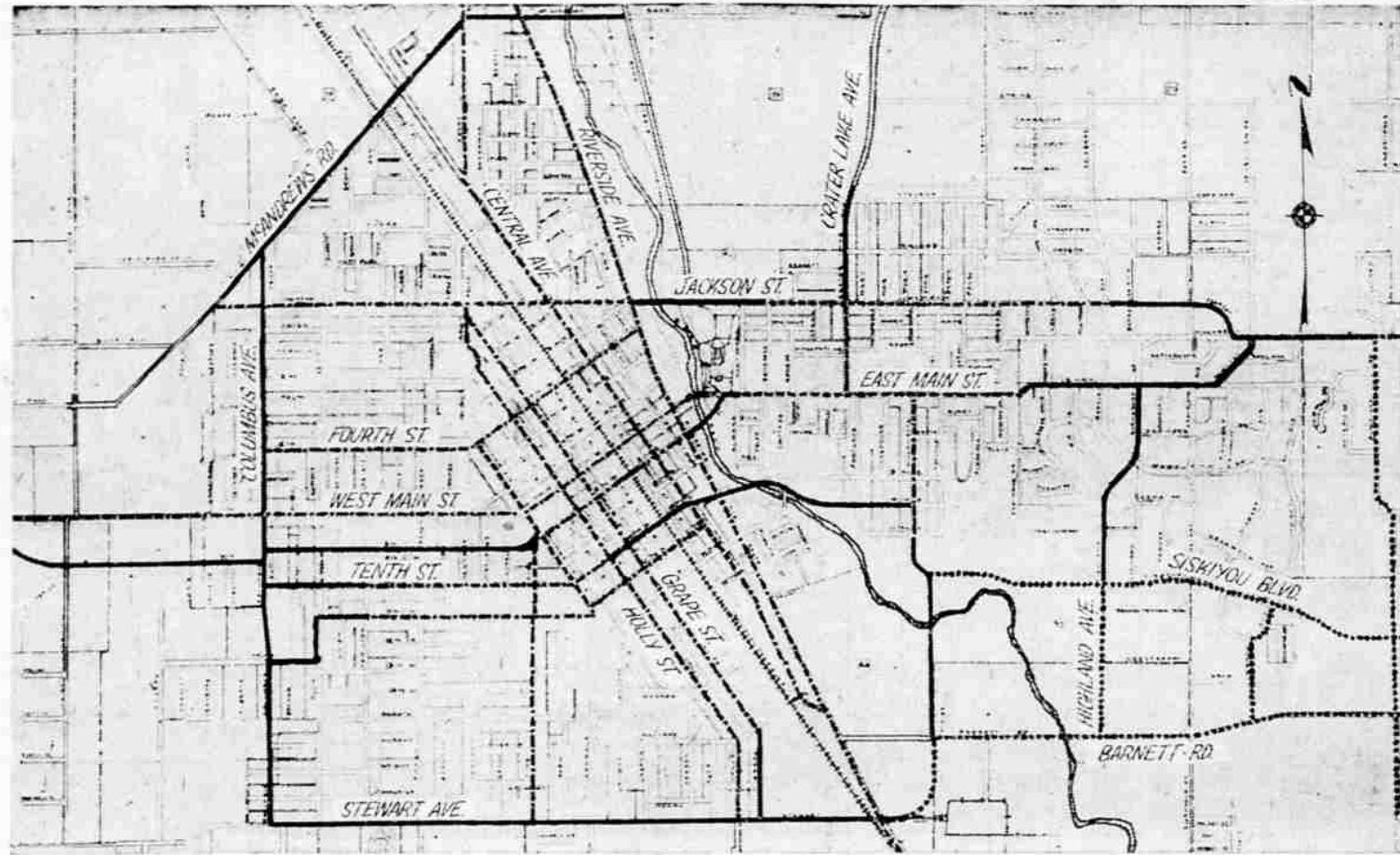
Construction costs include intersections, structures, and traffic control, in addition to rights of way. The city also finances part of the paving costs for streets which are more than 36 feet wide in residential areas and more than 44 feet in commercial areas. However, city officials point out that residents are assessed for paving up to 36 feet wide. In commercial areas assessments are levied for paving up to 44 feet wide. The city finances the difference between those figures and the actual width of the street.

Among modifications of the original recommendations is a provision for a grade crossing at Tenth st. with a 44-foot street between Grape st. and Central ave., instead of a long railroad underpass and a 66-foot pavement. The grade crossing alternative is estimated to be a saving of about \$768,200.

Vern Thorpe, city public works director, who prepared the alternate plan, said there is no question as to the advantages of an undercrossing over a grade crossing at Tenth st., but he said the advantages do not seem to justify the greater expenditures for an undercrossing at least for several years.

Other Modifications
Other street plans have been modified to save right of way costs and moving of buildings. Several streets have been narrowed from 66 feet to 32 feet, with parking to be prohibited during peak traffic flows, to reduce overall cost of the program.

The Seventh-Eighth st. couplet was chosen instead of a Seventh-Sixth st. couplet, because the former has several advantages, Thorpe said. Among them are an additional railroad crossing, and a one-way couplet all the way to the west city limits, instead of only to Orange st. as



PRESENT PAVED STREETS
STREETS TO BE WIDENED
STREETS TO BE PAVED
STREETS TO BE CONSIDERED

originally recommended.

The couplet also would eliminate left turn conflicts off West Main st., which would be for westbound traffic, and permit Sixth st. to remain a two-way local street.

The following are brief descriptions of projects in the arterial street program. They are not necessarily listed in order of priority.

MAIN-EIGHTH COUPLET
Both West Main st. and Eighth st. are considered in one project because when completed, the streets would be limited to one-way traffic leading in and out of the central business district.

Traffic on Main st. would be westbound, and traffic on Eighth st. would be eastbound.

Ultimate plans for the Main-Eighth st. couplet would provide for extending Eighth st. west to Lozier lane. However, until West Main st. between Columbus ave. and Lozier lane proves inadequate to handle the traffic flow, the terminus point for Eighth st. will be Columbus ave.

Eighth st. would be improved between Columbus and Oakdale aves. and extended across the railroad tracks to a 40-foot street with parking restrictions.

The major cost to the city in the Main-Eighth st. couplet would be extending Eighth st. across Bear creek to connect with East Main st. The route would do less damage to Hawthorne park, city officials pointed out, and should not require any greater costs for bridge construction across Bear creek or paving connections than a Sixth st. couplet.

The state highway department would finance much of the construction between Columbus ave. and Riverside ave. since the street would be part of the state highway system (Highway 238).

10-11TH COUPLET
This project would provide another east-west one-way street system leading to the downtown central business district. Tenth st. west of Central ave. would be for westbound traffic and 11th st. would serve eastbound traffic.

Tenth st. would be resurfaced between Columbus ave. and Holly st. and a railroad grade crossing would be constructed to extend the street eastward.

Major construction along Tenth st. would be a bridge across Bear creek to connect with Cottage st. and extend Tenth near the east bank of Bear creek a short distance to connect with the present East Tenth st. Between Cottage st. and Willamette ave., Tenth st. would be widened and the base reconstructed before surfacing.

The intersection at 11th and Oakdale ave. would require channelization for greater traffic flows, and 11th st. between Columbus ave. and Hamilton would be resurfaced with standard paving. There presently is a temporary light oil surface.

JACKSON STREET
Jackson st. between McAndrews rd. and Grape st. would be resurfaced and parking would be prohibited there during peak traffic flows. Between Grape and Riverside aves., the street would be widened to carry four moving lanes of traffic with parking restrictions during peak hours.

provided with a 52-foot pavement between Hawthorne and Crater Lake ave.

Between Crater Lake ave. and Lindley ave., Jackson st. would be widened to 44 feet with the present base and pavement reconstructed. Jackson st. would be extended from Barnegate rd. to Hillcrest rd.

GRAPE-HOLLY COUPLET
Grape st. would be for northbound traffic, and Holly st. for southbound traffic. The couplet would extend from Stewart ave. on the south to Haven st. near McLoughlin Junior High school on the north.

Both streets would be resurfaced, and signals would be installed.

OAKDALE AVENUE
Between Eighth st. and 12th st., Oakdale ave. would be widened to 52 feet, providing four lanes with a four-foot divider. Parking would be prohibited on both sides during peak traffic periods when volumes warrant four moving lanes. Until that time, city officials said, parking could be permitted on both sides.

Between Seventh and Eighth sts., it would be widened to 66 feet to provide parking spaces in the block along with four lanes of traffic. A traffic light would be installed at the corner of Eighth st.

The section between Fourth and Sixth sts. would be widened to 44 feet. The section presently is 30 feet wide with no parking on the west side of the street.

McANDREWS ROAD
Between West Jackson st. and Sage rd., McAndrews would be 44 feet wide, and between Sage rd. and Bear creek, would be 52 feet wide to provide an ultimate four lanes of traffic with new flashing light signals at the railroad crossing.

City officials said that property along McAndrews rd. presently outside the city limits could either be assessed for improvements by the county, or it may be inside the city limits at the time the section is constructed.

KING STREET
King st. intersections at Stewart ave. and 11th st. would be reconstructed. The street between Dakota and 11th is 30 feet wide, and consideration has been given the possibility that parking be prohibited rather than removing several shade trees for widening.

From 11th st. to Eighth st., King st. would be widened to provide four lanes of traffic since the section of street would be an important feeder to the central business district from the 11th st. arterial as well as King st.

CRATER LAKE AVENUE
Parking would be prohibited on both sides of Crater Lake ave. between Main and Jackson sts. instead of widening the present 30-foot pavement to 44 feet.

Between Jackson st. and the city limits, the street would be widened to 44 feet and improved with curbs, gutters and resurfacing.

COLUMBUS AVENUE
Columbus ave. between Stewart ave. and McAndrews rd. would be all repaved, and widened where necessary. Between Stewart ave. and 10th st. the street would be widened.

The light gravel surfacing between 10th and Main sts. and the light oil surface strip between Main and Jackson sts. would be replaced with standard width

and pavement. The street would be extended to McAndrews rd. across the housing project land, which eventually would be transferred to the city.

STEWART AVENUE
The existing 20-foot wide street, which has a light oiled surface, would be replaced with a 44-foot pavement between Columbus ave. and Holly st. Included in the project along the section would be strips of rights of way, 11 intersections and construction of a box culvert to eliminate the large drainage ditch along the south side of the street to Meyers lane, which now creates a traffic hazard.

Between Holly st. and the railroad, and to South Riverside ave., Stewart ave. would be widened to 66 feet, providing for four lanes of moving traffic, two intersections, and a box culvert.

WILLAMETTE AVENUE
The major portion of Willamette ave. is outside the present city limits. However, city officials pointed out that it is an important connecting link between the city street system to the proposed freeway and the present four-lane highway between Medford and Ashland.

Willamette ave. would be widened to 44 feet and paved.

EAST MAIN, VALLEY VIEW, HILLCREST
East Main st. from Bear creek to Willamette ave. would be widened 2 1/2 feet along the north side to 52 feet, providing four lanes for moving traffic. Parking would be restricted during peak traffic flows three times daily.

Present pavement would be resurface, and traffic channelized at Cottage st. until Ninth st. is widened between Cottage st. and Willamette ave.

East Main st. between Willamette ave. and Highland drive would be widened to 52 feet replacing 36-foot and 20-foot sections. From Highland drive to the present city limits, East Main st., Valley View and Hillcrest rd. would be widened to 44 feet, replacing the present 20-foot light oiled surface.

10-YEAR PERIOD
The arterial street program has been projected over a 10-year period with approximately 10 per cent of the program being accomplished each year.

The priority of various sections was determined by the estimated 1970 traffic volumes. In other instances, right of way purchases were recommended early in the program in order that properties could be acquired before expensive buildings were constructed.

KILLED IN CRASH
Pendleton—(U.P.)—Ted March, 57, of Milton-Freewater, Ore., was killed early Saturday when the truck in which he was riding with three hunting companions blew a tire and overturned in a ditch three miles south of Ukiah Junction, 53 miles south of Pendleton. The death was the 16th fatality in Umatilla county this year.

at Eighth st., which also will be extended across Bear creek to connect with East Main st. near Hawthorne park. Willamette ave. would be extended southward to Barnett rd. to help handle traffic to and from Highway 99. Other streets which would be improved include McAndrews rd., Columbus ave., Stewart ave. and Jackson st. East Main st. would be improved at the east end, along with Valley View and Hillcrest to the city limits. Eventually, Eighth st. would be extended to connect with West Main st. west of Lozier lane. City officials said, however, that Columbus ave. would be the terminus for the Eighth st. couplet until West Main st. between Columbus ave. and Lozier lane is adequate to handle traffic flow.

Seven Adult Training Classes Will Start In Schools This Week

Seven adult training classes will commence in Medford public schools this week, according to Lindsay M. Vinsel, director of adult education.

Registration for the first semester classes ended Friday. Vinsel said. Second semester classes will start later in the school year. One of two tailoring classes will start at 7 p.m. tomorrow in room 15 of Medford High school with Mrs. Orma Farnham instructing. The class will meet Monday and Thursday evenings starting tomorrow night. The second tailoring class will meet Tuesday evenings starting Oct. 9 in room 8 at McLoughlin Junior High school. Mrs. Hazel McKinstry will be instructor.

Driver Training
A driver training class with Hal Carver instructing will start at Medford High school between 4 and 5 p.m. Monday, Oct. 8. The first session will be held in the cafeteria. The course will include both classroom and behind-the-wheel training.

Advanced Clothing
Mrs. McKinstry also will instruct a class in advanced clothing which will start in room 8 of McLoughlin Junior High school Thursday between 7 and 10 p.m.

The beginning clothing class was divided into two sessions, Vinsel said, because of the re-

Informational Drive Gets Under Way By Association

The county informational membership campaign for the Southern Oregon Child Guidance Clinic association received a good start during the first week of October, according to Mrs. Roland Holmes, county membership chairman.

Letters of invitation to join along with informative brochures, were sent to 900 county residents. Personal visits will be made to many residents to answer questions and explain the clinic's work, she said.

The community chairmen also are interested in arranging programs about the clinic with any group who wants and requests such service, she said. The campaign does not cover the Medford area in the fall where the association is working with the United Medford Crusade during its annual fund raising drive for member agencies.

In Ashland Mrs. Norman Christleib and Mrs. Phil Gates are co-chairmen, with Mrs. Alex Peterson, Mrs. Frank Haines, Mrs. Dan Bulkley, and Mrs. Robert O'Harra assisting.

Mrs. Ted Fredenburg and Mrs. Keith Scott are workers in Butte Falls.

Central Point Area
In Central Point Mrs. Earl Yoakley directs a group of four workers. They are Mrs. Wilton White, Mrs. C. E. Chamberlain, Mrs. M. B. Caster and Mrs. A. M. Setness.

Two Juveniles Are Indicted by Jury

Portland—(U.P.)—A federal grand jury in Portland Friday took action not seen in Oregon federal courts in five years—it indicted two juveniles on attempted burglary charges.

Raymond S. Ainge, 16, and Ronald Eugene Huffman, 17, are accused of breaking into the Bank of Oregon at Woodburn and the post office station at the Woodburn variety store.

The two cases were part of a one-night series of break-ins in August at two banks, a post office, a hardware store and two taverns in Gervais and Woodburn.

Marion county authorities said they turned the youths over to federal agents because they were "too tough for us to handle." Juveniles normally are charged by federal courts, regardless of the nature of their

Fire Destroys Lumber Firm in Hood River

Hood River—(U.P.)—Fire, which broke out shortly after 2 a.m. Saturday, destroyed the Neal Creek Lumber Company's sawmill. Owners estimated loss at \$250,000.

More than 100 volunteer firemen from surrounding rural fire districts fought the blaze and kept it from spreading to the company's dry kiln and planer shed, located about six miles south of here.

Sacramento, Calif.—(U.P.)—Light plane pilots landing at the municipal airport reported they were flying through "flak." Police investigated and found three boys, aged 5, 10, and 12 years firing stones at low-flying aircraft with slingshots. None of the aircraft was hit.

No minors had been indicted for felonies in Oregon for five years prior to Friday's bills against Ainge and Huffman.



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Julie Tummers