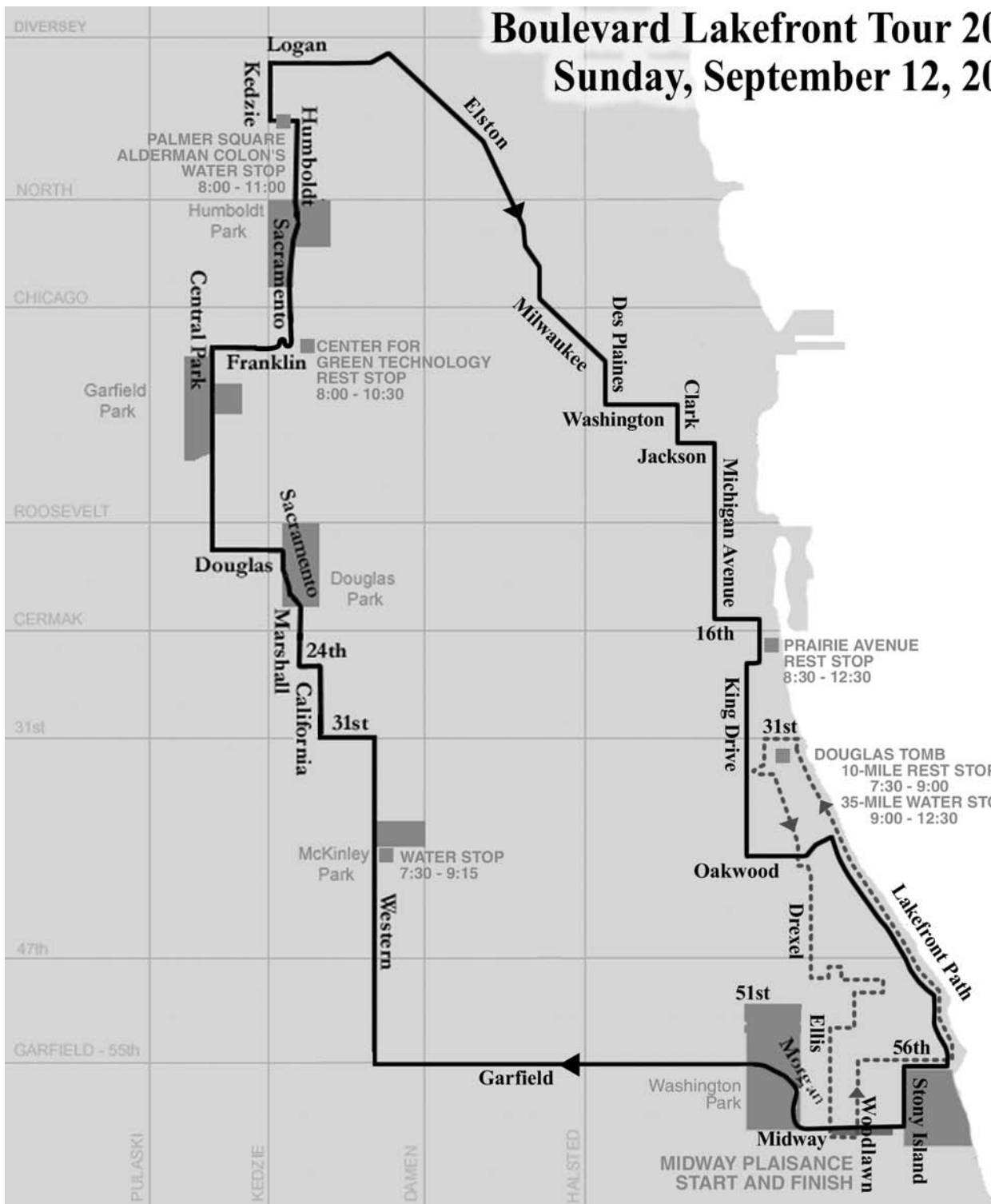


Boulevard Lakefront Tour 2004 Sunday, September 12, 2004



Boulevard Lakefront Tour 2004 35-miles

Cue Sheet

Event Date: Sunday, September 12, 2004

We expect 3,000 participants in 2004 (there were 2,200 in 2003)

Start time: 7am-8am; End time: 2:00 p.m.

ATTENTION: CHICAGO PARK DISTRICT

This is the second (and final) draft of the Boulevard Lakefront Tour 2004 route. Some of the streets may change due to construction projects or for safety reasons; however, the times this event travels through the parks are definite. The parks and corresponding times are below:

Washington Park: Traveling NW on Payne/Morgan, 7am – 8:15am

Sherman Park: Some people may enter the park to check out the velodrome, 7:15am – 8:30 am. Not an official part of the route.

McKinley Park: Water stop (in SW corner) from 7:30am – 10:30am. We hope to be able to use the bathroom facilities here. The route does not include roads within the park – just from NB Western Ave. into the SW corner of the park, then back out to NB Western Ave.

Douglas Park: Traveling NB on Sacramento from 8am – 11:00am

Garfield Park: Traveling NB on Central Park from 8:30am – 11:30am

Humboldt Park: Traveling NB on Sacramento/Humboldt from 9am – noon

Off Park District property:

Clarke House: As in years past, we will work with the Clarke House to stage a **rest stop** there.

Center for Green Technology: We hope to stage a **rest stop** in the parking lot of the Center for Green Technology at Sacramento and Franklin.

(The first draft of this plan included a rest stop in Millennium Park and one at 31st and Lake Shore Drive. These have been deleted.)

Water stop setup includes (4) 8' tables, 10-12 volunteers, and 5-gallon coolers for water. (Porta-potties possible.)

Rest stop setup includes (4) 8' tables, 10-12 volunteers, 10-15 porta-potties, 5-gallon coolers for water, snacks. An additional rest stop will be staged at the Center for Green Technology, 445 N. Sacramento.

Start/Finish: 59th St. and Woodlawn (near Ida Noyes Hall)

Start: west on 59th St.

Turn left (south) on Woodlawn Ave.

Turn right (west) on Midway Plaisance

Turn right (north) on Payne Drive (turns into Morgan – follow Morgan)

Turn left (west) on Garfield Blvd; go approx. 3.5 miles

Turn right (north) on Western Blvd, go approx. 2.5 miles

Water stop at SW corner of McKinley Park

At 33rd St., move to the left and use overpass

Continue west on 31st Blvd.

Turn right (north) on California Blvd.

Continue north on Marshall Blvd. to

Sacramento Dr.

Continue northwest on Sacramento Drive in Douglas Park

Turn left (west) on Douglas Blvd.

Turn right (north) on Central Park Blvd.

Turn right (east) on Franklin Blvd.

Turn left (north) on Sacramento Blvd.

At marker, U-turn right just north of Franklin; head S on access road

Rest stop at the Center for Green Technology, 445 N. Sacramento

Exit rest stop N on access road

At marker, turn L (northwest) and then R (north) onto main Sacramento Blvd.

Continue north on Humboldt Dr, which turns into Humboldt Blvd.

Turn left (west) on Palmer Blvd.

Turn right (north) on Kedzie Blvd.

Turn right (east) on Logan Blvd.

Turn right (southeast) on Elston Ave., go approx. 3 miles

Boulevard Lakefront Tour 2004 35-miles

Cue Sheet continued...

Turn left (southeast) on Milwaukee Ave.

Turn right (south) on Des Plaines Ave.

Turn left (east) on Washington Ave.

Turn right (south) on Clark St.

Turn left (east) on Jackson St.

Turn right (south) on Michigan Ave.

Turn left (east) on 16th

Turn right (south) on Praire

Rest stop on Prairie Ave., just south of 18th St.

Turn left (west) on 18th

Turn left (south) on Wabash

Turn left (east) on Cermak

Turn right (south) on King Drive

Water stop at Douglas Tomb

Turn right (southeast) on Cottage Grove

Turn left (east) on Oakwood

Turn right (south) on the Lakefront Path, continue for approx. 2.5 miles

Turn right and exit Lakefront Path at 55th

Turn left (south) on South Shore

Follow South Shore to 56th; head west on 56th

Turn left (south) on Stony Island

Turn right (west) on 59th to Ida Noyes Hall (**start/finish**)

Boulevard Lakefront Tour 2004

Sunday, September 12, 2004

Boulevard Lakefront Tour 2004 Cue Sheet

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Start/Finish: 59th St. and Woodlawn (near Ida Noyes Hall)

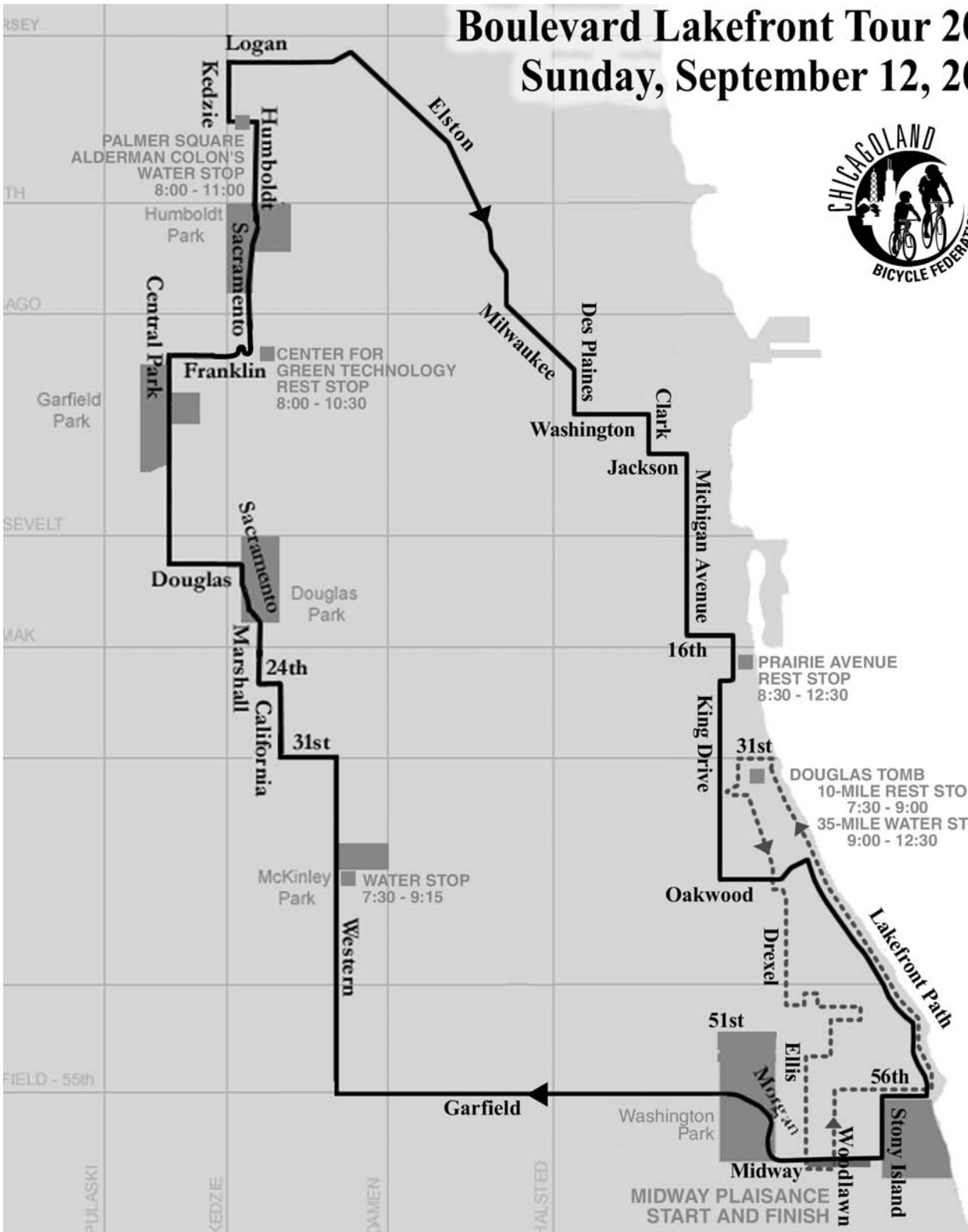
Start: west on 59th St.

Turn left (south) on Woodlawn Ave.

Turn right (west) on Midway Plaisance

Turn right (north) on Payne Drive (turns into Morgan – follow Morgan)

Turn left (west) on Garfield Blvd; go approx. 3.5 miles



Turn right (north) on Western Blvd, go approx. 2.5 miles

Water stop at SW corner of McKinley Park

At 33rd St., move to the left and use overpass

Continue west on 31st Blvd.

Turn right (north) on California Blvd.

Continue north on Marshall Blvd. to Sacramento Dr.

Continue northwest on Sacramento Drive in Douglas Park

Turn left (west) on Douglas Blvd.

Turn right (north) on Central Park Blvd.

Turn right (east) on Franklin Blvd.

Turn left (north) on Sacramento Blvd.

At marker, U-turn right just north of Franklin; head S on access road

Rest stop at the Center for Green Technology, 445 N. Sacramento

Exit rest stop N on access road

At marker, turn L (northwest) and then R (north) onto main Sacramento Blvd.

Continue north on Humboldt Dr, which turns into Humboldt Blvd.

Turn left (west) on Palmer Blvd.

Turn right (north) on Kedzie Blvd.

Turn right (east) on Logan Blvd.

Turn right (southeast) on Elston Ave., go approx. 3 miles

Turn left (southeast) on Milwaukee Ave.

Turn right (south) on Des Plaines Ave.

Turn left (east) on Washington Ave.

Turn right (south) on Clark St.

Turn left (east) on Jackson St.

Turn right (south) on Michigan Ave.

Turn left (east) on 16th

Turn right (south) on Prairie

Rest stop on Prairie Ave., just south of 18th St.

Turn left (west) on 18th

Turn left (south) on Wabash

Turn left (east) on Cermak

Turn right (south) on King Drive

Water stop at Douglas Tomb

Turn right (southeast) on Cottage Grove

Turn left (east) on Oakwood

Turn right (south) on the Lakefront Path, continue for approx. 2.5 miles

Turn right and exit Lakefront Path at 55th

Turn left (south) on South Shore

Follow South Shore to 56th; head west on 56th

Turn left (south) on Stony Island

Turn right (west) on 59th to Ida Noyes Hall (**start/finish**)

10 mile route:

Start/Finish: 59th St. and Woodlawn (near Ida Noyes Hall)

Start: north on Woodlawn

Turn right (east) on 57th

Turn left (north) on Blackstone

Turn right (east) on 56th

Curve north on South Shore

Enter Lakefront Path at 55th St., continue on Lakefront Path approx. 3 miles

Turn left (east) at 31st and exit the Lakefront Path

Turn left (south) on Rhodes

Turn left (east) on 33rd

Turn right (southeast) on Cottage Grove

Rest stop at Douglas Tomb

Continue south on Cottage Grove

Turn left (east) on 40th

Turn right (south) on Drexel

Turn left (east) on 49th

Turn left (north) on Ellis

Turn right (east) on 48th

Turn right (south) on Greenwood

Turn left (east) on 49th

Turn left (south) on Dorchester

Turn right (west) on 50th

Turn left (south) on Woodlawn

Turn right (west) on 53rd

Turn left (south) on Ellis

Turn left (east) on 60th

Turn left (north) on Dorchester

Turn left (west) on 59th to **start/finish**

Congratulations! You Finished!

Thank you to all of our sponsors!



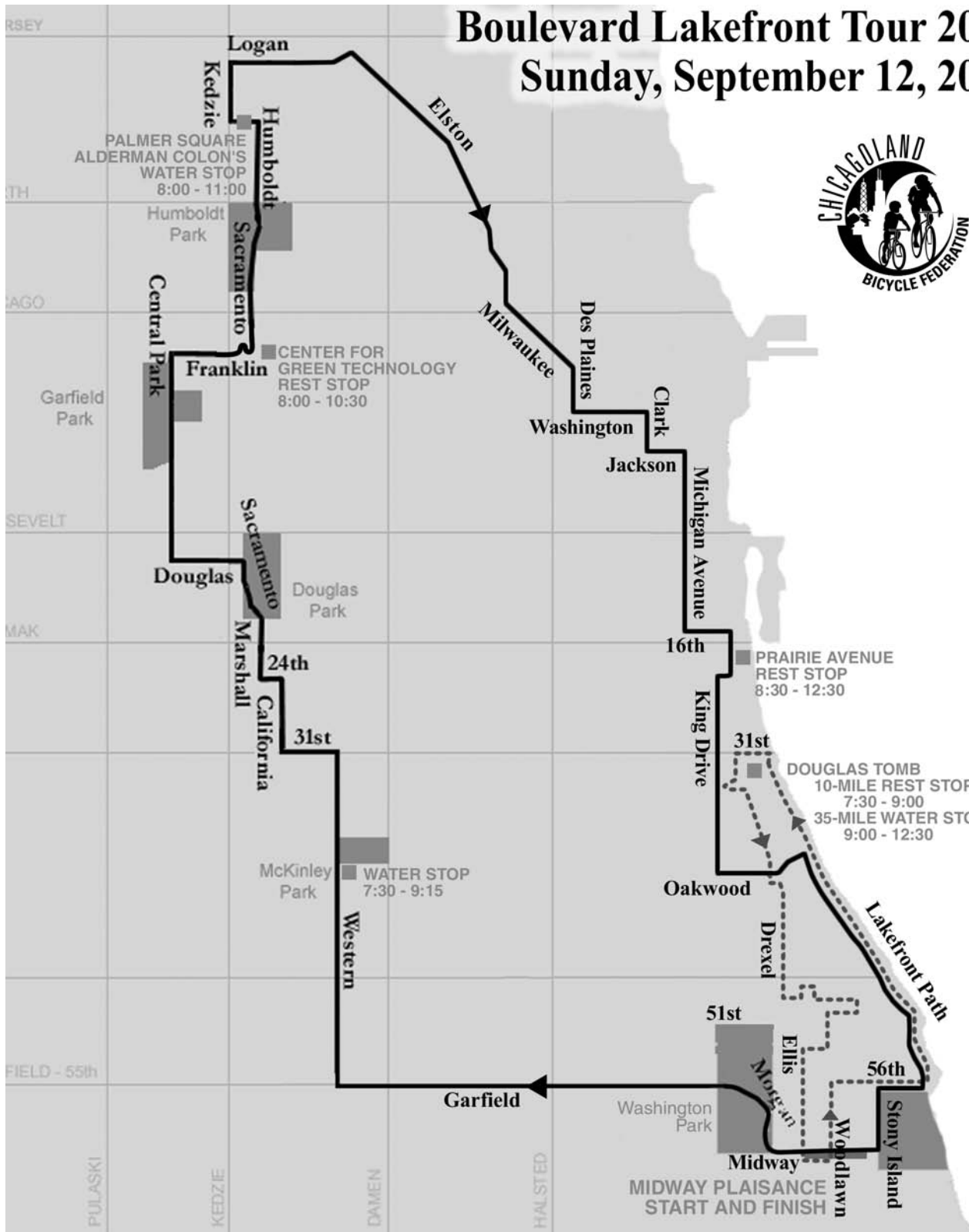
You've pedaled by.
Now come inside.

Special Offer for all participants of the 16th Annual Boulevard Lakefront Tour

Join the Frank Lloyd Wright Preservation Trust on Sunday, September 12th and enjoy FREE exterior tours of Frank Lloyd Wright's Prairie masterpiece, the Robie House. In addition, all tour participants will receive a pass for two adult admissions for the price of one for a Robie House interior tour. This two for one admission offer is valid September 12th through December 31st, 2004. Tour times are available at www.wrightplus.org.

Frederick C. Robie House
5757 S. Woodlawn Avenue
Chicago, IL 60637
708.848.1976

Boulevard Lakefront Tour 2004 Sunday, September 12, 2004



Boulevard Lakefront Tour 2004 Cue Sheet
Event Date: Sunday, September 12, 2004
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- Sherman Park: Some people may enter the park to check out the velodrome, 7:15am – 8:30 am. Not an official part of the route.
- McKinley Park: **Water stop** (in SW corner) from 7:30am – 10:30am. We hope to be able to use the bathroom facilities here. The route does not include roads within the park – just from NB Western Ave. into the SW corner of the park, then back out to NB Western Ave.
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- Garfield Park: Traveling NB on Central Park from 8:30am – 11:30am
- Humboldt Park: Traveling NB on Sacramento/Humboldt from 9am – noon

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Start/Finish: 59th St. and Woodlawn (near Ida Noyes Hall)

Start: west on 59th St.
Turn left (south) on Woodlawn Ave.
Turn right (west) on Midway Plaisance
Turn right (north) on Payne Drive (turns into Morgan – follow Morgan)
Turn left (west) on Garfield Blvd; go approx. 3.5 miles
Turn right (north) on Western Blvd, go approx. 2.5 miles

Water stop at SW corner of McKinley Park

At 33rd St., move to the left and use overpass
Continue west on 31st Blvd.
Turn right (north) on California Blvd.
Continue north on Marshall Blvd. to Sacramento Dr.
Continue northwest on Sacramento Drive in Douglas Park
Turn left (west) on Douglas Blvd.
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At marker, U-turn right just north of Franklin; head S on access road

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Turn left (west) on Palmer Blvd.
Turn right (north) on Kedzie Blvd.
Turn right (east) on Logan Blvd.
Turn right (southeast) on Elston Ave., go approx. 3 miles
Turn left (southeast) on Milwaukee Ave.
Turn right (south) on Des Plaines Ave.
Turn left (east) on Washington Ave.
Turn right (south) on Clark St.
Turn left (east) on Jackson St.
Turn right (south) on Michigan Ave.
Turn left (east) on 16th
Turn right (south) on Prairie

Rest stop on Prairie Ave., just south of 18th St.

Turn left (west) on 18th
Turn left (south) on Wabash
Turn left (east) on Cermak
Turn right (south) on King Drive
Water stop at Douglas Tomb
Turn right (southeast) on Cottage Grove
Turn left (east) on Oakwood
Turn right (south) on the Lakefront Path, continue for approx. 2.5 miles

Turn right and exit Lakefront Path at 55th
Turn left (south) on South Shore
Follow South Shore to 56th; head west on 56th
Turn left (south) on Stony Island

Turn right (west) on 59th to Ida Noyes Hall
(start/finish)

Congratulations! You Finished! You Rock!

You've pedaled by.
Now come inside!

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the 16th Annual Boulevard
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**Historic and Contemporary Points of Interest
CBF Boulevard-Lakefront Tour Route
September 12, 2004**

5757 S. Woodlawn

Robie House

Built 1909 for bicycle manufacturer Frederick C. Robie. This home was designed by architect Frank Lloyd Wright, noted for his belief that architecture should express the simplicity of the Midwestern prairie. The structure's horizontality, hidden exterior doorways and overhanging eaves became signatures of Wright's designs and signified a turning point in modern architecture. Now a museum, it is open for tours. Mr. Robie's bicycle business eventually became part of Schwinn Bicycles, then headquartered in Chicago.

Midway Plaisance

5900 S from Stony Island to Cottage Grove

This grand boulevard was laid out by Frederick Law Olmsted to connect the western and eastern portions of South Park (now known as Washington and Jackson Parks). Completed about 1870, it originally contained a man-made river that connected the lagoons in the parks at either end. This 'river' didn't flow well, became stagnant and was filled-in. It became the Midway for the 1893 World's Columbian Exposition. All manner of amusements and attractions were assembled here including the first Ferris wheel. The central promenade of today's county and state fairs derive their name from this, the first midway.

**Lorado Taft's Fountain of Time
Cottage Grove and the Midway**

Taft (1860-1936), one of the early 20th Century's most prolific sculptors, designed this piece to symbolize mankind's march through time. The sculpture was recently refurbished. Watch for the pool and fountain to be restored in coming years.

DuSable Museum of African American History

740 E. 56th Place

Begun in 1961 with collections housed in the home of a prominent South Side contractor, the DuSable

Rules of the Road

- All riders must wear helmets.**
- Obey all traffic signals and signs. On this ride, you will share public roads with cars and pedestrians.**
- Signal (to cars, pedestrians, and other cyclists) before you slow down or turn right or left.**
- For safety reasons, it is against the law to wear headphones.**
- Do not talk on your cell phone while riding your bike.**
- Be on the lookout for rough pavement, construction plates, sewer grates, open grate bridges, and other hazards of the road.**
- Stay alert: keep your eyes on the road and on the riders in front of you.**

The BLT is not a race. Ride at your own pace. You should complete the 35-mile route within six hours. Riders on the route after 2:00 p.m. may be picked up by a SAG vehicle and returned to the start/finish at the Midway. There is a 10-mile route available for those who do not want to ride the entire 35 miles (see map).

Ride start: Riders will depart in waves from 59th and Woodlawn between 7am and 8am. You can start anytime within this hour. **Attention late starters:** Ride support is only available within the times noted on the map.

First Aid: If you need assistance, basic first-aid supplies are available at rest stops and at the start/finish.

Emergency/Non-Emergency: Call 9-1-1 for emergency medical assistance. For non-emergency assistance, ask a course marshal, ride marshal, or rest stop manager to call BLT management.

Congratulations! You Finished!

Turn left (west) on 59th to start/finish
Turn left (north) on Dorchester
Turn left (east) on 60th
Turn left (south) on Ellis
Turn right (west) on 53rd
Turn left (south) on Woodlawn
Turn right (west) on 50th
Turn left (south) on Dorchester
Turn left (east) on 49th
Turn right (south) on Greenwood
Turn right (east) on 48th
Turn left (north) on Ellis
Turn left (east) on 49th
Turn right (south) on Drexel
Turn left (east) on 40th
Continue south on Cottage Grove
Rest stop at Douglas Tomb
Turn right (southeast) on Cottage Grove
Turn left (east) on 33rd
Turn left (south) on Rhodes
Path
Turn left (east) at 31st and exit the Lakefront
Lakfront Path approx. 3 miles
Enter Lakfront Path at 55th St., continue on
Curve north on South Shore
Turn right (east) on 56th
Turn left (north) on Blackstone
Turn right (east) on 57th
Start: north on Woodlawn
Noyes Hall)
Start/Finish: 59th St. and Woodlawn (near Ida

10 mile route:

Event Date: Sunday, September 12, 2004

**Boulevard Lakefront Tour 2004
10-mile Cue Sheet**



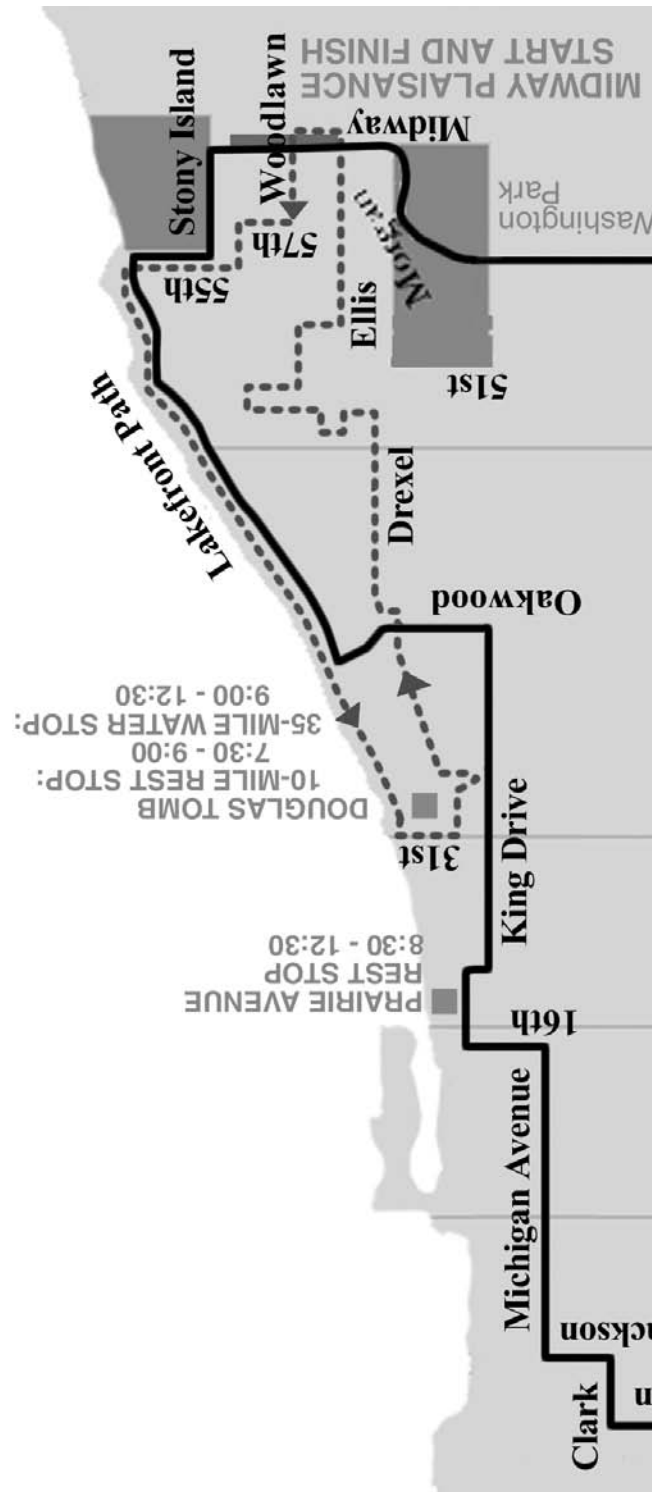
Thank You ! All proceeds from the BLT support the **Chicagoland Bicycle Federation**, a non-profit, volunteer-based bicycling advocacy organization. In the past five years, over \$100 million worth of trails bike lanes, bike racks, and other projects became a reality because we were there helping, asking training, and working. The Chicagoland Bicycle Federation brings Chicagoland bicyclists together with the know-how to make bicycling a safe, convenient, and fun way to get around.

Special thanks to: the City of Chicago and the Mayor's Office of Special Events; the Chicago Department of Transportation; the Department of Streets and Sanitation; the Chicago Police Department; Alderman Rey Colon (35th Ward); Alderman Leslie Hairston (5th Ward); the University of Chicago Police; and the Chicago Park District for use of the City's great parks.

A very special thank-you to all of the volunteers who came out to make this event a success!



**Chicagoland
Bicycle Federation**
650 S. Clark Ste. 300, Chicago, IL 60605
312.427.3325 www.biketraffic.org



16th Annual

**Boulevard
Lakefront Tour**

Sunday September 12, 2004



Event Guide

**with Route Map and
Points of Interest**

Chicagoland Bicycle Federation

Museum moved to the former South Parks Commission headquarters in 1971. Jean Baptiste Pointe du Sable was the first permanent non-native settler in what became Chicago. The DuSable Museum is the oldest museum of its type in the country and is the only major independent institution in Chicago established to preserve and interpret the historical experiences and achievements of African-Americans. *(courtesy DuSable Museum)*

Garfield Boulevard 'L' stationhouse and overpass 319 E. Garfield Blvd.

The Garfield Boulevard 'L' Station is one of the oldest intact elevated rail stations in the United States. This 'L' was originally built to serve South Side residents, but the line was quickly extended south to Jackson Park in order to provide direct access to the 1893 World's Columbian Exposition. The Garfield Boulevard Station was built as part of that expansion in 1892. The station and its steel overpass spanning Garfield Boulevard are a unique remaining part of the 'L,' now part of the Chicago Transit Authority's Green Line. While most of the elevated line ran above the alley and therefore required little architectural detail, the ornamental steel overpass here was designed to complement the landscaped boulevard below and serve as a gateway to the surrounding community. The various park districts serving Chicago at the time required ornamental treatment for railroad structures passing over head. Take note throughout your ride. *(courtesy Chicago Dept. Planning & Development)*

Dan Ryan Expressway, I-90/94 200 E. Garfield Blvd. - below

The 14-lane Dan Ryan Expressway, one of the world's widest expressways, was opened December 15, 1962, and was named for Dan Ryan, President of the Cook County Board of Commissioners, who died in 1961. He was one of the prime movers of the entire expressway system in Chicago. A new expressway median rapid transit service, the Dan Ryan line (now part of the CTA Red Line), opened in 1969, providing direct 'L' service to Far South Side residents. Expressway median rapid transit is an innovation of Chicago planners and engineers. *(courtesy Chicago Municipal Reference Library)*

Sherman Park 1200 W. Garfield Blvd.

In the early 1890s, America's premier landscape architect, Frederick Law Olmsted, turned flat, boggy land with little vegetation into one of the most extraordinary examples of landscape art in the U.S. Sherman Park is named in honor of Chicago Stockyards founder John Sherman. Sherman Park was one of ten revolutionary Chicago parks which opened to the public in 1905. At 60 acres, Sherman Park was one of the largest. The Illinois Department of Natural Resources regularly supplies the lagoon with fish. You can check out a fishing pole for free from the library at the park's southeast corner. Bicycle races were held on Sherman Park's gradual circular drive soon after it opened in the early 1900's and have since returned, courtesy of XXX Racing. *(courtesy XXX Racing)*

Gage Park 2411 W. 55th Street

When prominent businessman and South Park Commissioner George W. Gage died in office in 1875, his fellow board members decided to name a newly-developing park in his honor. In 1873, the commission had begun acquiring land for an elegant green square at the intersection of Western Ave. and what is now known as Garfield Blvd. This property occupied a prominent location at the turning-point of the Commission's boulevard system. A field house was added in 1928. Note the new water fountain, part of a citywide initiative to add these calming, decorative features to the urban landscape. *(courtesy Chicago Park District)*

Western Ave. 'L' Station 4900 S. Western

This modern station opened in October, 1993 along the Southwest Rapid Transit Line (now CTA's Orange Line). Southwest Chicago had long been neglected by rapid transit. The Douglas Branch of today's Blue Line served what was then the southwest side in 1895, but the city soon grew far south of 22nd Street and west of the South Side 'L' tracks, leaving this sizable part of the city unserved. In the 1940s, when the State Street and Dearborn Street subways were being constructed, Chicago planned an elaborate system of subways, including a southwest route from the Loop to Midway Airport. Unfortunately, the citizens of this area would have to wait another fifty years before rapid transit would reach them. The new

Orange Line follows underutilized railroad rights-of-way. The CTA chose not to construct the new 'L' in the median of the Stevenson Expressway, built wide like other Chicago expressways to carry rapid transit lines. This would have put service far from the population centers of neighborhoods. *(courtesy chicago-l.org)*

McKinley Park 3700 S. Western Blvd.

In 1902, one year after the assassination of William McKinley, 25th president of the U. S., the South Park Commission opened an experimental park, named in his honor, that proved to be nationally important. At the time, Chicago's parks were far from the filthy, noisy, overcrowded tenement neighborhoods. Planners envisioned a new type of park that would provide social services as well as breathing spaces for these areas. In 1900 the commission began acquiring property near the stockyards. Composed of open prairie and cabbage patches, the site had previously been a race track. The experimental McKinley Park offered ball fields, playgrounds, a swimming lagoon and a building with changing rooms and bathrooms. The effort was so successful that the following year the park commission began creating a whole system of new neighborhood parks for the South Side. These innovative parks influenced the development of other parks throughout the United States. *(courtesy Chicago Park District)*

Adlai Stevenson Expressway 3200 S. Western Blvd. –overhead

In 1818, a trip by river and portage from downtown Chicago to the Des Plaines River mouth near Summit, a distance of 11 miles, required about three days. On October 24, 1964, with the opening of the Southwest Expressway, the same trip could be made in twenty minutes. The 16-mile expressway connected at the east with the Dan Ryan and at the west with U.S. 66 at the Du Page County line. In Sept. 1965, the Southwest Expy. was renamed for Adlai E. Stevenson in honor of the late United Nations ambassador and former Illinois governor. *(courtesy Chicago Municipal Reference Library)*

Cook County Jail 26th and California

Inmates awaiting trial in the adjacent Criminal Courts Building are housed in this high security facility.

Douglas Park 1401 S. Sacramento Dr.

The West Park Commission established Douglas Park in 1869 as the southernmost of 3 west side parks. William LeBaron Jenney, father of the skyscraper, designed the original landscape. After a period of dilapidation, Jens Jensen, the father of Prairie-Style landscape design, redesigned the park. Noteworthy are the long flower beds along Ogden and the circular entrance with curved pergola at the Marshall Blvd. entrance. In 1928, a field house was constructed. The structure was designed by architects Michaelsen and Rognstad, who were also responsible for the Garfield Park Gold Dome Building and the Humboldt Park field house, which you will pass later on the tour.

Jewish People's Institute 3500 W. Douglas Blvd.

This building was the cultural nucleus of Chicago's North Lawndale neighborhood during the first half of the 20th century when it was one of the nation's largest Jewish communities. Its classrooms, auditorium, and athletic facilities provided a rich variety of social, recreational and arts activities for generations of children and adults. Designed by Ernest A. Grunsfeld, Jr., who also designed the Adler Planetarium, the building has a distinctive Byzantine-influenced exterior visually interpreting the Middle-Eastern origins of Judaism. Built 1927. *(courtesy Chicago Dept. of Planning & Development)*

Original Sears Tower Look to the right/east into the distance at 1000 S.

This 14-story red brick tower marked the administrative headquarters, laboratories and catalog merchandise shipment center of Sears, Roebuck and Co., once the nations' largest retailer. Sears decamped to Sears Tower downtown after constructing the world's tallest building in 1974. Sears has since moved again to Hoffman Estates. Sears has worked with local developers and the neighborhood to redevelop the property with single and multi-family housing and a community center.

West Parks Commission Headquarters (Garfield Park Gold Dome)

185-acre Garfield Park, originally Central Park, opened in 1869 as the centerpiece of the West Parks system. In 1928, the West Park Commission constructed the "Gold Dome Building" in Garfield Park to provide a new administrative headquarters for the West Parks Commission.

Garfield Park Conservatory 300 N. Central Park Dr.

Considered revolutionary when it opened in 1908, the Garfield Park Conservatory was described as a work of "landscape art under glass." The structure replaced three small Victorian green houses that were built in the 1880s. Renowned landscape architect Jens Jensen designed the new conservatory. The structure, one of the largest conservatories in the world, was quite unlike its nineteenth century predecessors. Jensen wanted the exterior to emulate the simple form of a Midwestern haystack. Inside, he displayed plants in the ground as opposed to potted containers. After a period of inattention, the building entered a period of decline along with surrounding neighborhoods. In recent years, the Chicago Park District and a conservatory alliance have worked to restore the structure's former luster. The glass of the Palm Room has been replaced. A children's area, Monet garden and craft market have been added. *(courtesy Chicago Park District)*

Chicago Center for Green Technology (Rest Stop) 445 N. Sacramento

The Silver Shovel corruption scandal of the mid-1990s involved public officials accepting bribes to look the other way as construction debris and trash were dumped at this former west side factory site. By default, the city took possession of this office building after several officials went to jail. The structure was rehabilitated to be a showcase for 'green,' or environmentally benign, building design. Solar panel window awnings, roof plantings, recycled carpet, cork floor tiles and a porous parking lot are just some of the features of this innovative structure. The Chicago Department of Environment and a solar panel manufacturer occupy offices here.

Humboldt Park and Boat House 1301 N. Humboldt Blvd.

Humboldt Park, the last of the 3 west parks you'll pass today, includes a long meandering prairie river, a circular rose garden, a music court, and an impressive boat house. The boat house was recently restored and includes a Puerto Rican restaurant. This structure's originality of form, details, and craftsmanship marks it as an exceptional example of the Prairie School style of architecture. Its broad lines are integral with the sweeping nature of Jens Jensen's landscape designs for the park, and the building's wide arches frame dramatic vistas of the lagoon. The park is named after Alex von Humboldt, German scientist and naturalist. A statue of von Humboldt stands near the boathouse. *(courtesy Chicago Dept. of Planning & Development)*

L. Frank Baum Home 1667 N. Humboldt Blvd.

He authored more than 60 books, including the much-beloved 'Wizard of Oz.' *(courtesy Chicago Dept. of Cultural Affairs)*

Logan Square

In the late 1890's Logan Square was called Jefferson Township. Fruits and vegetables were grown and taken into Chicago by horse drawn wagons along Milwaukee Road, which was then called the Old Plank Road, because of its plank construction. Logan Square was settled in the early 1900's by immigrants who, through hard work, made their fortunes. Although many aspired to live on Prairie Avenue, Astor Street or South Shore with the 'old money' families of Chicago, the old aristocracy did not accept these newly-made millionaires as equals and did not want them as neighbors. These immigrants then decided to build their mansions along the beautiful boulevards throughout the neighborhood. Working immigrants built on the side streets. *(courtesy Logan Square Preservation)*

Illinois Centennial Monument in center of Logan Square at Kedzie Blvd, Milwaukee Ave. and Logan Blvd.

In 1918, Illinois celebrated its centennial by commissioning Henry Bacon, the architect of the Lincoln Memorial in Washington, to create a classical columnar monument topped by an eagle. Logan Square, one of the most influential neighborhoods in the state, was selected as the site for this memorial. Ever since, the eagle monument has symbolized both the Centennial of Illinois and the community of Logan Square. *(courtesy Logan Square Preservation)*

Rath House 2703 W. Logan Blvd.

Like his contemporary Frank Lloyd Wright, architect George W. Maher attempted to redefine American residential architecture. This building’s traditional box-like form is updated by a broad, hipped roof and stark window and door openings. John Rath, who commissioned the house, owned one of the largest barrel-making companies in the United States. Built 1907 (courtesy Chicago Dept. of Planning & Development)

Goose Island East/left across Division Street Bridge

Goose Island lies between parallel channels of the North Branch of the Chicago River. The easternmost channel was excavated for clay in 1853 by a company owned by Chicago’s first mayor, William B. Ogden. Its proximity to water made Goose Island an ideal location for industries from tanning to steel fabrication. Modern manufacturing processes and cheaper land away from the city led to decline in the middle of the 20th Century. A rebound of sorts has occurred as newer manufacturers search for access to labor. In the early 1990s the city of Chicago established its first planned-manufacturing-district zoning designation here to protect industrial employers from encroachment by residential developers. New companies on Goose Island include Republic Windows, Wrigley Research Labs and CTA.

600 W. Kinzie at Milwaukee Av. Blommer Chocolate

Loop and Near North Side office workers are often greeted by the sweet aroma of chocolate emanating from this local fixture. Blommer has been manufacturing chocolate for other brands and fundraising efforts since 1939. Be sure to check out the gift shop for the chocolate covered espresso beans. In addition to their Chicago headquarters plant, Blommer maintains facilities in East Greenville, Penna., and Union City, Calif.

Civic Opera House 20 N. Wacker Drive (at Washington and Chicago River)

A mixed-use structure, the Civic Opera Building houses both a 3,400-seat auditorium and more than half a million square feet of office and retail space. Its architecture clearly expresses its joint role as a civic monument to culture and commerce. The building’s Art Deco-style facade facing the Chicago River is shaped like an enormous armchair; its 12-story “seat” is the opera house, its 22-story “arms” are office annexes, and its 45-story “back” is the office tower. Critics at the time referred to the building as “Insull’s throne,” in reference to its builder, utility magnate Samuel Insull. (courtesy Chicago Dept. of Planning and Development)

**The Chicago Loop
Enter passing under ‘L’ tracks at Wells Street**
The Union Elevated Railroad constructed this double set of elevated tracks around the central business district in 1897. The ease of traveling from outlying areas to downtown Chicago had improved greatly with the construction of elevated railroads to the south, west and north sides. Getting through downtown and making connections between lines, separately-owned at the time, was another matter. The Union Loop made transfers easy as trains of the different companies could circle downtown where customers could make same-station connections with other trains. Train congestion on the Loop soon brought demands for modern subways. The Loop has survived several attempts over the years to dismantle it. Now an icon of Chicago, the Loop ‘L’ will be with us for many years to come.

Daley Center Picasso sculpture
The Chicago Picasso, an unpainted, three-dimensional, cubist sculpture standing 50 feet tall and weighing 162 tons, is made of Corrosive Tensile (“Cor-Ten”) steel, the same material used to build the Daley Center. Originally rust colored, the sculpture now nicely matches the one on the Daley Center building behind it. No doubt the most famous of Chicago’s many outdoor sculptures, the Chicago Picasso was unveiled in the Civic Center Plaza (as the Daley Plaza was then known), on August 15, 1967. Greeted at first with much scorn and ridicule, the Chicago Picasso nonetheless marked the beginning of Chicago’s love affair with contemporary art, a love affair that would help turn downtown Chicago into a veritable open-air sculpture gallery, with some one hundred artworks spread all around the Loop for Chicagoans to enjoy. (courtesy About,

Inc./Primedia)

Federal Plaza
This four-building complex, housing Chicago offices of various federal agencies, replaced a more classically-styled great domed building. These buildings, designed by Ludwig Mies Vander Rohe in 1959, represent the height of his minimalist international style ethic. Commissioned by the US General Services Administration, the plaza ran into budgetary difficulties, resulting in its long construction period. Note the giant red Flamingo sculpture by Alexander Calder.

**53 W. Jackson Blvd.
Monadnock Building**
The two halves of this building provide a unique perspective for examining the history and development of modern architecture. The north part—famed for its lack of traditional ornamentation—is a masonry, wall-bearing structure, the last skyscraper to employ this method of construction, with six-foot thick walls at the base. The south addition, on the other hand, is an early example of steel-frame construction, its underlying structure revealed through narrow piers and wide windows. Together, they mark the end of one building tradition and the beginning of another. Year Built: North half 1889-91; south half 1891-93, Architect: Burnham & Root; Holabird & Roche (Chicago Dept of Planning and Development)

**18th and Prairie
Prairie Avenue District**
This is an area steeped in Chicago’s history. In 1812, the area was the site of the so-called Fort Dearborn Massacre, where hostile Indians attacked a band of European settlers. Following the Fire of 1871, this became the city’s most fashionable neighborhood, home to the Armour, Field, Kimball, and Pullman families and once referred to as the “sunny street that held the sifted few.” Although many of the mansions were demolished in the mid-20th century, the remaining buildings provide a sense of the street’s former character. Two individual landmarks are located within the district, the Clarke House and the Glessner House. (courtesy Chicago Dept of Planning and Development)

**16th and Prairie
Site of Fort Dearborn Massacre**
Hostilities whipped-up between American settlers at Fort Dearborn (present-day Michigan and Wacker) and local Potawatomi Indians led to one of the more gruesome events in early Chicago history. America was at war with the British in the War of 1812. Indian tribes gradually formed alliances with the British, the Americans appearing to natives as invaders of Indian lands. After the British captured the U.S. fort at Mackinac, word came that settlers at Fort Dearborn should flee. On April 15, the settlers set foot with munitions and supplies for Fort Wayne, 163 miles to the east. They only made it as far as present-day 16th Street along the lakefront before being set-upon. Ninety-eight were killed and the fort was torched.

**2300 S. King Drive
McCormick Place**
Chicago remains the convention and meeting capital of the globe, and this building plays a significant role in retaining that title from upstarts like Orlando and Las Vegas. The four-building complex was built in stages beginning in 1969. Containing 2.2 million square feet of exhibition space, it will grow by 800,000-sq. ft. once a planned addition to the west is completed. The original McCormick Place, opened in 1960 next to the lake, elicited much controversy because it seemed to violate historic policy that the lakefront should be clear of all obstructions. The original building burned in 1966 and has been replaced by what you see today.

**2500 S. King Drive (center of median)
‘Great Black Migration’ Monument**
This male figure, with suitcase in hand, has planted roots in his new home, Chicago, after leaving segregation and oppression in the South. Look closely, the base is made of hundreds of shoe soles, worn out by many like him making the long trip north.

**2600-3300 S. King Drive
Lake Meadows and Prairie Shores apartment complexes**
Part of a massive urban renewal project undertaken in the 1950’s to clear what were acres of considerable slum housing, Lake Meadows and Prairie Shore were experiments in integrated, middle-income housing. Built to design ideals of the day, 15 high-rise towers were set in expansive greenswards

with new schools, streets and shopping centers.

**35th St. and Cottage Grove
Douglas Tomb**
U. S. Sen. Stephen A. Douglas, who died in 1861 at the age of 48, played an important role in the development of Chicago. He was an early investor in Chicago real estate, and his tomb stands on land that was once part of his 53-acre estate, “Oakenwald.” Douglas held numerous state offices, but became nationally known for his debating skill in the Senate and in his campaign against Abraham Lincoln in 1858. This tomb was built in 1881.

South Lake Shore Drive
Formerly Leif Erickson Drive, another legacy of the 1909 Plan of Chicago. This road and surrounding parkland were completed in 1930 and named Burnham Park. The still-present Illinois Central (now Metra and Canadian National) railroad originally formed the shoreline of Lake Michigan to the west. This 4-8 lane pleasure drive is regarded as one of the most scenic motorways in the world. It was re-named Lake Shore Drive after being joined to its northern counterpart in 1937 with the completion of the bridge over the Chicago River. “The Drive,” as it is called by locals, just underwent a \$162 million reconstruction that includes 14 acres of new green space and new landfill.

**5501 S. Lake Shore Dr.
Promontory Point**
Originally conceived as part of Burnham and Bennett’s Plan for Chicago of 1909, Promontory Point was constructed on landfill and opened to the public in 1937. Noted for its castle-like field house, open lawn and expansive vistas, people from all over the South Side use the Point for water sports, dog walking, strolling, jogging, biking, and family events. Many weddings are conducted at the field house. (Courtesy Blair Kamin, Chicago Tribune, Feb. 2001)