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Graphic Section

Drama Music Movies Hollywood

THE MASSACRE OF 1936

By HAL FOUST

THE accompanying map of Chicago shows where automobile accidents this year claimed approximately 20,000 victims, more than 760 of them fatalities. No small number of the victims were permanently crippled. Exact figures, including the latest police reports, may be found in the news section of this edition on the "massacre clock" published daily by The Tribune.

The portraits of 537 of the dead may be seen on two inside pages of this section. The map shows that no neighborhood is free from trafic accidents. The portraits show that no age, race, or social status is immune. On the map dots indicating deaths and injuries clutter thoroughfares. The dots are most numerous on those streets where millions of tax dollars have been spent for widening and paving.

On the inside pages are reproduced faces as they were in life—laughing boys and girls, smiling young women and matrons, complacent business men, labbrers, and clerks. Few if any of them considered Chicago's annual motor toll as a personal concern.

More than 70 per cent of the victims were pedestrians. Many of them doubtless were not even automobile owners and probably considered trafic proposals as problems for motorists only.

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Of the dead whose faces crowd two full pages in this section, 358 would be alive today had Chicago a comprehensive system of elevated highways. This reckoning is based on a two years' study by Dr. Miller McClintock, head of the Harvard university bureau of trafic research, employed as a consultant by the council trafic committee. The report on this study as published by Ald. John A. Massen, chairman of the committee, held that Chicago's motor toll could be reduced at least two-thirds by elevated roadways.

The survey disclosed that 98.5 per cent of the fatal accidents were of a nature physically impossible on an elevated structure of proper design. By segregating automobiles from pedestrians, travel on raised pavements would be freed of 70 per cent of the toll. The rest of the saving is due to freedom from cross trafic, parking, street cars, trucks, bicycles, and safety islands.

A system of 160 miles would tap all sections of the city. With 85 per cent of the motor car travel in Chicago on trips longer than four miles, it was reckoned that between 66⅔ and 70 per cent of automobile trafic would be on the safety highways.

The cost of these 160 miles was estimated at $100,000,000. This might be compared with $135,000,000 spent in Chicago from 1916 to 1931 to improve 99 miles of surface streets. It is no more than was spent by the federal government for the bridge recently opened between San Francisco and Oakland, Cal.

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Look at the map once more. See some of the improvements from this $135,000,000 spent on surface street widening. You'll see them marked with lost lives and broken limbs. Look at Western and Ashland avenues, spotted with casualties.

On the west side see the string of dots on wide Roosevelt road and wide sections of Madison street. On the south side, broad South Park way is no better. On the north side, look at Broadway between Irving Park boulevard and Bryn Mawr avenue. On the south side the colored neighborhoods make a bad showing. Independent taxicabs and children in streets may be a partial explanation.

The near north side also discloses a bad record. Parking is poorly regulated in those streets, and it is a neighborhood of many night clubs.

West from the loop it will be noted that the death and personal injury dots extend far from the loop. This is the section of the city suffering most from congestion as well as from accidents.

On the diagonal thoroughfares, such as Milwaukee and Lincoln avenues, you may see a cluster of dots at each of the broad intersections. They substantiate an appeal for an elevated highway from civic groups of the northwest side.

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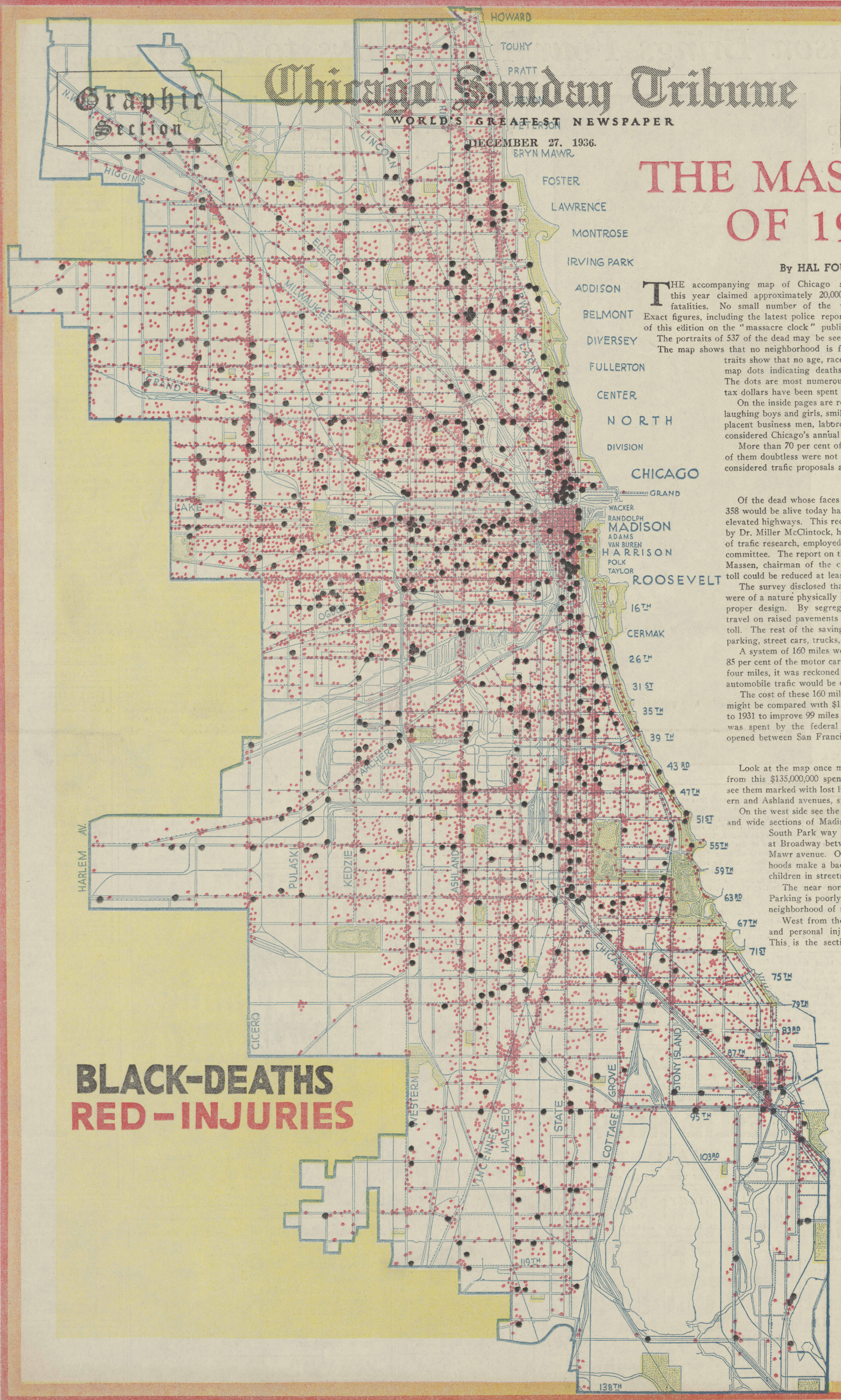
Note the results of some of the comparatively recent street improvements. Here are some statistics, for example, on Cicero avenue between North avenue and Irving Park boulevard:

From Dec. 1, 1932, to June 15, 1933, before the widening, 51 persons were injured and 1 killed in 50 accidents. From Dec. 1, 1934, to June 15, 1935, after the widening, there were 78 persons injured and 7 killed in 99 accidents. Then safety islands, lights, signs, and signals were installed to curb the slaughter, and the record from Dec. 1, 1935, to June 15, 1936, was 78 persons injured and 1 killed in 122 accidents. Trafic volumes were doubled by the widening.

"It is obvious," said Leslie Sorenson, city trafic engineer, "that our only hope of a substantial abatement of this motor toll lies in building pavements free from pedestrians, cross trafic, and other such hazards of our conventional street design."



BLACK-DEATHS
RED-INJURIES