

JANUARY 27, 1929.

STATE AND COUNTY FACE HUGE ROAD TASK

HEAD OF PLAN BODY VISIONS ROAD UTOPIA

Tells of Work to Bring It About.

BY D. H. BURNHAM.
(President Chicago Regional Planning Association.)

Popularly, every new highway pavement proposed by state, county or city is a super highway whether it is a 20 foot pavement on a 60 foot right of way or a 40 foot pavement on a 100 foot right of way. Actually the word "super highway" was coined to describe the Detroit major thoroughfares 204 feet wide with a center 84 foot space for railway and a 44 foot pavement on each side, in a 60 foot right of way.

And practically there are needed in the metropolitan region of Chicago just as many well paved highways and streets elevated, depressed, 60 feet, 40 feet, 20 feet wide, with separated grades at intersections, as can possibly be financed during the next ten years. Every road building and street building agency must concentrate on new construction and widening until the pavement investment begins to compare with the investment in motor vehicles which today are trying to find their way from place to place. Gaps in the system must be filled, kinks straightened out, narrow pavements widened for the sake of safely expediting the movement of traffic.

A pioneer in wide highway pavement.
[Continued on page 14, column 1.]

Chicago Holds High Place in Traffic Rule

BY LESLIE J. SORENSON.

The arousing of public interest to the seriousness of the traffic problem appears at last to have become a reality, and a résumé of nationwide traffic activities of the year just closed has brought to light an almost complete change in the method of approach to the subject by the civic and industrial leaders.

In the past a few well meaning but generally misinformed individuals promoted and executed their ideas as "cure alls" for traffic congestion and accidents, with the result that the general situation became worse and the responsibility became more widely separated. It is fitting that Chicago stands well at the top of the list of cities that helped to bring about a new order of things in a traffic way—a radical change from a haphazard and ill-founded treatment to a sound engineering study and application of scientific methods for relief.

No Coincidence. It is not a coincidence that Chicago should formulate and adopt a new and complete traffic ordinance which is almost identical with the model ordinance drawn by the National Conference on Street and Highway Safety at a later date. Rather, it is proof that as an engineering problem every regulation and restriction placed upon street traffic will and must be justified by mathematical deduction and analysis of basic data and facts.

While Chicago, as most every other city in the country, must continue to provide more street space and better traffic ways, the immediate and ever present problem is the better use of existing facilities. This can only be brought about by restriction and regulation.
[Continued on page 22, column 2.]

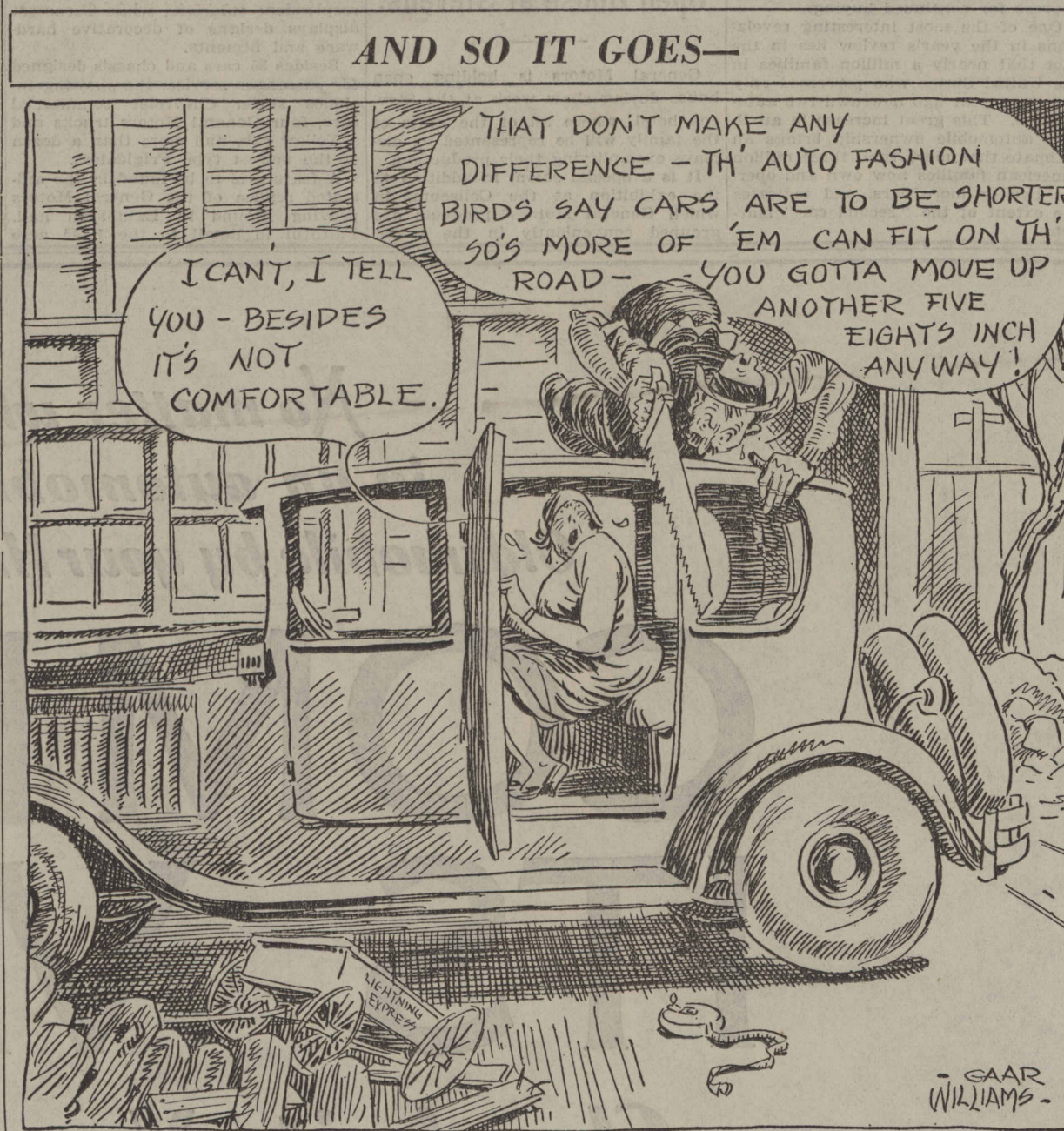
WIDER HIGHWAY PROBLEM FACES ROAD BUILDERS

Lack of Facilities Retards Sales.

BY GEORGE A. QUINLAN.
(Superintendent Cook County Highways.)

The necessity for wider highways has become in the last few years one of the most important problems confronting road builders throughout the country. Through highways have been designed and laid, connecting the principal cities and villages. As more of these pavements have been laid traffic has steadily increased. In addition to the natural growth, due to the increase in the use of pleasure cars, connecting links between cities have made possible the use of trucks for hauling and transportation by bus.

These elements have become great factors to be reckoned with in the problem of the rapid movement of the traffic that has been congesting these roads. Discourage Expansion. The demand for more transportation by motor car, with the consequent economic and other advantages resulting therefrom, is also on the increase. Thousands upon thousands of individuals, however, hesitate on the threshold of the acquisition of a car because of the limitation of facilities for operating the car. Bus service and freight hauling, the economic value of which cannot be questioned, find in the present status of the highway situation elements of high operation costs sufficient to discourage expansion.



personal transportation by motor or in motor transported commodities, but there are many who cannot avail themselves of the service of motor transportation because of the lack of operating facilities. Solution Simple in Theory. The solution is a simple one in theory. It consists of increasing the capacity of existing highways, by widening and otherwise, to a degree that will meet the demand. The demand, of course, is variable. That of today is mild compared to that of next year and the years following. The constant increase of demand makes the situation more acute from day to day. The exact status of the wider road [Continued on page 22, column 3.]

Motor Salon Shows Finest in Coachwork

Featuring a formal introduction of the new styles in custom coachwork as created by the world's foremost coachbuilders, and with the largest number of exhibits in its history, the fourteenth annual Chicago automobile salon opened yesterday at the Drake hotel. Ninety or more cars, each one a special job with individual distinctiveness, filled the main floor of the exclusive hostelry, except the office lobby and grill.

With both European chassis and coachwork included among the exhibits, this salon is of international character. England, Italy, Belgium and Germany, as well as the United States, are represented by cars mounting superlative custom bodies. Average \$9,000 a Car. The average price of the jobs exhibited is about \$9,000, and the total value for all is close to one million dollars. The function of the salon in introducing the new styles in fine coachwork and serving as the arbiter of motor modes is now well established. This season the new body creations of a score of the world's greatest coachbuilders are meeting with exceptional favor. They were first presented at Paris and London and more recently at New York. Following their formal appearance at Chicago they will be shown at Los Angeles and at San Francisco.

Makes Being Shown. The makes of chassis being shown at the Chicago salon include the following: Cadillac, Chrysler, Cunningham, Duesenberg, Franklin, Isotta Fraschini, Lancia, LaSalle, Lincoln, Mercedes, Minerva, Packard, Pierce-Arrow, Rolls-Royce, Stearns-Knight and Stutz. The custom coachmakers having special exhibits are: Brewster, Brunner, Derham, Dietrich, Fisher, Fleetwood, Hibbard & Darrin, Holbrook, Judkins, LeBaron, Locke, Murphy, Rollston, Weymann and Willoughby. In addition various foreign chassis mount coachwork by prominent European coachbuilders. The job left for the state to do is the widening to 40 feet of the radial highways extending from Cook county out into the state for a distance of from 100 to 150 miles, and the building of a balance of 2,500 miles of permanent surfacing on roads included in the \$100,000,000 bond issue but not touched because the funds failed to reach that far. According to all available evidence sentiment in the northern portion of the state favors the widening of radial highways as a first concern, and the extension of surfacing as second. With Cook county the situation is not so clearly defined. The county will finish its four lane road system as laid out in the \$15,000,000 bond issue measure this year, giving it about 160 miles of pavements 36 feet or more in width. While this provides radial highways of 36 feet or more in width as far as [Continued on page 22, column 1.]

MUST RAISE NEW FUNDS TO MEET TRAFFIC DEMAND

1929 Work Will Exhaust Bond Money.

BY PUTNEY HAIGHT.

A crisis in the affairs of roadbuilding in Cook county and Illinois confronts these units this year. After the completion of about 600 miles of state highway pavement and about sixty miles of 40 foot county pavements, on the program for this summer, both units will have exhausted their bond issue finances. To meet this crisis a number of plans have been proposed. For further financing the roadbuilding and improvement of the state the general assembly will consider a new gasoline tax law. This tax would produce either \$15,000,000 or \$22,500,000 a year, depending upon whether a two or three cent tax is enacted. Over a ten year period this would mean at least another \$150,000,000 in revenue. The State's Job. The job left for the state to do is the widening to 40 feet of the radial highways extending from Cook county out into the state for a distance of from 100 to 150 miles, and the building of a balance of 2,500 miles of permanent surfacing on roads included in the \$100,000,000 bond issue but not touched because the funds failed to reach that far. According to all available evidence sentiment in the northern portion of the state favors the widening of radial highways as a first concern, and the extension of surfacing as second. With Cook county the situation is not so clearly defined. The county will finish its four lane road system as laid out in the \$15,000,000 bond issue measure this year, giving it about 160 miles of pavements 36 feet or more in width. While this provides radial highways of 36 feet or more in width as far as [Continued on page 22, column 1.]

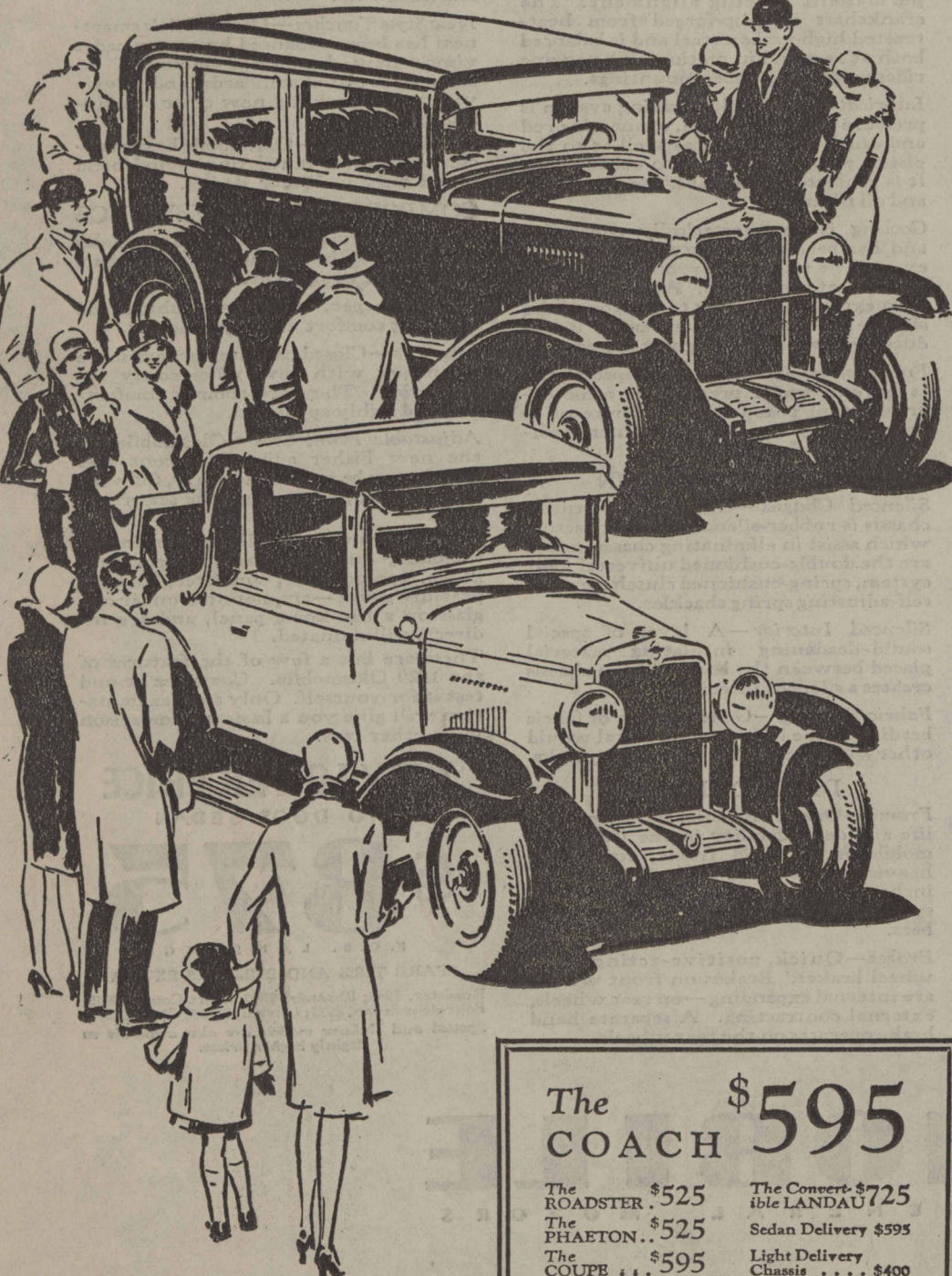
See the Outstanding Chevrolet of Chevrolet History at the AUTO SHOW

—and at the General Motors Special Showing, Stevens Hotel

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