PLAN FOR A BOULEVARD TO CONNECT THE NORTH AND SOUTH SIDES OF THE RIVER ON MICHIGAN AVENUE AND PINE STREET

THE COMMERCIAL CLUB OF CHICAGO
VIEW OF THE PROPOSED BOULEVARD CONNECTING THE NORTH AND SOUTH SIDES, LOOKING NORTH, SHOWING MICHIGAN AVENUE AND BEAUCHEN COURT RAISED TO THE SAME LEVEL AS BOULEVARD. THIS BOULEVARD TOUCHES THE BUILDINGS ON BOTH SIDES AND IS APPROACHED FROM THE CROSS STREETS BY INCLINED ROADWAYS.

Note particularly that the raised portion of the boulevard, throughout its entire length, from Randolph street to Indiana street extends from building line to building line. Also that the inclined roadways may be changed to the east side of the boulevard or omitted.
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To the Members of the Commercial Club and the Subscribers to the Fund for the Plan of Chicago:

All Chicagoans agree that the unbridged gap between the North and South Park systems is an intolerable nuisance. All agree that some plan for a connecting boulevard should be developed and executed. After a careful study of conditions in Michigan Avenue, north of Randolph Street, the Commercial Club Committees on Plan of Chicago unanimously recommend to the Board of Local Improvements what is described as Plan Number One in the appended report of the Committee of Engineers, consisting of Messrs. Charles L. Strobel of the Commercial Club, Edward C. Shankland, representing the Michigan Avenue Property Owners' Association, and C. D. Hill, Chief Engineer of the Board of Local Improvements.

The Commercial Club Plan is recommended not only because it offers the best solution of the problem at Michigan Avenue and the river, but particularly because it takes into account the needs of the whole city.

We therefore present certain facts regarding street circulation and congestion in Chicago before discussing the specific improvement proposed.

The heart of Chicago extends from Halsted Street to the lake, and from the main branch of the river to Twelfth Street. Within a few years it will spread to Ashland Avenue on the west, Twenty-second Street on the south, and Chicago Avenue on the north. This heart of Chicago is badly congested, although most of the buildings within the territory are low.
REPORT ON PLAN OF CHICAGO

Street traffic conditions will become insufferable if the buildings reach the full height permitted by law. That practically all of them will go up to the limit there is little doubt. Even now when assemblages of people leave the Auditorium, the Orchestra Hall, or the Art Institute, Michigan Avenue is often rendered impassable. Every citizen hopes that the city will grow, that special occasions like conventions will increase, and that a great transient population of shoppers and pleasure seekers will continually be in Chicago. No one doubts that as physical conditions improve more strangers will visit Chicago.

In view of the severe congestion already present, and of far greater soon to come, it behooves us to bring into active service every possible measure of relief. Every method of transporting people and goods — on the surface, above the surface, and below the surface — must be employed. Able engineers are now working on this problem, and the full capacity of our present streets for handling traffic within the heart of Chicago will be developed as the result of their efforts.

Much congestion can be avoided by separating the commercial and carriage traffic. Where this is at all possible it is imperative that it be done. Within the heart of Chicago this is not feasible. Jackson Street is a so-called boulevard. Washington and La Salle streets may also be called boulevards and commercial traffic excluded from them. This would make the movement of carriages and pedestrians somewhat easier throughout the heart of Chicago, but even under such conditions these thoroughfares would be badly impeded, and commercial traffic would be more densely massed in other roadways. Goods carried to Chicago for temporary storage, and intended for distribution in the country at large, should not be brought into the heart of Chicago. As far as possible they should be handled outside.

The rights of pedestrians cannot be ignored. In Chicago great crowds of people are daily concentrated within streets congested by their numbers. Thousands are hourly discharged from surface cars and elevated trains into the district known as the "loop." At some time or other two millions of people are drawn into this "loop," brought together by the varying needs of humanity — business and social. In this section are the great retail shops, the hotels, the theaters, the newspaper offices, the sky-scraping office buildings, some of the latter sheltering ten thousand people in their daily vocations, and visited each twenty-four hours by as many more. And always present is the traffic on wheels — the street cars, the trucks, the delivery wagons, the carriages of the pleasure seekers, and those most essential vehicles, the ambulances, the police wagons, and the fire apparatus. The walking population of Chicago is the greatest of all, and no plan which fails to provide for its comfort and safety should be considered.

Congestion in the heart of Chicago could be relieved if certain streets were very much widened and improved. It is clear, however, that none of the streets in the district bounded by Van Buren Street, Michigan Avenue, and the river can ever be appreciably broadened. Throughout this section the cost of land and buildings is prohibitive; the damage to great industries would be enormous.

Twelfth Street can be widened to 180 feet, and so made one of the finest cross avenues in the world. This is easy of accomplishment. Twelfth Street is already a wide boulevard west of Ashland Avenue. From Canal Street to State Street it is a viaduct crossing railway property which cannot be injured by its widening. East of State Street only a small amount of land need be acquired to complete the connection with Michigan Avenue. When this simple and
economical improvement is made the hundreds of thousands of citizens in the great West Side of Chicago who are now practically cut off from the Lake Front can reach Michigan Avenue quickly and easily.

To the careful student of industrial and traffic conditions it is clear that another broad east-and-west thoroughfare must some time be developed. It is also desirable that the river bank should be utilized as is done in Paris and other great European cities. No plan of Chicago would be complete without a careful consideration of these possibilities, and an investigation has been commenced along these lines.

Chicago Avenue is already a wide roadway capable of bearing the heavy traffic which it must inevitably carry.

But to prevent congestion it is not enough to merely widen and improve east-and-west highways. It has been the experience in all old cities that large numbers of people whose business or pleasure does not take them to the crowded center will go around it, provided ways to do so are provided. This is why encircling highways have been created in every European city.

Such circuits must be established in Chicago if congestion is to be relieved. This means that the improved east-and-west highways indicated above must have as a base at least two great north-and-south highways to complete the circuits. But when the north-and-south streets are studied it is clearly apparent that between Michigan Avenue and the south branch of the river, no street can ever be widened. Some north-and-south street not too far west of the river must be widened in order that the circuit may be completed. If, then, Michigan Avenue and a street west of the river are the only north-and-south streets that are available for the creation of circuits which are imperatively needed, any project affecting any part of them becomes of importance to the entire city.

Michigan Avenue, already a wide street, and easily widened still more in Grant Park, must then be the great base of street circulation in Chicago, the foundation of a system of encircling and bisecting highways. It does not need a designer to discover these practical routes. The people have already found them, and are putting them into use as far as they are permitted to do so. All that is needed is adequate improvement of them. The conclusion is plain: *Michigan Avenue is probably destined to carry the heaviest movement of any street in the world.* Any boulevard connection in Michigan Avenue which fails to recognize the basic importance of Michigan Avenue will be a waste of money and energy. Any impairment of the capacity of this street at any point along its entire front, any weakening of this foundation, is an error of the first magnitude.

At the present time the north limit of this foundation of street circulation on the Lake Front is the water-tower on Chicago Avenue, and the south limit is the intersection of Twelfth Street and Michigan Avenue. This avenue or parkway should be made as spacious as possible along its entire length. It should be wide enough to provide two broad parallel roadways; one to be used by those who wish to visit the shops, hotels, or theaters, and the other for the passage of those who do not care to stop on the way. Between these roadways should be a broad sidewalk, and the sidewalk next to the buildings should also be very broad. This avenue or roadway should be made as attractive as possible, effectively planted, and easy for pedestrians to cross.

It should be as wide as possible, and we find that the limit of width is fixed by the physical conditions of Michigan Avenue between Randolph Street and the river. Here the distance between the west side of Michigan Avenue and the west line of the Illinois Central property is 246 feet. Michigan Avenue north of Randolph Street is 66 feet wide. The business blocks
between Michigan Avenue and Beaubien Court are 130 feet deep, and Beaubien Court is 50 feet wide; a total of 246 feet.

Therefore 246 feet is the limit of possible width, and it is recommended in the Commercial Club Plan as the width of the proposed boulevard connection, every foot of which is part of this Lake Front Parkway — the great basis of Chicago's street circulation.

In a study of this problem several years ago "along lines that will not only meet the present requirements of the city both as to convenience and beauty, but which for years to come will meet the needs of the city," committees of the City Council, Real Estate Board, Architects, South Park Board and Lincoln Park Board, consisting of Henry G. Foreman, Bryan Lathrop, Robert R. McCormick, Jarvis Hunt, William Best, Francis T. Simmons, Eugene H. Fishburn, Wm. D. Kerfoot, John M. Ewen, Lyman A. Walton, William A. Bond, William J. Pringle, Ernest R. Graham, Alfred D. Williston, Frank G. Hoyne, John B. Knight, William W. Tracy, John H. Sullivan, John J. Coughlin, after consultation with the Mayor of Chicago and other prominent citizens, and as the result of a number of meetings for consideration of plans, recommended among other things the condemnation of all of the land lying between Michigan Avenue and Beaubien Court from Randolph Street to the river in order that an adequate thoroughfare might be provided. These Committees contributed very much to a proper understanding of the conditions, and were convinced of the necessity of taking all of this property rather than a strip of it.

This Parkway should be reserved exclusively for the use of pedestrians and lighter vehicles. It is the one great thoroughfare that can be so dedicated and used. Commercial traffic should be excluded from it, and amply provided for elsewhere.

From Twelfth Street to Chicago Avenue the only east-and-west streets crossing Michigan Avenue that carry a heavy commercial traffic are the four east-and-west streets immediately south of the river, and the four east-and-west streets immediately north of the river. These eight east-and-west streets, together with the tracks and sidings of the Chicago and Northwestern Railway on the north bank of the river, are the only points where commercial traffic comes into collision with the north and south movement on the Lake Front Parkway.

Naturally the commercial cross-traffic that flows east and west through these eight streets is particularly dense, created as it is by the railway terminals, docks, and warehouses east of Michigan Avenue, both north and south of the river.

The traffic conditions in one of these cross streets at its intersection with Michigan Avenue illustrate the urgent need of relief. By actual count on a given day it was found that between the hours of 8 and 10 o'clock in the morning the pedestrian movement at this crowded crossing was 12,484. In short, 104 people, sixty per cent of whom were probably women and children, passed this corner every minute. On the same morning it was ascertained that between 7 and 10 o'clock 893 trucks and light vehicles moved in the intersection of one of these streets and Michigan Avenue. Confusion and delay attendant upon the concentration of such masses are certain to increase as the Illinois Central, the Michigan Central, and the Wisconsin Central railways improve their terminals, as the warehouses of this district are increased, and as more docks or harbors are developed at the mouth of the river.

In comparing the various schemes for the solution of this boulevard problem, the engineers say without qualification, "Scheme No. 1 (the Commercial Club plan) offers the best solution for traffic congestion."
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That the Commercial Club plan is comprehensive is evidenced by the attitude of The Street Traffic Committee of the Chicago Association of Commerce. Appearing before the Board of Local Improvements for the purpose of discussing the problem of traffic congestion and the plan of relief offered by the Commercial Club plan, The President of the Association of Commerce, Richard C. Hall, said, among other things:

"On June 24th last, our Street Traffic committee, consisting of Messrs. John T. Stockton, Wm. A. Gardner, John T. Pirie, Jr., John M. Roach, Geo. W. Shippy (chief of police), and H. C. Barlow, reported favorably on your board's plan for an elevated boulevard connection between the North and South Sides via Michigan Avenue, providing that the incline began at a point south of Water Street so as to make a subway at South Water Street and Michigan Avenue, this subway to be the full width of South Water Street as it now is; and further, that the Wm. M. Hoyt building be removed in order to give full swing for diverting traffic around that point. This report was made to the Executive committee and unanimously approved, and the chairman of this committee appointed three members to appear before you today.

"I will not presume to review statistics illustrating the extent and character of traffic congestion in the district in question. I think all agree that contributing forces to this congestion, and consequent restraint upon the commerce of Chicago, are found in the district's large miscellaneous traffic; in the fruit, garden truck, and coal traffic; in the complete appropriation of South Water Street by a particularly vital branch of the city's trade, over 18,000 wagons having been counted on this street on a given day between the hours of 4 in the morning and 6 in the evening; in the movement to and from the steamboat docks; the transportation of the freight to and from the five of the larger freight houses of the city situated east of the district in question.

"It is closely estimated that the amount of freight in and out bound handled at these freight houses in 1907 was 2,215,090 tons, which at two tons per wagon load, gives over 1,000,000 loads per annum handled of this freight alone, and most of this must cross or use Michigan Avenue in its transportation to and from these freight houses. From these figures alone, and these are from one source of congestion only, there can be no question as to the amount of street traffic, and the consequent complex problem of traffic congestion, which our committee believes the city can begin to solve by such an elevated highway plan as is proposed by the board of local improvements.

"I am told that during traffic congestion hours there is a very small per cent of the so-called pleasure vehicles on Michigan Avenue that are actually bent on pleasure. They are used for conveying men to and from their business, passengers from stations and docks, conveying customers to the retail stores, and that a large percentage, more than three-quarters of them, should be more properly called business vehicles which are an added asset to our city. It is estimated that Chicago retail business last year amounted to $1,200,000,000. To-day the care of this growing retail business is as much the duty of the city as the conserving of its manufacturing or jobbing interests.

"With the factory district developing on the North Side and the immense railroad terminals with their 100 acres of freight cars on the South Side and both east of this boulevard, and these conditions being permanent ones, thus insuring for the future a tremendous volume of heavy teaming, and with the building up of Michigan Avenue with hotels, clubs, public institutions, retail stores, etc., will come an ever larger number of lighter vehicles to be added to the already large procession.

"Gentlemen, what are you going to do for these two mighty streams of traffic? The issue should be fairly and squarely met, not compromised, not some expedient adopted that might bring temporary relief. We believe in Chicago's future; let us begin to build for it now. These great traffic streams ought not to cross at grade; they ought not to be mixed; their rights should be safeguarded just as far as it is possible to do so. As a business proposition purely and simply, let us look ahead and make provisions for the future."
The plan for the connecting boulevard, which would begin its rise at Randolph Street, offers this relief. Heavy traffic would be diverted into Lake and other streets north, making the Randolph Street intersection safer for pedestrian movement. The other streets crossing under the Parkway would be freed almost entirely of cross-traffic, and the loss of time hanging upon impeded movement would be reduced to the minimum.

Evidently if this Lake Front Parkway is to be dedicated solely to the use of the people, with commercial traffic excluded, it cannot be carried across these east-and-west streets at the present level of Michigan Avenue without depressing these east-and-west streets. After an investigation by engineers all thought of such street depression has been abandoned. Therefore the boulevard connection must be elevated from Randolph Street on the south to Indiana Street on the north, if collision between two classes of traffic, both of which are better served when kept apart, is to be avoided.

It is not, however, necessary to carry the connecting boulevard very high. The present grade of Michigan Avenue at Randolph Street can be raised one foot, or a little more, without difficulty, so that from the street level at this point to the level of the boulevard connection one block north, at the corner of Lake Street and Michigan Avenue, the total rise would be about eleven feet, with a grade of two and seven-tenths per cent. From Lake Street to South Water Street the surface of the Boulevard connection would rise only three feet more on a grade of three-fourths of one per cent. North of South Water Street the surface would rise very slightly to the bridge, from which point it would continue to the north practically on a level, until descending on a gentle grade to the surface of Lincoln Park Boulevard, near Indiana Street, or to Ohio Street.

Note particularly that not one roadway only but the whole boulevard connection, two hundred and forty-six feet wide, would rise gradually from Randolph Street, and that every store and building, both on the east side and on the west side of the Parkway, north as well as south of the river, would naturally open on the level of the boulevard. Every shop would open on this Parkway exactly as the shops or hotels open on Michigan Avenue south of Randolph Street.

Furthermore, every store and building facing on the boulevard connection would have direct access to the lower level under the elevation, except for a portion of one block at each end, so that goods could be brought into the buildings with great convenience. This lower level, well lighted, ventilated, and protected from weather, would afford ideal conditions for handling commercial traffic. Part or all of it could be solidly filled in if the authorities and the property owners deemed this more desirable. It would not be necessary to have all of the lower level open. From this lower level at street intersections, there would be inclined roadways or ramps giving comfortable facilities for pedestrians or carriages to reach the upper level of the Parkway, or to descend from the upper level to the lower. You are particularly requested in your study of the view of the proposed boulevard, shown opposite page one, to take note of these inclined roadways or ramps, as the impression has been created that the boulevard connection could be reached only at Randolph Street or at Indiana Street, which is not correct. It would not be necessary to place these ramps at exactly the points where they are shown in the design. They could be moved to the east side of the Parkway if for any reason that side offered an advantage, or they could be eliminated if considered unnecessary. The bridge proposed has two decks, the lower deck designed for commercial traffic. This would provide for the heavy
View of the Proposed Connecting Boulevard and Parkway

[Looking West Across Grant Park]
teaming moving north and south over the Rush Street bridge without interrupting the teaming during the construction of the new parkway, as the old bridge could be retained until the completion of the new one.

The grade of approach up to the lower deck from the south would be two and one-half per cent as compared with the present grade of nearly five per cent up to the present Rush Street bridge, and five per cent up to the present Dearborn Street bridge. The advantage of the double deck bridge recommended in this plan is set forth in the statement of general requirements in the report made by the commission of engineers to the Board of Local Improvements on the proposed north-and-south boulevard connection. The engineers say: “The bridges over the river may be of either the bascule or the vertical lift type and two single bridges may be used, one to accommodate boulevard traffic, the other for team traffic, or one double deck bridge may be used, the upper deck to accommodate boulevard traffic, the lower deck for team traffic. In the case of two bridges, the present Rush Street bridge may be continued in service during the construction of the new boulevard bridge, and after completion of the latter, may be temporarily used as a team traffic bridge. Eventually, however, Rush Street bridge will have to be replaced by a new bridge, and during the construction of the latter, it will be necessary to divert the team traffic to other crossings. This will cause some inconvenience to this traffic, which is very heavy, during a considerable time. The double deck bridge avoids this difficulty as it can be completed and put in service without disturbing Rush Street bridge, so that all the traffic of Rush Street bridge, both team and boulevard traffic, can at once be transferred to the new bridge when this is ready.

Note particularly also that in the design there is shown an improvement on the railway property between Randolph Street and the river by suitable buildings. If, however, no buildings are erected on this site, some other screen should be provided on the east side of the boulevard connection in order to hide the view of the Illinois Central freight yards. Plans for such screen have been prepared for use if needed.

One who carefully studies the Commercial Club Plan here presented, who realizes that the surface of the elevated boulevard connection would be only 11 feet higher at Lake Street than the present Michigan Avenue, who realizes that the upper deck of the new bridge would be only 16 feet higher than the surface of the present Rush Street bridge, only 9 feet higher than the surface of the Jackson Boulevard bridge, must concede that this boulevard connection would combine attractiveness with practicability. Looking south a pedestrian would see before him Grant Park and the improved Michigan Avenue. The view along the river, both east and west, would offer an interesting picture of the business activities of the city. On the north the wide avenue would end at the water-tower, beyond which can be seen the waters of Lake Michigan opposite the Lake Shore Drive.

Look at the picture of Grant Park and the Lake Front Parkway, as shown opposite, in order to fix clearly in your mind the relationship as embodied in the plan. It presents one of the most magnificent highways in the world. It seize and develops the finest opportunity which Chicago possesses for this purpose.

A special investigation made under our direction discloses the fact that the people of Chicago have, during the past twenty-five years, expended no less than two hundred and twenty-two millions of dollars in permanent improvements. It is estimated that not less than forty per cent of this vast sum has been wasted because specific improvements were made without ref-
ereference to a comprehensive city plan, and were, therefore, found to be inadequate. The proposed connecting boulevard is but one important detail in the plan of a great city. There is nothing to be gained by temporizing or by half-way measures.

Unless the Lake Front is dealt with as one great thoroughfare, there is no excuse for the expenditure of a large sum of money on a single span of it.

This great improvement will come because it is part of a plan which provides a basis of street circulation, and which will weld and unify the three detached sides of Chicago; because it improves facilities for commercial traffic, and at the same time preserves for the people the uninterrupted use of their greatest and most attractive highway.

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REPORT OF THE COMMISSION OF ENGINEERS TO THE BOARD OF LOCAL IMPROVEMENTS OF THE CITY OF CHICAGO ON THE PROPOSED NORTH-AND-SOUTH BOULEVARD CONNECTION

Chicago, October 2d, 1908.

Hon. Henry S. Dietrich, President Board of Local Improvements, Chicago, Illinois.

Dear Sir,— The undersigned commission of engineers appointed in accordance with the recommendations contained in your general letter dated August 12, 1908, have the honor to submit the following report on the main engineering features involved in the building of the proposed north-and-south Boulevard Link on the various designs which have been submitted for its consideration.

GENERAL REQUIREMENTS

The following are general requirements to which all plans should conform.

Gradients

All roadways for team traffic should have gradients of not more than 3½ per cent. (Four per cent gradients are in the existing approaches to Rush Street bridge.) The gradients for the boulevard in front of improved property should not exceed three per cent south of the river. This may be increased to 3½ per cent north of the river, where some advantage may be secured by doing so in connection with cross streets. Steeper grades than these in front of buildings are apt to be detrimental to the property. At the approaches to the bridge where there are no buildings, the gradient can be increased to four per cent, and there is no difficulty in operating pleasure vehicles over a grade of five per cent.

Clearance of Bridge over River

The bridge should conform to the city regulations with respect to the clearance above the river, which should be 16½ feet above city datum, and this clearance should extend for a distance of at least 100 feet measured at right angles to the center line of the river. There is no objection to the clearance at the sides of the river near the abutments being considerably less than this amount.

Elevations of Bridge over River

The thickness of the bridge floors, measuring from the bottom of the floor beams to the top of the pavement, should be at least three feet. This added to the clearance height of 16 feet 6 inches, will give a minimum elevation of the top of the floor, of 19 feet 6 inches. This elevation will apply to the floor of a single-deck bridge or to the lower floor of a double-deck bridge. In case a double-deck bridge is built, there should be a head room of at least 13 feet 6 inches between the top of the lower floor and the bottom of the upper floor. The upper floor, including the floor beams, should have a thickness of at least three feet, the same as for the lower floor, which, added to the elevation of the lower floor, makes the minimum elevation of the upper floor over the central portion of the river, 36 feet. These elevations will permit of the operation of street cars on the lower floor of the double-deck bridge.

These elevations are obtained by assuming that there will be a middle truss dividing the wagonway into two halves and that there will be no crown to the pavement on the bridge, the camber of the bridge taking care of the drainage.

Subways

If a cross street be carried below the boulevard by means of a subway, the floor of the boulevard over the subway should have a minimum thickness of 2 feet 9 inches, and this thickness should be increased if possible, to 3 feet 9 inches where the carriageway is 70 or 80 feet in width, in order to provide sufficient crown for the street. The minimum thickness given above can be properly used at the south end of the bridge at River Street, for the reason that the carriageway will be narrower there conforming to the width on the bridge, and for the reason that the carriageway on the bridge will not be crowned, so that it will not be necessary to give more than six inches crown to the carriageway immediately adjacent to the bridge. If, however, a subway is placed at South Water Street, where the carriageway will have a width of approxi-
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mately 70 or 80 feet and where it will have a decided crown, a greater thickness will be necessary. This thickness of floor over subways is based on the assumption that a row of columns will be placed along the center line of the cross street and a row of columns will be placed along each curb line of the cross street. The head room for each subway in traffic streets should be not less than 13 feet 6 inches, except where, for some special reason, it is very important to have less, in which case a minimum of 12 feet is permissible, provided no street railway is in prospect and the adjacent crossings provide 13 feet 6 inches of clearance height. Where the boulevard crosses the Chicago Northwestern Railway tracks in North Water Street, the floor over the subway should have a thickness of about three feet, and there should be a clearance of at least sixteen feet from the top of the rails to the bottom of the floor.

CHANGING ELEVATION OF STEAM RAILROAD TRACKS

The railroad tracks on both sides of the river near the proposed improvement are used as team tracks, and for the loading and unloading of cars from and into freight warehouses. Any radical change in the elevation of the rails would necessitate changing the elevation of the floors of these warehouses, and would necessitate changing the elevations of the pavements not only adjacent to the tracks but in the adjacent streets. It would be very difficult to estimate the amount of expense and damage caused by any radical change in the elevation of these tracks and to determine whether or not the benefit derived from such change were in excess of the damage caused thereby. If, however, it is desired to lower the tracks of the Chicago & Northwestern Railway at or near Pine Street not to exceed twenty inches, that change could be made and the adjacent property adjusted to the new conditions without great expense, especially in view of the fact that the elevation of the tracks in that locality is about that much above the legal grade of the street. Similarly, if it is desired to raise a small portion of the north end of the team tracks of the Illinois Central Railroad east of Beaubien Court and south of River Street, that change can be made at a comparatively moderate cost.

TYPE OF BRIDGE

The bridges over the river may be of either the bascule or the vertical-lift type and two single-deck bridges may be used, one to accommodate boulevard traffic, the other for team traffic, or one double-deck bridge may be used, the upper deck to accommodate boulevard traffic, the lower deck for team traffic. In the case of two bridges, the present Rush Street bridge may be continued in service during the construction of the new boulevard bridge, and after completion of the latter, may be temporarily used as a team traffic bridge. Eventually, however, Rush Street bridge will have to be replaced by a new bridge, and during the construction of the latter, it will be necessary to divert the team traffic to other crossings. This will cause some inconvenience to this traffic, which is very heavy, during a considerable time. The double-deck bridge avoids this difficulty, as it can be completed and put in service without disturbing Rush Street bridge, so that all the traffic of Rush Street bridge, both team and boulevard traffic, can at once be transferred to the new bridge when this is ready. The double-deck bridge has the further advantage of less interference with navigation and less damage to docks, but, on the other hand, if, from collision with a boat, the bridge is put out of service, the interruption to street traffic is the same as if two single-deck bridges were put out of service at the same time.

DESCRIPTION OF THE PLANS

SCHEME NO. 1.

(Commercial Club Plan.)

This plan was submitted by the Commercial Club. It provides an elevated boulevard 246 feet wide south of the river and 216 feet wide north of the river. It crosses the river on a line nearly north and south. The west line of the boulevard south of the river coincides with the present west line of Michigan Ave., the east line of the boulevard north of the river coincides with the present east line of Pine Street. The river is crossed nearly at right angles on a double-deck bridge, which may be of either the bascule or vertical-lift type, the lower deck to be used for team traffic, the upper deck for boulevard traffic. The boulevard attains to an elevation of 36 feet over city datum at its highest point (21 feet over Michigan Avenue), and the lower or team traffic deck to one of 19 feet 6 inches. The boulevard ascent begins at Randolph Street, the descent ends near Indiana Street. The maximum grade on the south side is between Randolph and
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Lake streets and does not exceed 2.0%. On the north side the maximum grade, between Illinois and Indiana streets, is 3 4%. There are subways as follows:

At Lake Street, requiring a depression of the street of about 5 4 feet.
At South Water and River streets, requiring no depression of the streets.
At North Water and Michigan streets, requiring no depression of the streets.
At Illinois Street, requiring a depression of about 3 feet.
At Indiana Street the street is to be raised about 3 feet.

South of the river the boulevard has a 26-foot sidewalk next to the west property line of Michigan Avenue, then a 40-foot side carriageway, then a 30-foot ramp, then an 80-foot main carriageway, then a 30-foot sidewalk, then a 40-foot carriageway over Beaubien Court, giving a total width, to the east line of Beaubien Court, of 246 feet.

The ramps between main and side carriageways give direct access to the boulevard for carriages from Lake and South Water streets, and connect Randolph Street with Lake Street in Michigan Avenue at the low level.

The boulevard on the bridge is reduced in width to 90 feet, widening to 210 feet north of the river. North Water, Michigan, and Illinois streets are provided with subways but are cut off from direct access to the boulevard.

The grades for team traffic are everywhere less than 3 4% and therefore within the above general requirements.

On this plan the present Rush Street bridge can be continued in service until the new double-deck bridge at Michigan Avenue is in use, when Rush Street bridge would be removed and abandoned.

SCHEME No. 1a

(A Modification of Scheme No. 1.)

It is the same as Scheme No. 1, except that the boulevard descent ends near Ohio Street on the North Side, requiring this street to be raised about 3 feet. For this scheme North Water, Michigan, and Illinois, and Indiana streets are provided with subways and are cut off from direct access to the boulevard.

SCHEME No. 2

This plan is known as that of the Board of Local Improvements and was tentatively accepted by the Board.

For this plan the present Michigan Avenue from Randolph Street north is left unchanged. The elevated boulevard is placed east of this street immediately adjoining it. The ascent of the boulevard begins at Lake Street, the river is crossed at an elevation of 31 feet but by a single-deck bascule bridge instead of double-deck bridge. Rush Street bridge is continued as a team traffic bridge during the construction of the new boulevard bridge, and is to be replaced later by a single-deck bascule bridge.

The boulevard on this plan is 125 feet wide south of the river; Beaubien Court is left unchanged. North of the river the boulevard is 114 feet wide, and its east line is 51 feet west of the east line of Pine Street. Pine Street is left at its present level, and has a 14-foot sidewalk along the east line, then a 37-foot wagonway. The boulevard will probably be on earth filling held between masonry walls, with bridges at the street crossings. West of the boulevard on same level as Pine Street, there will be a 37-foot wagonway then 14-foot sidewalk, forming a new street 51 feet wide adjoining the boulevard on its west line, corresponding to Pine Street on its east line. The lots fronting on Rush Street are not disturbed. The boulevard drops to grade near Indiana Street, making it necessary to raise this street about 2 feet, the same as for Scheme No. 1. There are subways at North Water, Michigan, and Illinois streets, and these streets have no direct access to the boulevard, the same as for Scheme No. 1.

SCHEME No. 3

This plan was submitted by the Michigan Avenue Improvement Association and illustrated by printed sketch dated August 21, 1908. South of the river it provided for a boulevard 120 feet wide on the level of Michigan Avenue, this boulevard to occupy the present width, 66 feet, of Michigan Avenue north of Randolph Street and 34 feet of the property to the east of the east line of this street. The river was to be crossed by two single-deck bridges, the one to the east, connecting Michigan Avenue with Pine Street, was to be the boulevard bridge, and the one to the west was to be the team traffic bridge. This latter bridge
was to start at the foot of River Street at its intersection with Michigan Avenue and to cross the river in a northwesterly direction connecting with Cass Street. Both bridges were to cross the C. & N. W. Ry. tracks in North Water Street by overhand structures requiring that these tracks be depressed considerably and that the street grades in that neighborhood be also considerably changed. The traffic bridge, furthermore, as located, would cause considerable damage to the dock property of the C. & N. W. Railway on the north side of the river. Owing to these objections, this plan has been withdrawn by the Michigan Avenue Improvement Association, and the following plan substituted for it.

**Scheme No. 4**

(Final Plan of the Michigan Ave. Improvement Ass'n.)

This plan provides for a surface boulevard 100 feet wide south of the river, the same as was in contemplation for Scheme No. 3. It provides a plaza at the intersection of River Street and Michigan Avenue. Rush Street bridge would remain in service until the new boulevard bridge is completed. The boulevard bridge would cross the river obliquely at a greater angle than for either Schemes No. 1 or 2. It would connect Michigan Avenue with Pine Street. North of the river the boulevard would be 100 feet wide, the same as south of the river. The east line would be the present east line of Pine Street; the property needed for widening Pine Street would be taken off the lots on the west side of the street. The boulevard bridge would be a single-deck bridge. The roadway for the full length of the bridge would be on a grade of 3.4%. The C. & N. W. Railway track at North Water Street is crossed at an elevation of 30 feet, requiring a lowering of this track of 1 foot 8 inches. This will give the required clearance over tracks. The approach to the bridge from the high point over the C. & N. W. Railway tracks is by a down grade of 2% to within 50 feet of the break in the floor of the bridge, and level for these 50 feet. North of the C. & N. W. Railway tracks, the boulevard drops to street level near Illinois Street by a down grade of 3.7%. There is a subway at Michigan Street requiring a depression of the street of about 3 feet. Illinois Street is to be raised at its intersection with Pine Street about 2 feet.

**General Remarks**

For Scheme No. 1 (Commercial Club Plan) team traffic passes underneath boulevard traffic by means of subways at Lake, South Water, and River streets on the South Side and at North Water, Michigan, and Illinois streets on the North Side. For Scheme No. 4 (Property Owners' Plan) team traffic crosses boulevard traffic at grade at these crossings with the exception of Michigan Street where a subway is provided.

For Scheme No. 1 the boulevard attains an elevation over the city datum of 36 feet, as against 30 feet for Scheme No. 4. For Scheme No. 1 both streets cross the river on level grades with approaches sloping up to the bridge. For Scheme No. 4 the floor of the boulevard bridge has a slope of 3.4% throughout the length of the movable part of the bridge. While this grade is an easy one on the open road, there is the objection to it, or to any grade on a movable bridge that, in slippery weather, an accident may occur which might interfere with the operation of the bridge.

For Scheme No. 1 the tracks of the C. & N. W. Railway are not changed in elevation. For Scheme No. 4, they are to be lowered 20 inches; but this will not put the tracks below the legal grade of the street.

All three schemes conform to the general requirements above stated. Scheme No. 1 offers the best solution for traffic congestion. Scheme No. 2 comes next.

Scheme No. 2 while costing about as much in condemnation of property as Scheme No. 1, is objectionable in that it is simply an elevated boulevard with surface roadways on each side, the abutting property having no direct access to the elevated boulevard.

For Scheme No. 1 the present Rush Street bridge would not be removed until the new double-deck bridge is completed and in service. For Schemes Nos. 2 and 4 team traffic would have to be diverted to other bridges when it becomes necessary to replace the present swing bridge with a bridge of the bascule type.

Scheme No. 4, by reason of the lower elevation of the boulevard and its smaller width (100 feet as against 216 feet to 246 feet for Scheme No. 1) requires less condemnation of property and less changes in abutting property.

Respectfully submitted,

CHARLES L. STROBEL,
E. C. SHANKLAND,
C. D. HILL.
TRAFFIC CONGESTION IN THE CONNECTING BOULEVARD DISTRICT OF CHICAGO

*(An excerpt from an article in "Chicago Commerce," a publication of the Chicago Association of Commerce, July 2, 1908.)*

An analysis of the complex problem of street traffic congestion in the central business district is one of the difficult but highly important studies of the Street and Boulevards committee of the Commercial Club, and the Street Traffic committee of the Chicago Association of Commerce. The former must seek elaborate data reflecting conditions which are the substance of the problem of communication for a greater Chicago, and the latter is closely studying factors of street traffic for the important purpose of giving it order and dispatch.

Both committees naturally find a difficult problem in the tides of traffic of freight and pleasure vehicles converging in the district embracing the boulevard link between the South and North Side Park Systems finding its route over Rush Street bridge. The problem is specifically one of volume and regulation of truck team traffic, lighter traffic, and pedestrian traffic on Michigan Avenue, from Washington Street to Rush Street bridge, and the truck team and lighter traffic crossing Michigan Avenue on Randolph Street, Lake, South Water, and River streets. Factors of this local problem are such as the following:

**FACTORS OF CONGESTION**

Arrival and departure of steamboat and pleasure crafts from badly arranged and easily congested docks, the latter forcing both arrivals and those waiting to depart immediately into the streets.

Arrival of the fruit and garden truck trains of the Illinois Central in Randolph Street yards, which call for a large number of two-horse and single-horse trucks.

Coal haul over the Randolph Street viaduct and the Rush Street bridge from river docks.

Early and late suburban traffic at the Randolph Street station of the Illinois Central.

Narrowness of Rush Street and Clark Street bridges.

Feeding of truck, dray, and express wagon horses at noon hour in the streets.

Private use of public sidewalks by private concerns.

Complete appropriation of South Water Street by teams and goods, thus preventing its use as a cross-town pedestrian highway.

Congestion of Lake Street by elevated structure and surface lines.

Congestion of Randolph Street by surface lines.

A year ago the following instructive study was made of traffic on Michigan Avenue, from Washington Street to the Rush Street bridge, and on the narrow strip of River Street, at the same hours, all this traffic converging in intolerable confusion at the junction of River Street, Michigan Avenue, and the Rush Street bridge:

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Truck Traffic</th>
<th>Pedestrian Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 A.M. to 9 A.M.</td>
<td>635</td>
<td>5,502</td>
</tr>
<tr>
<td>9 A.M. to 11 A.M.</td>
<td>453</td>
<td>3,812</td>
</tr>
<tr>
<td>11 A.M. to 1 P.M.</td>
<td>789</td>
<td>4,635</td>
</tr>
<tr>
<td>3 P.M. to 6 P.M.</td>
<td>813</td>
<td>7,115</td>
</tr>
</tbody>
</table>

**RIVER STREET**

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Truck Traffic</th>
<th>Pedestrian Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 A.M. to 9 A.M.</td>
<td>451</td>
<td>11,455</td>
</tr>
<tr>
<td>9 A.M. to 11 A.M.</td>
<td>622</td>
<td>6,008</td>
</tr>
<tr>
<td>11 A.M. to 1 P.M.</td>
<td>729</td>
<td>6,331</td>
</tr>
<tr>
<td>3 P.M. to 6 P.M.</td>
<td>701</td>
<td>9,449</td>
</tr>
</tbody>
</table>

Enhancing the congestion thus effected, are pleasure vehicles passing north and south on Michigan Avenue, and such one-horse vehicles as express wagons, fruit wagons, etc.:

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Pleasure Vehicles</th>
<th>One-Horse Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 A.M. to 9 A.M.</td>
<td>398</td>
<td>212</td>
</tr>
<tr>
<td>9 A.M. to 11 A.M.</td>
<td>419</td>
<td>521</td>
</tr>
<tr>
<td>11 A.M. to 1 P.M.</td>
<td>436</td>
<td>509</td>
</tr>
<tr>
<td>3 P.M. to 6 P.M.</td>
<td>755</td>
<td>943</td>
</tr>
</tbody>
</table>

*The investigation of this traffic congestion was made by an expert employed by the Commercial Club.*
CARELESS DRIVERS

The above mentioned pleasure vehicles include automobiles, while the smaller one-horse business vehicles which come out of South Water Street are usually driven by young and reckless Italians and Greeks, who have no regard for pedestrians, street car movement, or the rights and difficulties of heavy traffic.

To intensify the traffic on River Street is of course the movement of pleasure and one-horse vehicles. This movement, studied at the time above recorded, may be scheduled as follows:

<table>
<thead>
<tr>
<th>Time</th>
<th>Pleasure Vehicles</th>
<th>One-horse Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 A.M. to 9 A.M.</td>
<td>186</td>
<td>245</td>
</tr>
<tr>
<td>9 A.M. to 11 A.M.</td>
<td>272</td>
<td>307</td>
</tr>
<tr>
<td>11 A.M. to 1 P.M.</td>
<td>239</td>
<td>448</td>
</tr>
<tr>
<td>3 P.M. to 6 P.M.</td>
<td>428</td>
<td>390</td>
</tr>
</tbody>
</table>

Michigan Avenue and River Street receive the bulk of the one-horse vehicle traffic from South Water Street and from the fruit unloading yards of the Illinois Central, while the pleasure vehicle traffic is largely the movement of North Shore residents, who find the Rush Street bridge the shortest route to the heart of the city. It has been estimated that if Rush Street bridge were given the vehicle capacity of the new State Street bridge or built with long and wide approaches, it would accommodate in a given time from 1,000 to 1,200 more vehicles of every class than it can now receive.

THE THROGS AT RANDOLPH STREET

The engineers of any suitable connecting link between the North and the South Sides are confronted with the problem of east-and-west traffic on Randolph Street at its intersection with Michigan Avenue. The freight traffic at this point includes that of the Illinois Central yards. The great tide of pedestrian movement flows in and out of the suburban terminal station of the same road. More than a year and a half ago, the east-and-west vehicle traffic at this congested crossing was found to be as follows:

<table>
<thead>
<tr>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 A.M. to 10 A.M.</td>
<td>893 trucks and light vehicles.</td>
</tr>
<tr>
<td>12 M. to 3 P.M.</td>
<td>768 trucks and light vehicles.</td>
</tr>
<tr>
<td>4 P.M. to 6 P.M.</td>
<td>794 trucks and light vehicles.</td>
</tr>
</tbody>
</table>

At this same point and on the day of the observation of the foregoing movement, between the hours of 8 and 10 A.M., the pedestrian movement east and west was found to be 12,484 and it is a conclusion that 60 per cent of these people was composed of women and children.

On the same day, east-and-west truck traffic was studied at the intersection of Lake Street and Michigan Avenue and was found to be as follows:

<table>
<thead>
<tr>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 A.M. to 10 A.M.</td>
<td>224 trucks and light vehicles.</td>
</tr>
<tr>
<td>12 M. to 3 P.M.</td>
<td>381 trucks and light vehicles.</td>
</tr>
<tr>
<td>4 P.M. to 6 P.M.</td>
<td>393 trucks and light vehicles.</td>
</tr>
</tbody>
</table>

On the same day the east-and-west traffic at South Water Street and Michigan Avenue was similarly studied, with results as follows:

<table>
<thead>
<tr>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 A.M. to 10 A.M.</td>
<td>421 trucks and light vehicles.</td>
</tr>
<tr>
<td>12 M. to 3 P.M.</td>
<td>813 trucks and light vehicles.</td>
</tr>
<tr>
<td>4 P.M. to 6 P.M.</td>
<td>643 trucks and light vehicles.</td>
</tr>
</tbody>
</table>

SOUTH WATER STREET

South Water Street, a problem of itself, is naturally a contributing problem to the larger one of expediting all classes of street movement in the district under consideration. As long ago as December 24, 1906, there was counted on the entire length of South Water Street, both sides, between the hours of 12 and 6 P.M., as many as 5,002 vehicles, and on June 12, 1907, between 4 in the morning and 6 at night, there were upon South Water Street and its intersections as many as 10,850 vehicles of every description. These were evenly divided between empty and loaded vehicles, making an obstacle to pedestrian and street car traffic which is self-evident in all its gravity.
THE PROBLEM OF TRAFFIC CONGESTION AND THE CITY'S PLAN OF RELIEF BY A BOULEVARD BETWEEN THE NORTH AND SOUTH SIDES

(An excerpt from an article in "Chicago Commerce," a publication of the Chicago Association of Commerce, July 24, 1908.)

One field of activity of The Chicago Association of Commerce is the promotion of traffic movement in congested streets, and in such a way that all the city's complex interests may equally profit. The board of local improvements of the city of Chicago is now considering the right way to link the North and South Sides by Michigan Avenue and a North Side continuation. The problem combines traffic, engineering, and aesthetic elements. The Commercial Club has proposed to the city administration a plan, and the city is presenting to the public a modification of this for general discussion.

Last Tuesday the board invited this association to appear before it. The association responded through President Richard C. Hall and Second Vice-President E. S. Conway. President Hall, confining himself to discussion of the pressing problem of traffic congestion in the wholesale district at the northern terminus of Michigan Avenue, addressed the board in a statement which its desire should be carefully studied by the entire association. He said:

"At a meeting of the Executive committee of The Chicago Association of Commerce, on the 26th of last month, a special committee, consisting of the president and the chairmen of the Executive and Ways and Means committees was appointed to confer with the Commercial Club on their Chicago plan in general, with a view of bringing before our membership specific recommendations for the association as a whole to take action on, provided that such report was approved by the board of directors.

"This special committee on the Chicago plan has not yet made its report, and it would be premature for the association's officers to anticipate the views of our membership or any portion of the plans, were it not for the fact that there is one feature, and a most important one, on which we have particularly advised ourselves, taken action and can therefore speak authoritatively, and this feature is the relation of the city administration's proposed plan, for a connecting link by way of an elevated boulevard, to the street traffic in the district concentrating at the Rush Street bridge. The position of our Street Traffic committee, as recited hereafter, endorsing the plan from a street traffic standpoint, has our approval and support, and beyond this feature the remarks of the committee from The Chicago Association of Commerce before you to-day must be considered as individual expressions, and not as necessarily reflecting the views of the association.

"On June 24th last, our Street Traffic committee, consisting of Messrs. John T. Stockton, Wm. A. Gardner, John T. Pirie, Jr., John M. Reach, Geo. W. Shippy (chief of police), and H. C. Barlow, reported favorably on your board's plan for an elevated boulevard connection between the North and South Sides via Michigan Avenue, providing that the incline began at a point south of Water Street so as to make a subway at South Water Street and Michigan Avenue, this subway to be the full width of South Water Street as it now is; and further, that the Wm. M. Hoyt building be removed in order to give full swing for diverting traffic around that point. This report was made to the Executive committee and unanimously approved, and the chairman of this committee appointed three members to appear before you to-day.

"I am making this somewhat lengthy explanation, Mr. Chairman, that the position of our association at this time may be clear to this board, our membership and the public, but I do not wish it to be inferred that we have any reason to suppose that any considerable number of our 2,600 members would not support the Chicago plan in general or any portion of it. The question has simply not been put up to the membership yet, and it is my intention if the investigating committee now appointed make recommendations which are approved by the board of directors, to call a meeting of the entire sustaining membership of the association for discussion and action on the general Chicago plan.

"It was as recent as last Friday that our Executive committee was advised that your board would like an expression at to-day's meeting from The Chicago Association of Commerce. This short notice did not permit of preparation on any feature of the proposed connecting link except that of street traffic, on which we had received a report, but, if your board desire to hear further from the association on other matters in connection with it, we shall be pleased to investigate and submit.

"I will not presume to review statistics illustrating the extent and character of traffic congestion in the district in question. I think all agree that contributing forces to this congestion, and consequent restraint upon the commerce of Chicago, are found in the district's large miscellaneous traffic; in the fruit, garden truck, and coal traffic; in the complete appropriation of South Water Street by a particularly vital branch of the city's trade, over 18,000 wagons having been counted on this street on a given day between
REPORT ON PLAN OF CHICAGO

the hours of 4 in the morning and 6 in the evening; in the movement to and from the steamboat docks; the transportation of the freight to and from five of the larger freight houses of the city situated east of the district in question.

"It is closely estimated that the amount of freight in and out bound handled at these freight houses in 1907 was 2,275,000 tons, which at two tons per wagon load, gives over 1,000,000 loads per annum handled of this freight alone, and most of this must cross or use Michigan Avenue in its transportation to and from these freight houses. From these figures alone, and these are from one source of congestion only, there can be no question as to the amount of street traffic, and the consequent complex problem of traffic congestion, which our committee believes the city can begin to solve by such an elevated highway plan as is proposed by the board of local improvements.

"I am told that during traffic congestion hours there is a very small per cent of the so-called pleasure vehicles on Michigan Avenue that are actually bent on pleasure. They are used for conveying men to and from their business, passengers from stations and docks, conveying customers to the retail stores, and that a large percentage, more than three-quarters of them, should be more properly called business vehicles which are an added asset to our city. It is estimated that Chicago retail business last year amounted to $1,200,000,000. To-day the care of this growing retail business is as much the duty of the city as the conserving of its manufacturing or jobbing interests.

"With the factory district developing on the North Side and the immense railroad terminals with their 100 acres of freight cars on the South Side and both east of this boulevard, and these conditions being permanent ones, thus insuring for the future a tremendous volume of heavy teaming, and with the building up of Michigan Avenue with hotels, clubs, public institutions, retail stores, etc., will come an ever larger number of lighter vehicles to be added to the already large procession.

"Gentlemen, what are you going to do for these two mighty streams of traffic? The issue should be fairly and squarely met, not compromised, not some expedient adopted that might bring temporary relief. We believe in Chicago's future; let us begin to build for it now. These great traffic streams ought not to cross at grade; they ought not to be mixed; their rights should be safeguarded just as far as it is possible to do so. As a business proposition purely and simply, let us look ahead and make provisions for the future. And then there are the pedestrians, an army of whom are now passing over Michigan Avenue between Washington Street and Rush Street bridge all day long, and is this great throng to grow less or greater? Is not this crossing destined to become as great an artery of traffic as the Brooklyn bridge has proved to be?

"This committee, in advocating a specific improvement for relief of traffic congestion, is not unmindful that there are objections to such a plan and that there will be burdens to bear in its fulfillment; but, on the other hand, all citizens are bound to recognize that advantages will follow that will more than compensate, that the question should be considered from a very broad view of citizenship, and if there is suffering, the like of it has been borne and distributed throughout the history of civilization.

"While endorsing a specific feature of a project growing out of the Chicago plan of the Commercial Club, I cannot refrain, Mr. Chairman, from cordial acknowledgment of the public service already rendered this city by that organization. The Commercial Club, at large expense and through the most competent authorities, is gradually perfecting plans along which the Chicago of to-morrow may economically and beautifully develop. It is to be hoped that all citizens will study its successive propositions in the broadest civic spirit, and that the administration of the city of Chicago will ever be found to stand, as it does now, for policies looking toward the building of the true metropolis of the world."

REPORT OF STREET TRAFFIC COMMITTEE OF THE CHICAGO ASSOCIATION OF COMMERCE

The Committee recommends that the plans as shown us by the Commercial Club be adopted providing that the incline begins at a point south of South Water Street, so as to make a subway at South Water Street and Michigan Avenue, this subway to be the full width of South Water Street, as it now is. That the Wm. M. Hoyt building be removed to give us the full swing for diverting traffic around this point. We did not go into the question thoroughly as to the best way to route our teams in this neighborhood, as the plans of the Illinois Central are not fully consummated and we feel that the Commercial Club and our Association should have a conference with the Illinois Central regarding this very important point, that is, the direction and handling of teams in and out of that location, after plans contemplated by the Illinois Central have matured.