

\$72,000 Budgeted For Facilities On O&C Lands

By A. ROBERT SMITH
Mail Tribune Washington Correspondent

Washington (Special) — The Bureau of Land Management has earmarked \$72,000 for the beginning of its venture into recreational facilities on the O&C timberlands.

With this money, listed in the proposed federal budget of the president sent to Congress in January, BLM officials hope to develop 14 roadside picnic areas along roads in Western Oregon's O&C forests.

Locations of the 14 sites were not announced. The areas are to be equipped with fireplaces, picnic tables, benches, water facilities, parking areas and toilets, a BLM official said.

BLM also offered a breakdown of where it plans to spend funds for timber access road projects this coming year. Its road budget for the coming year amounts to about \$7 million. In addition to 14 bridges and 11 culverts, the construction budget covers the following road projects:

Road Work Planned
Burnt Mountain surfacing, 12.1 miles, \$400,000; Camp Creek surfacing, 13.3 miles, \$265,000; Little Lobster Creek grading, 5 miles, \$250,000; Clark Creek grading, 6 miles, \$330,000; Canton Creek grading, 7 miles, \$365,000; Powell Creek grading, 7 miles, \$180,000; Rock Creek grading, 7 miles, \$350,000; Agency Creek grading, 8 miles, \$310,000; South Fork Smith River grading, 10 miles, \$600,000; Burnt Mountain surfacing,

9.7 miles, \$250,000; West Fork Cow Creek, grading, 2.4 miles, \$230,000; Smith River surfacing, 4.2 miles, \$122,000; East Fork Rock Creek grading, 3 miles, \$130,000.

Reforestation and improvement funds total \$650,000 in the proposed budget, including planting 8800 acres, seeding 4700 acres and spot seeding 1500 acres.

Editor's note: This is the last of three dispatches on the double-barricaded traffic and commuter problems of America's big cities.

By MAC SEBREE
UPI Correspondent

When Soviet Premier Nikita S. Khrushchev visited San Francisco last fall, he seemed to fall in love with the city. He liked its hills, its cable cars, its people.

But he didn't think much of its new freeway.

"This is all such a waste," he said. "All these cars. In Russia, we have trains."

Mayor George Christopher nodded. "I had to agree it was an awful waste," the Mayor said.

Apparently, this feeling is shared by many other residents of the San Francisco Bay Area—with the result that, rather than still more freeways, it may get one of the most modern rapid transit systems yet devised.

It's still on the drawing boards, and the voters must still decide, probably next fall, whether or not it should be built. But the plans are for a 123-mile network of trains operating as frequently as every 90 seconds at speeds of up to 70 miles an hour.

Basic Approach
Perhaps the outstanding aspect of the proposed system, however, is its basic approach to the problem it seeks to solve.

For one thing, the agency which hopes to operate the new system, the Bay Area Rapid Transit District, is authorized by law to levy taxes on the general public.

This is important, planners say, because it is difficult if not impossible to finance cost-

San Francisco Area Residents Share Khrushchev's Feeling on Auto Waste

ly transit movements exclusively out of fares.

BARTD officials are optimistic that the voters will choose the new transit plan. One reason is that San Franciscans recently rejected \$377 million worth of freeways on

the grounds that they are not needed and would deface the city.

Bay Area transit planners haven't made a final decision on conventional trains vs. monorail, but the consulting engineers favor conventional railroad track construction built to high speed standards.

Double Track System
Consultants of the BARTD have recommended a double-track system using electric trains which would average 45 miles per hour, including station stops. Rolling stock would employ "the latest de-

velopments in safety, comfort and convenience."

The system would be built in stages. Its heart would be a \$73 million trans-bay tunnel for electric trains only. A less desirable alternative would be to utilize the San Francisco-Oakland Bay Bridge for the tracks but this would hamper the movement of both trains and autos.

One main line would run down the peninsula toward San Jose; another across the Golden Gate Bridge into Marin County; and there would be branches north, east and

south on the Oakland side of the bridge. The first stage would cost \$716 million, and could be completed by 1965.

A second stage, to be built about 1970, would add 42 miles to the system and cost \$112,500,000. Later, further extensions would be required.

Just One Approach
A lot of money. But the alternative may be even more expensive, says the BARTD. "We do not doubt that the Bay Area citizens can afford rapid transit; we question seriously whether they can afford not to have it."

The Bay Area plan is just one approach to the problem.

Other cities also are looking ahead. Walter J. McCarter, general manager of the Chicago Transit Authority, has urged the establishment of an over-all transportation planning agency in each of the nations' metropolitan areas.

This "total transportation" concept was voiced before the Council of State Governments on Dec. 3, 1959, by Bernice T. Van der Vries, a member of the Chicago Transit Board. He criticized "restrictive Federal policies governing the distri-

buton' of matching highway funds" which go for the building of highways "merely to move privately-owned motor vehicles, not people."

Mayor Richardson Dilworth of Philadelphia told a gathering of city planners, transit officials and railroad operators in Chicago recently that "our principal objective should be to strive to make the Federal government realize that its highway program will be self-defeating unless it takes up the whole problem of getting people into and out of our urban communities."

Meanwhile, Rep. William S. Mailliard of California has introduced a Congressional resolution calling for the creation of a select committee to investigate the transportation problems of large cities.

Will anything come of all these efforts? Will our future cities be the beautiful centers of culture and commerce the dreamers envision? Or will they degenerate into dreary asphalt jungles clogged with crawling automobiles under a smoggy monoxide haze?

The future of rapid transit may well tell the tale.

City Police Get Complaints of 99 Major Offenses

City police received reports of 99 major offenses in January and 837 miscellaneous offenses, according to the police department's monthly report.

Only 18 of the major offenses were solved last month for a 18.2 per cent total cleared. Some 761 of the miscellaneous offenses were solved for 90.9 per cent cleared.

The per cent of major offenses cleared last month compares to the January, 1959, total of 91 cases, 37 solved, for 40.7 per cent cleared, and the January, 1958, total of 60 cases, 23 solved, for 38 per cent cleared.

Major offenses the department had the most trouble solving were larceny under \$50, 8 of 60 cases cleared, and burglary, 3 of 20 cases cleared.

Four Robberies
No murders or rapes were reported to police last month but they received reports of four robberies and one of prostitution and commercialized vice.

Counting miscellaneous services rendered, city police received a total of 2,311 reports last month of which 2,154 were handled or cleared for a total of 93.2 per cent, compared to 93.4 a year ago.

There were 54 motor vehicle accidents in Medford last month, according to the monthly report, compared to 58 in January, 1959. Resulting from these accidents were nine injuries and no fatalities.

Police received reports of four persons being bit by dogs last month and one attempted suicide.

A total of 3,761 parking meter tickets were issued and 602 traffic citations. Violation of the basic rule was the most common traffic violation with 100 tickets being issued, followed by failure to stop at sign or signal with 83.

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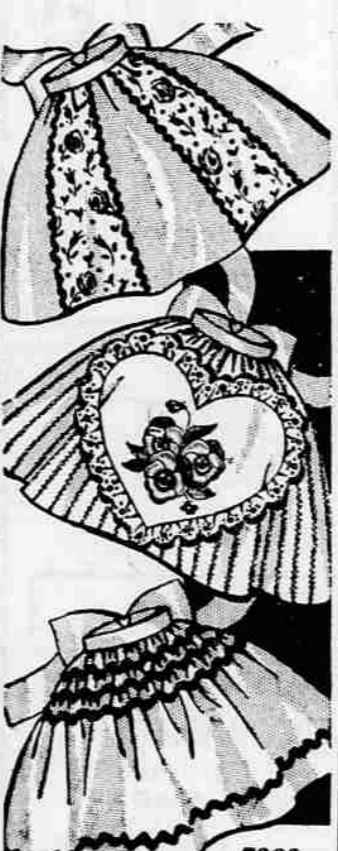
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