

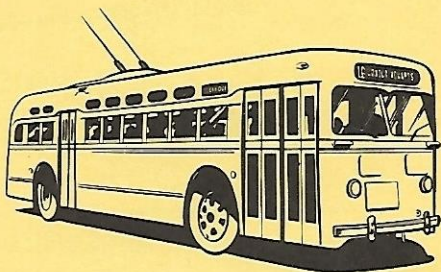
# THE PRICE OF PROGRESS

a summary of important new improvement projects in the Downtown area of Chicago, and the detours in CTA transit service that will be required



**CHICAGO TRANSIT AUTHORITY**

## THE PRICE OF PROGRESS



Chicago is a city of progress. It is a city of continuing development. Right now it is engaged in many far-reaching improvement projects and more are scheduled to be started in the near future.

Superhighways are being constructed. Present streets and roadways are being repaved, resurfaced or otherwise improved. An underground garage is being constructed in Grant Park. And CTA's modernization program is doing its part to give Chicago a new look.

Obviously, however, changes of such magnitude cannot be painless. Part of the price of continued progress for the future is some inconvenience in the present. One of the places where Chicagoans feel the effect of these improvements is in the reroutings which must necessarily be made in CTA transit services to clear the way for these vital projects which are being undertaken by public agencies other than Chicago Transit Authority.

Additional plans for improving the flow of traffic in the Central Business District are now under way. When these go into effect, further transit route changes will be required.

A summary of five improvement projects, now under way or soon to be inaugurated in the Downtown area, and the revisions in CTA transit service which must be made so they may proceed, is contained in this leaflet.

*Chicago Transit Authority*

## **THESE ARE THE IMPROVEMENT PROJECTS:**

1. Closing of the Franklin-Orleans bridge for repairs on January 19, 1953. The bridge is being completely redecked to provide a safe, smooth artery over the river between Franklin and Orleans streets.

2. The establishment of one-way traffic in Clinton Street and Desplaines Street and the reversal of the existing one-way movement in Jefferson Street which became effective on January 24, 1953. Clinton Street is southbound only from Fulton Street to Maxwell Street. Jefferson Street, formerly southbound only, has been made northbound only from Roosevelt Road to Fulton Street, and Desplaines Street is now southbound only from Fulton Street to Roosevelt Road. One-way traffic movement in these streets was established in order to facilitate traffic detours which will occur as a result of construction work in Monroe Street and Jackson Boulevard as described in succeeding paragraphs.

3. Preliminary utility work in connection with the construction of the Michigan Avenue underground garage necessitated the closing of Monroe Street between Wabash Avenue and Michigan Avenue on January 26, 1953 for approximately two weeks. To facilitate traffic movement during the construction period, Jackson Boulevard has been made a one-way eastbound street between Canal Street and Michigan Avenue.

4. Closing of the Jackson Boulevard and Market Street intersection on or about February 20, 1953, for the construction of that portion of the Wacker Drive Superhighway improvement. When completed, Wacker Drive will provide a two-level roadway which will save much time for Chicagoans by circling the north and west sides of the congested Central Business District, from Michigan Avenue to the Congress Street Expressway. The lower level is intended to provide express operation.

5. Actual construction work on the Michigan Avenue parking garage will get under way during March, 1953, and will require the closing of Michigan Avenue between Randolph and Monroe Streets. Completion of this garage will provide off-street parking spaces for 2,350 automobiles with a daily turnover of approximately 4,500 vehicles. To reduce the resulting congestion caused by the closing of Michigan Avenue, a temporary 60-foot bypass roadway will be constructed in Grant Park thus reducing the rerouting of mass transit vehicles to a minimum.



## THESE ARE THE NECESSARY CTA SERVICE REVISIONS:

1. CTA routes which have been detoured since Jan. 19, 1953 while repair work is under way on the *Franklin-Orleans bridge* are as follows:

### A. BOULEVARD SYSTEM:

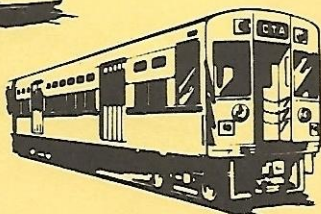
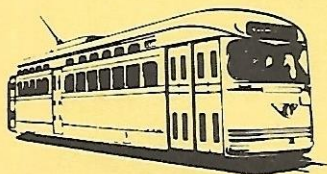
**Route 149—Merchandise Mart-Soldier Field.** Buses operating from Merchandise Mart to Soldier Field (east and southbound) run west in Merchandise Mart Plaza to Orleans Street, north to Kinzie, east to LaSalle Street, south in LaSalle to Wacker Drive, east in Wacker over the regular route. Buses on this route operating from Soldier Field to the Mart (north and westbound) follow the regular routing without change.

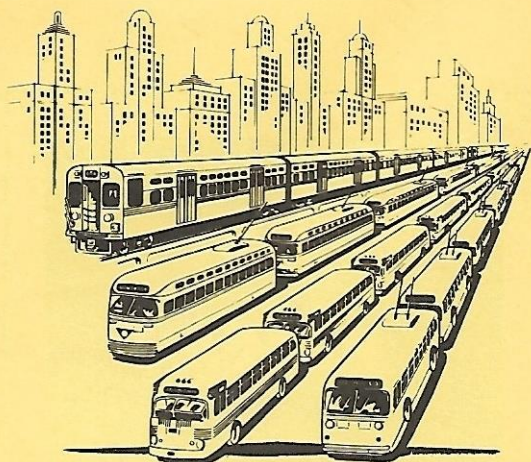
**Route 156—LaSalle.** Trips leaving Merchandise Mart go west in Merchandise Mart Plaza to Orleans Street, north to Kinzie Street, east to LaSalle, and north in LaSalle over the regular route.

**Route 128—Wacker-Wells.** There is no change in the northbound routing. Southbound buses run west in Merchandise Mart Plaza to Orleans Street, north to Kinzie Street, east to LaSalle Street, south in LaSalle to Wacker Drive, west in Wacker Drive over the regular route.

### B. SURFACE SYSTEM:

**Route 41—Clybourn.** Southbound buses operate in Orleans Street to Hubbard Street, east to Wells Street, south to Monroe Street, east in Monroe over the regular route. Northbound buses operate west in Adams Street to LaSalle, north to Illinois, west to Orleans and north over the normal routing.





2. CTA routes which are being detoured as a result of the establishment of *one-way traffic in Clinton and Desplaines streets*, on Jan. 24, 1953, are as follows:

#### **A. SURFACE SYSTEM:**

**Route 20 — Madison Street.** Will operate east in Madison Street to Franklin Street, north to Washington Street and east in Washington over the present route.

**Route 58—Ogden-Randolph buses.** Will operate east in Washington Boulevard to Jefferson Street, north to Lake Street, and east over the present route.

**Route 60—Blue Island Ave. buses.** Will operate east in Harrison to Canal Street, north to Monroe Street, and east in Monroe over the present route.

**Route 7—Harrison Street buses.** Will operate east in Harrison to Dearborn, north to Congress, east to State, south to Harrison and west in Harrison.

**Route 7—Harrison-Adams buses.** Will operate east in Adams Street to Jefferson, north to Monroe Street and east in Monroe over the present route.

**Route 56—Milwaukee Ave. buses (rush hour trips to post office).** Will operate southeast in Milwaukee Avenue to Clinton Street, south to Harrison Street, east to Canal Street and north in Canal to Milwaukee Ave.

#### **B. BOULEVARD SYSTEM:**

**Route 131—Washington.** During business hours will operate west on Madison Street to Jefferson Street, north to Randolph Street and west over present route.

After 6:30 p.m. and all day Sunday, when coaches operate west on Randolph Street from Michigan Avenue there will be no change.





**3. CTA boulevard routes which are being detoured as a result of the closing of Monroe Street, between Wabash and Michigan, on January 26, 1953 to permit preliminary utility work in connection with the Michigan Avenue underground garage, are as follows:**

**Route 126—Jackson.** No change in eastbound routing. Westbound buses will operate in VanBuren Street to Canal Street, north to Jackson and west over the regular route.

**Route 127 — Independence.** No change in eastbound routing. Westbound coaches will operate south in State Street from Quincy to VanBuren, west to Canal, north to Jackson and west over the regular route.

**Route 136—Douglas.** Coaches will operate eastbound in Jackson Boulevard to State Street and north to Quincy. Westbound buses will operate in Quincy from State to Dearborn, north to Adams, west in Adams to Clinton, south to Jackson Boulevard, and west over the regular route.

**Route 2 — South Park-Hyde Park.** No change in routing of south and eastbound buses. Westbound buses will operate in Adams Street from Michigan to Canal, north in Canal over the normal route.

**Route 156—LaSalle.** Buses will operate south in LaSalle to Adams Street, west to Wells Street, south to Jackson, east to LaSalle and north in LaSalle over the regular route.

**Route 152—Addison and Route 153—Clarendon-Wilson.** Buses from both of these lines will operate south in Michigan to VanBuren Street, west to State Street and north in State Street over their normal routings.

**Route 151—Sheridan and Route 134—Diversey.** Will operate without change during business hours on weekdays. After 6:30 p.m. on weekdays and all day on Sundays, coaches will operate south in Michigan Avenue to VanBuren Street, west to State Street and north in State Street over the regular route.

4. CTA routes which will be detoured as a result of the closing of the Jackson Boulevard - Market Street intersection beginning on or about Feb. 20, 1953, are as follows:

#### **A. BOULEVARD SYSTEM:**

**Route 126—Jackson.** Eastbound buses will operate in Jackson to Clinton Street, south to VanBuren, east to Franklin, north to Jackson and east over the normal route. Westbound buses will run west in VanBuren from Michigan Avenue to Canal Street, north to Jackson and west over the regular route.

**Route 127—Independence.** Eastbound buses will follow the same detour routing as Route 126. Westbound buses will operate south in State Street from Quincy to VanBuren, west to Canal Street, north to Jackson Boulevard and west over the present routing.

**Route 136—Douglas.** Eastbound buses will operate in Jackson Boulevard to Clinton Street, south to VanBuren, east to Franklin, north to Jackson, east to State, north to Quincy. Westbound buses will operate in Quincy from State to Dearborn, north to Adams, west in Adams to Clinton, south to Jackson Boulevard and west over the regular routing.

**Route 2—South Park-Hyde Park.** South and eastbound buses will operate south in Clinton Street to VanBuren Street, east to Franklin, north in Franklin and east in Jackson over the normal route. Westbound buses will operate in Adams Street from Michigan Avenue to Canal Street, and north in Canal Street over the normal routing.

**Route 156 — LaSalle.** Buses will continue to operate south in LaSalle Street to Adams Street, west to Wells Street, south to Jackson, east to LaSalle and north in LaSalle over the regular route.

**Route 152—Addison—Route 153—Clarendon-Wilson.** Buses from both of these lines will continue to operate south in Michigan Avenue to VanBuren Street, west to State Street and north in State Street over the normal routings.

**Route 151—Sheridan and Route 134—Diversey.** After 6:30 p.m. on weekdays and all day Sundays, buses will continue to operate south in Michigan Avenue to VanBuren Street, west to State Street and north in State Street over the regular route.

#### **B. SURFACE SYSTEM:**

Closing of the intersection of Jackson and Market will not affect any of the CTA Surface System routes.



5. CTA routes which will be detoured as a result of the actual closing of Michigan Avenue during construction of the underground parking garage, beginning sometime in March, are as follows:

#### A. BOULEVARD SYSTEM:

**Route 131—Washington.** Eastbound buses will operate in Washington Street to Garland Court, north to Randolph Street, west to Clinton Street and continue west in Randolph over the present routing.

**Route 134—Diversey.** Northbound buses will operate in State Street to Lake Street, east to Michigan Avenue and north in Michigan over the regular route. No change in southbound service.

**Route 151—Sheridan.** Northbound buses will operate in State Street to Wacker Drive, east in Wacker and South Water Street to Michigan Avenue, and north in Michigan over the normal routing. No change in southbound service.

**Route 152—Addison.** Northbound buses will follow the same routing as indicated under Route 151. Southbound service will follow the routing prescribed for the Jackson-Market closing.

**Route 157—Ohio St.-Depots.** Eastbound buses will operate east in Washington Street to State Street, north in State to Lake Street, east to Michigan Avenue and north in Michigan over the normal route. No change in westbound routing.

**Route 10—Marquette-Loomis.** Only the morning rush hour service on this line will be detoured, operating north in Michigan Avenue to Adams Street, west to Wabash Avenue or Dearborn Street, north to Madison, west in Madison to Union Station.

#### B. SURFACE SYSTEM:

**Route 4—Cottage Grove streetcars.** Northbound cars will operate in Wabash Avenue to Washington Street, east to Garland Court, north in Garland to Randolph Street, west to Wabash Avenue and south in Wabash over the normal routing.



It is hoped that all Chicagoans will accept inconveniences which may occur as a result of work on these major projects as *the price of progress*. The various public agencies directing this improvement work have a single objective—a bigger, better and greater Chicago for all of us.