

No Patent Pavement

I am further convinced that black top pavement is unnecessary, and that its laying constitutes a waste of taxpayers' funds. The Federal government and the State Highway Commission both follow the general policy of laying plain concrete pavement—it is non-skid in any kind of weather, pedestrians crossing at night are shown more clearly, by reason of the concrete's light color, it does not "roll" in hot weather, its initial cost is far less, and its upkeep is practically nothing. When the public understands that non-patent concrete pavement is as good, if not better, than patented pavement, and in some cases is even cheaper by as much as 27 cents per square yard, the demand for this type of street will become strong.

With Oakland's streets all of concrete they will be permanent, inexpensive, and the public will be satisfied with them; with all street improvement done under open specifications, the people's possibly well-based suspicions will be cleared; and with an open forum held by street authorities for the purpose of hearing, previous to its introduction to Council, any matter connected with anticipated street work, the public's understanding of just what it is to get and what it will approximately cost will be comprehensive and complete.

Corporation Yard

After many years of urging the City Council to construct a new corporation yard, I am glad to state that \$75,000 has at last been appropriated for this badly needed facility and that construction is now under way. The new Corporation Yard will be on the east side of the filled area south of the Auditorium between Seventh and Eighth Streets. Plans call for an adequate building, very attractive to the eye, with such modern appointments as will give the maximum efficiency in the service of city-owned vehicles. This new construction will have many beneficial results.

First and foremost of these will be the clearing away of the most unsightly yard that for so many years stood just south of the Auditorium on Fallon Street. With the eyesore gone from it this land will thus be available for the construction of a new livestock exhibit building for long time so badly needed by such annual exhibits as the Pacific Slope Dairy Show and the National Horse Show. The proper housing of city owned vehicles, too, will result in longer life, in so far as appearance and operation are concerned, of city automobiles and trucks. I am sure the entire city will appreciate the building of the new corporation yard and the wiping out of the old one which for so many years brought disgrace on our city.

PUBLIC HEALTH AND SAFETY

Police Activities

I wish particularly to compliment this department upon its activities in the direction of traffic control and accident prevention.

During the year the following traffic arterials were provided with button type safety zones for the protection of pedestrians boarding and alighting from street cars. The latter was the principal source during previous years of injury to pedestrians by autos.

East Fourteenth Street, between First Avenue and eastern city limits.
Grand Avenue, between Montecito and Mandana Boulevard.
Broadway, between Twentieth Street and College Avenue.
Telegraph Avenue, between Twentieth Street and Berkeley city limits.
San Pablo Avenue, between Twentieth Street and Berkeley city limits.

For further facilitating traffic 17 intersections in the downtown business districts were added in the traffic signal section. By ordinance, a system of main highways was provided throughout the entire city. This project will include the installing of 761 "Boulevard Stop" signs at a cost of Thirty-five Hundred Dollars. In the matter of auto parking, a system of loading zones was established in the central business districts, effective only during the business hours. This system was adopted to give greater assistance and protection to the merchants located in said districts. After