

I take this opportunity of urging to your honorable body, and placing the proposition before the people of Oakland, that this situation should be remedied by charter change.

Clear Twelfth Street Dam of Car Tracks

I desire at this time to state that I have placed before the City Commissioners, with request for immediate action, the question of the relief of congestion on the Twelfth Street Dam, through removal of car tracks from their present location and their relocation on the Auditorium grounds. I have advocated this simple relief measure for years.

We built a new culvert over the Lake Merritt tidal canal for street-widening and track-carrying purposes, at a cost to the city of approximately \$40,000; but despite the city paying this \$40,000 to relieve dam congestion, the traction company has not cooperated with the Council in relocating its tracks. Completion of this plan would not be costly to the traction company. It would clear the dam of present obstacles without adding a single extra hazard, and would allow Auditorium visitors to be discharged from street cars directly on the grounds. It is a thoroughly simple remedy for the present dam congestion, and if carried out would save the taxpayers the million and three-quarters estimated cost of the solution projected by the Planning Commission.

It is my hope to secure support of the present City Council so that this change that I have so repeatedly urged may be effected in the very near future.

Downtown Comfort Stations

Again I must most emphatically bring to the attention of Council and of the people of Oakland the need of public comfort stations. With the increased growth and development of our business centers this need has increased tremendously. Oakland is perhaps the only city of its size in the country without them.

Several possibilities for the central location of such public conveniences I have many times suggested. Comfort stations could be constructed underground at the various corners of the City Hall Plaza; they could be constructed in the light wells on the Fourteenth and Fifteenth Street sides of the City Hall. Similar convenient stations, in my estimation, should be centrally located at such districts as Rockridge Business District, Grand Lake District, Fruitvale District, Dimond District, Elmhurst District, West Seventh Street Business District, Golden Gate District, Melrose District, Havenscourt District, etc. I have this year again taken up the matter with the City Engineer, who is now engaged in the survey of location, type and construction, and cost. I hope to have complete plans ready for submission to Council prior to the compilation of the next annual budget.

Seventh Street Viaduct

Continued investigation throughout the past year gives me the same conclusion as did investigation in the year 1928. Traffic on West Seventh Street continues steadily to diminish, caused by the shorter and speedier traffic artery from the heart of the city furnished by West Fourteenth Street. I believe that the north and south connecting highway on the far western waterfront, connecting the West Fourteenth concrete with the West Seventh concrete should be broadened and paved to accommodate this increasing traffic. Yet I am still of the opinion that a safety crossing should be built on West Seventh Street over or under the Southern Pacific ferry passenger locals. But I am of the emphatic conviction that the cost of such a safety crossing should be borne entirely by the Southern Pacific Railroad, whose operation creates the hazard.

Great Northern Railroad

Now pending before the Interstate Commerce Commission is the petition of the Great Northern Railroad to construct a length from its present southern terminus at Klamath Falls to connect with the Western Pacific at Bieber.

This Council is already on record, through the process of intervener, as urging that such permit be granted. I am happy to state that my office has been informed by