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Plan to Re-Route Milwaukee Avenue Around Libertyville

Routing of Milwaukee avenue around the west side of the village and the widening of the highway from 21 to 40 feet were the outstanding recommendations made at the conference of officials of the Chicago Motor club with Libertyville officials and business men, in a meeting at Wayside Inn in Libertyville last week.

Traffic congestion inside the city when Chicago's holiday crowds start traveling to and from the lake region, slows travel and endangers Libertyville's pedestrians, it was explained.

Difficulties of securing additional land necessary for road right-of-ways was also discussed at the meeting.

The motor club representatives were welcomed by Mayor E. V. Corlett and by Roy Wright, president of the Libertyville-Mundelein chamber of commerce.

Among the Libertyville and Lake county leaders who spoke at the luncheon were Attorney Ben Miller, R. C. Gridley, N. E. Armstrong and State Senator Ray Paddock, Wauconda.

At the suggestion of Mr. Gridley, those attending the meeting recommended that a permanent committee of chamber of commerce leaders and representatives of the city council be chosen to campaign for a general widening of state highways and better traffic regulations.

New Motor Coach Route North and South, Plan

Establishment of another motor coach line in Lake county by the Metropolitan Motor Coach company, which will have its northern terminal at Gurnee and its southern terminal at Chicago, was approved by the Illinois Commerce commission last Thursday.

The coaches will start from the intersection of Milwaukee avenue and Grand avenue in Gurnee. They will proceed south on Milwaukee avenue to River road and then south on the River road to Maywood, then east on Lake street to Wisconsin avenue in Oak Park, then south on Wisconsin avenue to Washington blvd., then to Garfield park, south through Garfield park to Jackson blvd. and then east to Michigan blvd., and then south to the Union bus terminal on Roosevelt road.

The motor coach line is being established with the restriction that the coaches shall do no local business in any towns now served by the Chicago and West Towns railroad or within Chicago when served by the Chicago surface lines or between dam No. 2 and Higgins road, now served by the United Motor Coach company, but such restrictions will not apply to picking up passengers in one zone or delivery in another.

The establishment of the line will afford another north and south line while the same company recently obtained an order to abandon eight east and west bus lines in the county.

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