

Levi Pennington

People

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3-16-1948

## Pennington to The Editor, March 16, 1948

Levi T. Pennington

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### Recommended Citation

Pennington, Levi T., "Pennington to The Editor, March 16, 1948" (1948). *Levi Pennington*. 246.  
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March 16, 1948.

To the Editor:--

The proposal which the city council has made to the State Highway Commission to send the Hillsboro-Woodburn Highway down College Street to Fourth and then east to Wynooski has aroused so much interest on the part of a large proportion of the citizens of Newberg that it seems to me there ought to be some public discussion of it. I have no personal financial interest in the matter; I will not be personally any more inconvenienced by the highway in one place than in another; but I am interested in the beauty of the city and still more in the safety of our citizens, especially the hundreds of students in the High School and Junior High School.

It is proposed that the highway shall come as at present into the town on College street, making a turn east and then south to get on the street from the country road; crossing four railroad tracks where switching delays and will delay traffic; the street is to be widened, destroying some of the prettiest parkways and some of the finest trees in town; then the highway, according to present plans, will continue south to Fourth street, the street to be widened from Second to Fourth; then turning east the street is to be paved to the present pavement at Fourth, River and Wynooski. This route will pass four churches, will cross First street at the busiest corner in the city, will cost a lot of money for widening and paving, and worst of all will be right down the street where nearly all of the High School and Junior High School students travel from two to four times a day five days in the week.

The alternate route which has been proposed by interested citizens to the council is down Meridian Street. This street already has a 36 foot pavement, which would permit parking on both sides with a two lane highway still left in the street. It would do away with the double turn entering the town. It would cross one track instead of four, with far less delay because of switching. It would give a workable highway without tearing out a lot of parkways, destroying a lot of trees, and doing other damage to property. It would cross First street at a place where there is far less local traffic. It would not pass a single church, and while it would pass Pacific College, there are few cars parked on the street, for there is ample room for parking inside the campus, and more could readily be provided if necessary. It would enable the residents of twenty blocks between College and Meridian Streets to go down town, to banks, theaters, post office, stores, churches and schools, without crossing this Hillsboro-Woodburn Highway. And best of all, it would take this traffic off of the street where hundreds of young people of the schools pass every school day, many of them making their way along this street four times each day.

In view of the many perfectly obvious objections to the route on College Street and the many advantages of the route down Meridian, there ought to be some very cogent reasons for the insistence of the city council on the College Street route. It seems to me that if there are such reasons, the public has a right to know them. The State Highway Commission is not going to put the highway on Meridian Street over the opposition of the

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city council, but the city council could have the route on Meridian Street if they chose. Why are they so insistent on the College Street route? And what is to be the cost to the property owners on College Street if the present plans are carried out? "We ask to learn."

Sincerely,

Levi T. Pennington,  
1000 Sheridan St.