

LOCAL TRANSPORTATION PROBLEM—HALF FARES.

An outstanding accomplishment of the year was the granting of a half fare street car rate to the school children of Oakland. This is a matter on which I have been working for several years past. Over one year ago in a resolution introduced in this Council by myself, the Traction Company was requested to grant a half fare to the school children. This the company flatly refused.

In another resolution which I introduced the City Attorney was directed to bring proceedings before the Railroad Commission to remove the discrimination against the children of Oakland who were obliged to pay a full fare. As a result of these proceedings the Traction Company granted the concession, and the children of Oakland are now riding for a half fare as is done by the school children of every other city in California.

Another important step in connection with our rapidly growing traffic and transportation problem is the plan which I worked out with

the Southern Pacific Company and the Traction Company officials for the elimination of the Southern Pacific tracks on Franklin Street between 14th and 20th, and the operation of the Traction Company cars and Southern Pacific trains over Webster Street between 14th and 20th. Adoption of this plan has been agreed to by the Southern Pacific Company, which is willing to go to an expense of \$250,000 in changing their tracks and equipment, and the plan should become effective in the near future. Its



Type of Moderate Priced Homes Being Built in Oakland

adoption will permit Franklin Street to be used exclusively for motor vehicle traffic and will also permit the commercial development of the depot site of the Southern Pacific Company between 13th and 14th, Franklin and Webster Sts., which is now occupied by an unnecessary and expensive layout of tracks. I consider this and the half fare grant one of the most important transportation developments in the history of Oakland. The half fare grant, important as it is today, will be even more so in ten years with the continued growth of Oakland and the increased number of children taking advantage of its provisions.

In October, 1923, due to the refusal of the officials of the Traction Company to obey the laws of this city, and the lack of consideration of the transportation needs of Oakland, the city established the first active opposition to the transportation monopoly heretofore enjoyed by the Traction Company. Oakland's growth of recent years has been tremendous, particularly in that section lying east of Lake Merritt. In spite of this development no extensions or improvements have been made in local transportation service.

In fact, when the Maxwell Park tract was being developed, it be-