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CITY OF PORTLAND  
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December 31, 1955

TO THE COUNCIL.

Gentlemen:

As Mayor of the City of Portland, in accordance with Charter provisions, I am reporting on the administration of city affairs and the progress of the community for the year ending December 31, 1955.

The report will cover only the highlights of an eventful year. The accomplishments cited are not the work of any individual agency or official. To the extent that gains have been made toward greater efficiency and economy in government, toward meeting the problems of a rapidly growing community, and toward providing for future needs, credit must be shared among the officials and personnel of all the Departments, Bureaus and Divisions making up our complex city government. I extend my personal thanks to every member of the team.

I wish to thank particularly the members of the Council who have shared the responsibility of carrying on these manifold activities. And, on behalf of the Council and all the citizens of Portland, I thank the members of all Commissions, Committees and Boards for their unselfish contribution of their time and talents during the past year.

Our City does not exist by itself. It is a part of a spreading metropolitan area, in a progressive state, strategically located in the nation's most rapidly developing region. Our City's progress is influenced by what is taking place in the surrounding territory which is, in turn, influenced by us.

The year 1955 has been one of peace and prosperity for the nation, and we have shared in its benefits. As we look forward to a lessening of the tensions and uncertainties that now afflict the world, Portland's destiny as a great city becomes apparent.

There were many examples of our over-all City progress during 1955. Portland State College, the City's own long-sought institution of higher learning, was dedicated in October. The coming months of 1956 will see completion of the \$6,200,000 Medical School Teaching Hospital

and the \$2,200,000 Dental School. The Banfield Expressway, providing improved access from the tributary area to the east, has opened to a point well within the City, and the new limited access highway to Salem and the upper Willamette Valley was completed except for its final links.

The more than 7,000 building permits issued during the year show the addition of 1,390 new dwelling units, to a total valuation of more than 16 1/2 million dollars. More than 1 1/4 million dollars was invested in seven new churches and an equal number of major church additions. Three new elementary and high schools, a college building and nine major school additions added more than \$6,377,000 to the valuation of our educational plant.

Portland citizens may also take pride in the "Quiet City" national award recently received, and in the general over-all excellence of the community's labor and management relations. The latter was manifested during the past year by the settlement, without material injury or inconvenience to residents, of a dispute affecting milk distribution. Your Mayor had the privilege of assisting in the negotiation of a peaceful settlement of this dispute.

Equally impressive gains were registered in the City's industrial life. Outstanding was the joint effort, in which the city government participated, to obtain a revival of ship building and ship repair activity. These efforts culminated in the award of a 27 million dollar contract to Willamette Iron & Steel Company.

The addition of 49 new industrial enterprises involved a total investment in land, buildings and plant equipment of approximately 5 million dollars. These new firms, together with the expansion of 69 existing manufacturing concerns, provided additional jobs for 1,300 persons during 1955. Additional new construction by 57 firms in the warehousing, distribution and service categories amounted to another 18 million dollar program.

The "City of Roses" was host during 1955 to 370 conventions, with a total attendance of more than 109,000 delegates. The dollar value of this business is calculated at \$7,947,210. As additional reward for our hospitality, Oregon's tourist business for 1955 has been conservatively estimated to have been worth 127 million dollars, with Portland benefiting directly to the extent of 32 million dollars in tourist trade.

It must be remembered that these material benefits of community growth and regional progress come only as the result of intensive efforts on the part of the agencies, organizations, and individuals making up the community. Great credit is due the Portland Chamber of Commerce, the State Highway Department and the other progressive groups and

individuals, the results of whose efforts are herein assessed.

The Commission of Public Docks, a Department of the City, made marked progress in fostering the growth of the port. In 1955 the use of Dock Commission facilities increased over the previous year by 16% in terms of vessels berthed and 39% in volume of cargo. This has been the result of a three-fold program being carried forward, involving provision of modern, efficient and diversified facilities to attract an ever-increasing number of new vessels to Portland, the vigorous solicitation of new business from new territories and unremitting effort to maintain and improve our favorable rate position.

New cranes were constructed last year at Terminal No. 4 to unload bulk shipments of ores and ore concentrates. New cargoes of this type were obtained and the first shipment actually arrived before work was completed. A 5 1/2 million-bushel addition to the grain elevator, raising its total capacity to 7 1/2 million bushels, gives Portland the largest tidewater grain elevator west of the Mississippi River. The new grain boxcar unloader is capable of completely emptying a car in six minutes -- a real inducement to the shipper of bulk grain. We are thus assured of maintaining Portland's position as the largest exporter of grain on the Pacific Coast.

An active program has been initiated to solidify the port's position in the tributary areas of the Columbia Basin, Willamette Valley and interior Oregon. At the same time, the Dock Commission has successfully extended its solicitation efforts to the Mid-West and the East, with the result that cargoes never before known to Portland now move through our port facilities.

The Commission of Public Docks, through its Traffic Department, has allied itself closely with the Portland Freight Traffic Association to maintain and improve the port's favorable rate position. Steps are being taken to expand this joint responsibility, and favorable results are expected.

Actions initiated by the Commission of Public Docks, before the Federal Maritime Board, promise to eliminate two major traffic problems of long standing. A Maritime Board examiner has recommended reversal of a previous ruling on allocation of terminal charges between ship and cargo which has deprived the terminals of vitally needed revenue. The Maritime Board has ordered discontinuance of the practice of subsidized Bay Area steamship lines of absorbing inland freight differentials out of ocean revenues. This has diverted to Bay Area ports substantial quantities of traffic from Portland's tributary area. While fresh fruits and dairy products are excepted in the Maritime Board ruling, our problem in relation to these commodities will cease as soon as adequate direct sailings to the Orient from Northwest ports become available. The

Commission has adopted a policy of taking action at every appropriate opportunity to secure direct sailings from Portland to the Far East.

The over-all progress of our port in 1955 has demonstrated amply the sound position of the City in seeking the long-term development of our port facilities, and the foresight of the citizens of Portland in approving the program of investment.

The phenomenal growth and development of air transportation is bringing a corresponding increase in the importance of adequate air service and facilities. The necessity of our keeping pace, competitively, has been demonstrated in our commercial relations with Alaska. The Portland Aviation Commission participated actively, during the past year, in the successful fight to maintain our air connections with our neighbors in the far North.

The Aviation Commission also engaged in an intensive effort to secure a post office at the Portland International Airport.

It was my privilege during the year to serve on the American Municipal Association's Committee on Airports.

The Port of Portland is well along in its planning for a greatly enlarged and modernized facility at International Airport. While it appears assured that our City will thus gain a more favorable competitive position as it involves air travel, it is nevertheless vital that we remain constantly alert to this fast-changing picture, and that we be far-sighted in our planning for the future.

In April, I appointed representatives from various organizations throughout the City to what is presently known as The Mayor's Advisory Council on Urban Renewal. In November, this group prepared and submitted to the Mayor and the City Council a resolution calling for authorization and approval of an Urban Renewal program. This resolution was unanimously adopted by the City Council on November 9th. A five-man committee was appointed from the membership of the Advisory Council to act in an advisory capacity in organizing this program. The work of the Mayor's Advisory Council on Urban Renewal was coordinated with the Housing Authority of Portland, through joint meetings with the Housing Authority. The Housing Authority, as a matter of policy, will place particular emphasis during the coming year on clearance of our City's blighted areas by means of redevelopment projects under the United States Housing Act of 1949-54

The Housing Authority reports a reduction in annual operating costs of \$78,000 effected during 1955.

It is gratifying to state that the Commission on Inter-group Relations has not had a single formal complaint of an individual case of racial discrimination filed with, or referred to, the Commission during the past year.

On May 13 the Commission held a public conference to inquire into charges of discrimination against non-white residents in the purchasing of housing. Representatives of all interested groups were heard by the Commission, which stated, wisely, I believe, that the problem can be overcome more effectively by an adequate educational program, than through legislation. The Chairman of the Commission was authorized to promote such a program by encouraging formation of study clubs by church, educational and civic organizations.

The Exposition-Recreation Commission worked diligently throughout the year on selection of a site for the 8-million-dollar Exposition-Recreation Center authorized by the people of Portland in 1954. To reconcile the many factors which must enter into this selection, and the divergent viewpoints of different segments of the community, has proved a most difficult task. Commission members are deserving of the heartfelt gratitude of the entire community for the time and effort they have expended, and for their demonstrated devotion to the best interests of the entire City. Indications are that the final decision soon will be forthcoming.

The interest income from the very advantageous sale of the Exposition-Recreation General Obligation Bonds has more than offset the expenses of the Commission to date. As of October 31st the cash on hand exceeded the 8 million-dollar bond issue by more the \$7,000.

1955 has placed Portland in the front rank of U. S. metropolitan areas in readiness to cope with either natural or war-caused disaster.

A workable plan was developed for the complete or partial evacuation of the City in the event of a probable enemy attack. Necessary modifications in the traffic signal control system were carried out. The key traffic control phase of the evacuation plan was successfully tested in "operation Green Light." An outline of the plan, with detailed instructions and recommendations for the civilian population was distributed to more than 150,000 Portland homes, through cooperation of Portland Parent-Teacher Associations.

This major gain in our capability to meet nuclear attack was made possible through coordination of the Civil Defense planning and operations of Portland and the immediately surrounding political subdivisions. The Target Area Coordinating Council, comprising Civil Defense directors and personnel of seven adjacent cities and counties in addition to Portland

and Multnomah county, was established to provide the necessary coordination. The Council has developed a master plan for the dispersal and relocation of Portland police, fire and other essential services in event of an evacuation. The Council also has recommended application by Oregon for federal funds for a survival plan study for the state.

The Bureau of Disaster Relief and Civil Defense has continued routine operations with significant progress in several important phases. Contracts for the underground Communications and Control Center were let and construction now is 30% completed. Model protection plans were developed for primary and elementary schools, commercial establishments and federal offices, and their initial application supervised by Civil Defense personnel. Training courses in nursing, first aid, radiological monitoring, explosive ordnance reconnaissance and other disaster relief techniques added to the trained personnel available in the City departments and volunteer groups. Police, fire, engineering, medical and welfare auxiliary personnel was augmented by enrollment of an additional 879 Civil Defense volunteers.

Portland Civil Defense officials took an active part in "Operation Cue," the atomic tests conducted at Las Vegas last Spring.

The office of City Attorney Alexander G. Brown has handled a normal volume of routine activities, despite a heavily increased work load. A sharp increase in legal work required by the Fire and Police Disability and Retirement Fund Board and new duties in connection with the Exposition-Recreation Commission has occupied much of the time of one member of the staff. In addition, the decision of the District Attorney to withdraw state cases from Municipal Court has caused several types of cases previously handled by the District Attorney to be prosecuted by the City Attorney's office. In this category were 101 cases involving drunken driving.

City Attorney Brown's office, as of November 25, had prepared 9,423 complaints and written 5,000 set-over orders in Municipal Court, and prepared 166 docket records and drawn 150 judgment orders in appeal cases.

One case was disposed of by the Supreme Court of the United States. Three cases were decided in the Oregon Supreme Court, all of them in favor of the City. So far this year, 22 City cases were disposed of in Circuit Court and four in District Court.

In the fiscal year ending June 30, the Municipal Court handled and accounted for \$1,217,232.71, of which a net total of \$761,433.25 was turned over to the general fund.

In the same period a total of 77,653 cases were processed as follows:

Through Violations Division.....	36,749
Through Criminal Division.....	27,855
Through Traffic and Safety Division.....	13,049

The more than 36,000 guilty pleas processed through the Violations Division helped materially in giving the Court more time for more serious and contested cases.

The Parole and Probation Office has handled a total of 422 cases during the year. More than 300 cases were taken on probation or parole, and approximately 250 additional cases were given consideration. It is worthy of note also that more than half of those paroled during the year had been sentenced for drunk offenses. There is no question but that the handling of drunkenness cases is the Number One Problem of the Probation and Parole Office, and also imposes a heavy burden upon the Municipal Court.

I believe I can safely say there is no police agency in the United States which enjoys a more enviable position from the standpoint of results than does the Bureau of Police in the City of Portland. This statement is supported by information furnished by the Federal Bureau of Investigation and the National Safety Council.

Generally speaking, Class I crimes have been on the increase in metropolitan cities over the nation. In Portland, while the number of arrests and cases cleared has increased during the year, the number of Class I crimes reported has decreased by approximately 10%. As of now, practically every major case falling in the Class I crime category has been successfully cleared.

On the traffic side, motorists and pedestrians in Portland have found in existence during the past year the most active and effective enforcement program this City ever has experienced. This intensive enforcement program has met with public acceptance and can be attributed to a number of facts: first, the necessity existed for such a program; secondly, a new approach by the police officers carrying on the enforcement; third, a careful analysis was made of the areas where accidents were most prevalent; fourth, the introduction of radar enforcement has had a salutary effect; and, finally, traffic enforcement in Portland has been the job of the entire Police Bureau, and not of the Traffic Division alone.

The combined effect was to elevate the City of Portland, as of October 1, to the Number One position in the national standings for cities

of the 500,000 population class.

The formation of the Civil Defense group, or Auxiliary Police, has contributed greatly to the effectiveness of the Police Bureau during the past year. The unit now has more than 500 members. Many of these men volunteered their time nightly between Thanksgiving and Christmas, enabling the effective traffic control program to be continued despite the added demands of the holiday season.

The check warning system, recently inaugurated by the Bureau of Police, now has some 250 business firms participating, making it one of the largest and most successful ventures of this type in the United States.

In another step toward modernization of the Bureau of Police, a contract was entered into by the City to obtain 10 police dogs, properly trained, to carry on patrol functions in connection with the regular officers. Portland will be the first metropolitan city to utilize this method of relieving a serious shortage of police personnel.

The task of reorganizing the Bureau of Police, initiated three years ago, has continued during the past year as planned. One noticeable result has been a gradual but constant increase in the number of cases processed by the Juvenile Division. We can feel certain that the benefits of this phase of the program will become increasingly noticeable in the months and years to come.

The new two-story Police Building will be ready for occupancy during 1956.

No asset of our community in which we can take pride can exceed in importance the health of our citizens, and pleasant, healthful surroundings in which they may live. Blest as we are by nature in this respect, it is still incumbent upon responsible authority to guard and preserve our natural advantages against dangers inherent in the rapid growth of our population and industry. The Bureau of Health met this challenge in 1955, expanding its service to our citizens.

Milk inspection service was expanded to cover the growing list of producers in the Portland milk shed, which now number 1,052, and the present total of 540 farm tanks, an increase of 200 over last year. Repeal of the Oregon Milk Control Law has given the City the added responsibility of supervising multi-vitamin milk and enforcing the labeling act.

Approximately 5,000 persons attended the Food Handlers' School, and enrollment continues high. This important service for prevention of the spread of infectious disease is unique in the City of Portland.



Meat inspection activity also has been materially expanded during the past year to include much-needed controls over poultry processing plants, sausage kitchens, meat-curing plants and canneries.

Health supervision has been provided for 75,000 children in 116 Portland schools. Additionally, 22,000 audiometric (hearing) tests were given in the schools, with follow-ups on eye, ear, nose and throat examinations and referrals to the family physician for correction.

A big development in the school health program in 1955 was the poliomyelitis vaccine program, carried out in conjunction with the School Health Division. A total of 9,543 children were given the first inoculation and, of these, 8,326 received the second inoculation. In addition, more than 8,000 smallpox vaccinations, diphtheria inoculations and booster shots were administered in the schools. This program was carried out primarily by the Public Health Nursing Division, which also made 10,539 home visits and 27,900 office visits during the year.

The tuberculosis case-finding program in the City of Portland is outstanding in its scope and effectiveness. The City-County Tuberculosis Survey Center operates as a community-wide service. In December of 1954 and January 1955 mobile units of the Oregon Tuberculosis and Health Association and the State Board of Health conducted intensive surveys in three census tracts where a high incidence of the disease had been previously indicated. The result was discovery of 41 new cases of tuberculosis. A similar cooperative survey in another area of the City is planned for February, 1956.

The high incidence of tuberculosis among inmates of penal institutions is well recognized, and the proposed installation of a fluorographic unit at the Emergency Hospital will serve the more than 13,000 individuals housed each year in the City Jail.

It is worth noting that new concepts of treatment for tuberculosis patients have shortened their hospital stay, and the old perennial problem of a hospital bed shortage has been eliminated. But, this has brought an additional responsibility for the Nursing Division, which administers streptomycin shots to ambulatory patients.

The Venereal Disease Control Division treated 260 cases during the year just closed. This load has decreased to a point where the Division is operating with a much smaller number of employes than was previously possible.

Air pollution activities have included the study and approval of new industries, investigation of complaints and working with large industries in an attempt to eliminate their problems. To date, 53 air pollution

problems have been corrected, 18 of them among large industries.

This active program of air pollution control is effectively meeting one of the greatest hazards of a growing metropolitan area, with the result that the residents of Portland continue to have clean, pure air to breathe. I wish to take this occasion, on behalf of the City Administration and all the citizens of Portland, to inform the residents and the businessmen of smog-ridden cities we will gladly share with them our Portland atmosphere.

To all industrialists who would view their plants in sharp outline against the sky; to businessmen who would see their employes working and playing in abundant health and energy; and to families who would stand in their own rose gardens and view the snowy slopes of Mt. Hood clearly through miles of smog-free air. . . . to all of these, I wish to extend a hearty and official welcome to Portland.

The Insect Control Division, in cooperation with Multnomah County, during 1955, sprayed a total of 75,166 acres for mosquito control, requiring 241 hours of flying time. An additional 10,000 acres outside the city were sprayed under contract with Clark, Clackamas and Skamania Counties. The Division used, during the year, a granular insecticide with satisfactory results. The experiment was carried out in cooperation with the Federal Bureau of Entomology, and further tests are planned for the coming year.

The Bureau of Fire, under the supervision of Commissioner Stanley W. Earl, continued in 1955 the effective and progressive program of fire prevention and control that has given Portland the preferential insurance rates which are the envy of other metropolitan cities. Total fire losses for the fiscal year ending June 30 of \$1,628,439.65, were less than the total for the previous year by \$273,330.06. And, in spite of the extension of the City's boundaries and the multiplied hazards, total losses for the past year exceeded the average for the past five years by less than \$30,000. A substantial portion of the losses during the past year is attributed to "arson" and "probable arson." The actual number of fire alarms during the year showed a decrease from the previous year's total by 819.

The Bureau made exactly 86,000 fire prevention inspections during the year, exclusive of commercial and industrial inspections made by fire companies to familiarize themselves with building location, construction, arrangement, and hazards peculiar to the individual occupancy.

Physical improvements for the year included completion of new stations in the St. Johns District and at N. E. 10th Avenue and Weidler Street.

The first aid car purchased with \$3738.00 contributed by residents of St. Johns will be ready for service early in 1956 and will be manned by

the Fire Bureau and stationed in that area. The fund was a gift to the City for that purpose and represents a notable contribution to all the people and particularly those residing in St. Johns.

Highlighting an active year in the City's park development program, construction on the new zoological garden was begun and progressed favorably. The grading contract was completed in mid-October, and underground facilities, sewer and water, were put out for bid. Authorization for complete plans and specifications for two structures are scheduled before the end of the calendar year.

A total of 131.78 acres were added to the park system during the year, including an addition of more than 127 acres to Forest Park.

Construction was completed on the Mt. Scott Community Building, the press box at Normandale Park, a grandstand at Westmoreland Park and a lunch room at Washington Park. Construction was begun on a Community Building at Montavilla and two golf shelters at Eastmoreland are nearing completion.

Usage of parks and facilities continued at a high level, despite unfavorable weather during much of the past year. A total of 673 picnic permits were issued, representing 76,505 persons. Participation in all park recreation programs showed an increase of 1.5% over 1954.

The growing interest in the City's public recreation program was demonstrated also by an unprecedented amount of volunteer participation. Volunteers in the various activities reached the amazing total of more than 14,000 persons, and more than \$86,000 in non-city funds were expended. These funds were derived from self-operated and contributing sources of the recreation program.

The Bureaus and Divisions under the supervision of Ormond R. Bean, Commissioner of Finance, have worked diligently and successfully to reduce operational costs of our city government and to increase efficiency. In my report to the Council a year ago it was indicated that the City's accident prevention program should reflect a savings to the City. I can now report that this program, under the Employee Relations Supervisor, in its first full year of operation, has resulted in savings of more than \$75,000. The reduction in automobile premiums during 1955, due in part to the accident prevention program, will amount to an estimated \$6,185. Although the program was in effect only a few months in 1954, it resulted in a 30% reduction in the number of lost-time accidents in relation to the number of manhours worked. This improvement continued during 1955, the latest compilation showing a further 13% decrease in the frequency rate of lost time accidents.

The real property inventory being carried out by the Bureau of

Property Control has progressed, with the processing of 4,000 parcels of real property approximately 50% completed. The search has revealed some cases of defective titles which will need legal correction. Also, the County Assessor's records show some properties owned by the City of Portland that have been deeded to other parties, and in some cases fee property has not been listed. Records compiled by the Bureau now permit the City to furnish a five-year experience rating on all liability insurance, with a resulting saving through better bids.

The Bureau of Purchases and Stores issued 1400 fewer purchase orders than in 1954, due to the charter amendment increasing the purchasing limitation from \$250 to \$600. The plan of purchasing all of the City's motor vehicle requirement at one time resulted in a saving of \$30,000 over the budgeted amounts.

The License Bureau continued its program of revising the License and Business Code to eliminate inequities. Licensees are becoming more familiar with license requirements and computations, with the result that it has been possible to reduce the staff of the Bureau; thus, the cost of collection, in relation to the amount collected, has been reduced during the past year by about 1%.

The Public Auditorium was used 206 times during the year, with an estimated total attendance of 120,000 persons.

Improvements during the year in the City Hall include a new, completely equipped microfilm room on the first floor, and installation of a new electrical system in the Health Laboratory to provide for new equipment.

The Bureau of Weights and Measures investigated 158 formal complaints, concluding adjustments without the necessity of arrests in all cases in which justification was found.

Total receipts for the year, as estimated by the City Treasurer, were \$67,703,813.94, reflecting an estimated increase over 1954 receipts of almost 6 million dollars. Total disbursements of \$65,755,725.71 also exceeded last year's figure by a little more than 5 million dollars. An estimated 8,100 bonded assessment receipts were issued, an increase of 53 over last year. Interest received by the City from various bond issues and funds totalled \$261,537.39.

In the November elections of 1954 the people of Portland asked for better lighting on the city streets, and provided 1 million dollars a year for 10 years to finance a street lighting program. This responsibility fell to the Department of Public Utilities, under the direction of Commissioner Nathan A. Boody, and the work was begun at once. On July 21, the first new street lighting units were put into operation along S. E. Division

Street near the intersection of S. E. Seventh Avenue. Before the end of the year, installation was completed on approximately 35 miles of arterial streets, providing light intensities conforming to the recommendations of the American Standards Association.

In addition to these installations approximately 300 new lights have been ordered installed in residential districts, making a total of some 1700 new street lights for the City of Portland in 1955. The total number of street, parkway, underpass and subway lights in operation at the end of the year is approximately 15,100.

We in Portland are justifiably proud of the quality of our Bull Run water, and the Water Bureau, also under the direction of Commissioner Boody, has worked prodigiously to preserve and increase the supply for our expanding City. 17.6 miles of mains were added to the distribution system, for a net increase of 7.9 miles. There are now 1,353 miles of 4-inch and larger mains in operation in the City. Reports of low pressure were comparatively few during the past summer, although on two occasions the demand on the water system reached a new high of 156 million gallons a day.

The total number of water services in the City increased by 1,614 during the year, bringing the total to 119,128. In addition, 57 outside distributors with a total of 41,544 services are supplied with city water.

The Marquam Hill Pumping Station was completed, augmenting the supply of water to the Bertha Reservoir on West Hills.

A contract for \$175,000 was awarded for the laying of a Southeast supply line to improve service to the Southeast area.

In November, the City entered into a cooperative agreement with the United States Forest Service for conducting watershed management research. Here, again, the Council has acted with an eye to the future, in an effort to preserve for the greatly increased population we have the right to expect, the best domestic water supply of any metropolitan city in the nation.

The Bureau of Sewage and Refuse Disposal also contributed heavily to the health and safety of the people of the Greater Portland region during 1955. The Willamette River, with its continued improvement and growing popularity for fishing and boating is evidence of the effectiveness of the program. The Sewage Treatment Plant on Columbia Boulevard, largest in the Pacific Northwest, processed 18,739 million gallons of sewage, at the rate of 47.7 million gallons a day. The process produced nearly 131 million cubic feet of gas which analyzed 63% methane. The gas was

used to operate the digesters and heat the building at the plant.

Through the efforts of the Bureau of Communications and Electronics, the past year has been one of great advancement for the city in two-way radio communications, greatly increasing the efficiency and operational capacity of the agencies affected.

New FM radio systems have been started for the Bureaus of Fire and Police.

The Water Bureau and Public Works have been supplied with complete two-way FM systems, on individual channels, involving 30 mobile units for each agency. Results have shown that the work accomplished by these mobile units, when radio equipped, has been increased by from 15 to 20%.

The base station for all five new FM radio systems has been set up in the KPTV Building on Council Crest, with the associated antennas mounted on the KPTV tower. This arrangement has saved the City an estimated minimum of \$50,000 in building and tower construction costs.

The physical growth of the City during the past year has been reflected in the activities of the Department of Public Works, under the direction of Commissioner William A. Bowes. Improvements included the construction of curbs, sidewalks, inlets and 5.77 miles, or approximately 152 blocks of streets. The Sidewalk Repair Section constructed and repaired 151,529 square feet of sidewalk, 6,379 lineal feet of curb and 9,019 square feet of driveway. 60,091 blocks of street were swept by hand and 540,337 blocks were machine-swept during the year. General street repair for the year totalled 31 miles, up to November 1.

The Paving Plant repaired well over 2 million square feet of city streets under the maintenance program, as well as 51,312 square yards in large repairs.

Seven sewer contracts were completed in 1955, adding 4,956 lineal feet to the city sewer system. The outstanding project is the S. W. Multnomah Storm and Sanitary Sewer System, which will add approximately 18 miles to the system. This project now is 56% completed. Plans and estimates are being prepared for the S. W. Taylors Ferry Road Storm and Sanitary Sewer which, when completed, will have added another 11 miles to the City's over-all total.

The City Planning Commission has completed a number of major projects, including a report on sites for the Exposition-Recreation Commission, a study of downtown parking for the Mayor's Advisory Committee, a special study report of the Moreland Business District, publication of a population forecast report and a complete revision of the proposed new

zoning ordinance.

The Planning Commission now has under way a detailed analysis of Portland's present economy and future prospects. The completed analysis is to serve as a guide for future capital expenditures. A special survey allocating births and deaths by census tracts for the past five years is nearing completion. The Planning Commission also is making a special study for School District No. 1 to facilitate the selection and acquisition of school sites in advance of construction need, and is rendering assistance to the Mayor's Advisory Committee on Urban Renewal.

The Bureau of Buildings, in 1955, issued 7,038 building permits at the last tabulation, reflecting a normally busy year.

Further reflecting the rapid development of our system of streets necessitated by the City's growth, the Bureau of Traffic Engineering is collaborating with other governmental agencies in planning a comprehensive program of major improvements. Bureau personnel are working with the State Highway Commission in the development of a street and highway plan designed to blueprint necessary new construction for a 20-year period. They are advising in the design of the Morrison Street bridge and the Hawthorne bridge approaches, scheduled for construction by Multnomah County. The Bureau of Traffic Engineering likewise is collaborating with the Planning Commission in the study of off-street parking, and with the Utilities Engineer on the new street lighting program.

The Bureau's outstanding accomplishment in 1955 has been the adaptation of the downtown system of traffic signals to provide an effective mechanical control for the Civil Defense evacuation traffic pattern. This was an accomplishment which many traffic authorities believed could not be done, but which won national acclaim following its successful test during "Operation Green Light" in September. It involved adapting 181 signal installations to instantaneously assume a fixed green and red pattern, to automatically channel motorists into the established evacuation routes out of the downtown area. Following its successful test in September, the Federal Civil Defense Administration has agreed to reimburse the City for one-half the cost of installation.

To the City's Traffic Safety Commission, also under the jurisdiction of Commissioner Bowes, goes a large share of the credit for the City's desirable traffic record, already cited. Without the understanding, cooperation and support of the motoring public, no system of traffic engineering or traffic enforcement can succeed in preventing accidents and their attendant losses in death, injuries and property damage.

In its continuing campaign in public education, the Commission maintained a steady stream of material to the City's radio and television

stations and newspapers, to which I must extend the most heartfelt thanks of the City for cooperation and support.

The Traffic Safety Commission also continued its sponsorship of the Portland Junior Safety Patrol, and supplied equipment to 4,000 safety patrolmen in the City's elementary schools.

More than 18,000 violators have attended the Commission's Pedestrian Safety School in 1955. The Mayor's office continues to receive many expressions of appreciation from the Portland public for the Safety School Program, which substitutes education for punishment of pedestrian violators.

In summary, we have operated in a very efficient manner, showing gains in many fields of service without appreciable increase in cost. I would again commend all employes upon their fine work and all the citizens of the City of Portland upon their recognizing the opportunity to be of assistance in the operation of the city government, which of course is the government closest to the people.

I would like to call attention to the distribution of the tax dollar: School District No. 1, 41.3%; Multnomah County, 23.8%; Port of Portland, 2.7%; the City of Portland, including the Dock Commission, 32.2%. Percentage-wise, the City of Portland is using less of the tax dollar, especially for the amount of service it renders.

Urban Renewal, a proved instrument for the salvaging of real property values and the strongest deterrent to slum development, is on its way.

Your Mayor makes the following recommendations:

1. That the City Council continue to stress consolidation of the Bureaus and Divisions to effect economies and that ECONOMY and EFFICIENCY be "watchwords."
2. That because of the present tax load, there be no major capital investments which would increase taxes this year.
3. That Urban Renewal go ahead as rapidly as possible and that all improvements authorized at previous elections continue to be developed as rapidly as possible.
4. That the Council at the earliest possible time adjust salaries, especially of the Police and Fire Bureaus, in order that they may compare favorably with salaries paid in like employment.



5. That we continue cooperating with other governmental agencies so that any duplication may be eliminated and efficiencies and economies may be effected.
6. That we do not lose sight of the metropolitan area problem and city-county consolidation.

Respectfully submitted,

  
MAYOR