

Evolution of Historic Medians

INTRODUCTION:

It is not yet possible to identify the origin of the medians in the historic portion of Colorado Springs. Available sources include City Council minutes from the turn of the century, the Civic League Bulletin, issued sporadically after 1910, the "General Plan for the Improvement of Colorado Springs," completed in 1912, and newspaper accounts recorded on microfilm in the Penrose Public Library. Undoubtedly there are news items that have not been located that will add to the products of current research, but limits of time do not allow the page by page examination of each day of the local newspaper. What follows is a history based on an analysis of available facts.

Background

OVERVIEW:

The presence of medians probably began with the decision of the town founders to provide for wide streets. The plat of the original Townsite specified street right of ways of 100 feet for streets and 140 feet for avenues. Avenues alternated with streets when aligned in a north-south direction, and for east-west roadways, there were two streets between avenues. Intended to preclude the possibility of traffic congestion prevalent in Eastern and European cities, the generous width traditionally has been attributed to Gen. William Jackson Palmer, who intended to allow a multiple horse carriage to turn around without having to back up.

The roadways were originally dirt. The soil included little clay, so the inevitable mud was not a major concern. Over time however, inhabitants objected to pools of rainwater and subsequent dust. Local quarries were developed to provide gravel for the streets. A street sweeping district was formed to remove animal droppings; in the early days, Colorado Springs was devoid of trees, so leaves and dropped limbs were not a problem. Weeds and grasses probably did appear in roadways in the center of town, but dust continued as the primary concern. Circumstances were different at the edges of the settlement. The full width of the streets was not needed for traffic, which consisted of horses and wagons. Pathways 25 to 30 feet wide developed. The centers of the roads became overgrown with weeds.

The edges of the north-south roads were first improved with the 1872 extension of the El Paso Canal, an 11 mile diversion of water from Fountain Creek that provided irrigation along Cascade, Nevada, Tejon and perhaps Wahsatch. Cottonwoods from the Arkansas River Valley were transplanted in 1872 along the wood ditches that were dug on the east side of Cascade and each side of other streets. William Lennox, a noted local businessman, recalled that his first job in Colorado Springs was digging holes to plant these trees on the east side of Cascade, north of Pikes Peak avenue. It is possible that trees were planted in the middle of the right of way as well. Photographs from the turn of the century reveal substantial trees in the middle of Cascade and Nevada, irrigated by narrow ditches.

June 7, 1899 The Gazette Weekly "Pikes Peak Must Have Rain"

The trees on North Nevada Avenue, recently set out, were rejected by the council and the bill for the same declared disallowed. ... (Alderman) Sommers (Chairman of the committee on public grounds and buildings) then asked for instruction as to the care of newly parked land in the streets. He wanted to know whether the City or those who did the parking were to take care of it the first season. The sense of the council seemed to be that those setting out the trees or grass would care for the same until a good sod has formed or during its first season. ... Mr. Sommers said there was a question who should care for the park in Nevada Avenue between Pikes Peak and Huerfano Streets. He said it had always been cared for by the firemen, but that they would not take care of it this year and as a consequence it was dry. He said the committee on public grounds would keep the grass cut there if the firemen

would keep it watered, but that they refused. Chief Batz was in the room and stated that the boys had not been aware that the committee would cut the grass. He said that formerly the committee had given the firemen \$10 to purchase flowers to set out in this little park, but that this year the money had been refused. The firemen, he said, were now caring for the 50 feet in front of their building but not for the whole block. Mr. Sommers said he guessed if the firemen would water the grass they could resume diplomatic relations and that was the general impression...

Initial Improvements

OVERVIEW:

The first identified reference of a landscaped center occurs in an article in The Weekly Gazette in June 1899. A report on City Council proceedings noted newly parked land in the Nevada Avenue. The "park" referred to the placement of trees and grass. Later in the article, there was reference to a "park" in Nevada Avenue between Pikes Peak and Huerfano (now Colorado) Avenue, and controversy involving its maintenance by firemen. Coincidentally, 1899 was the date that the first automobile visited the City.

These parks were most likely center parks, what are now known as landscaped medians. This is inferred by a June 1905 newspaper article, that referenced an anticipated experiment with side parking that was to occur on Fifth Street (now 13th Street) south of Colorado Avenue. The same article reported General Palmer's request to Mayor Hall requesting permission to side park Cascade Avenue on The Colorado College Reservation (between Cache la Poudre and San Rafael Street). It was thought these endeavors would reduce the dust and improve the appearance of the streets. If side parking was an experiment in 1905, references to existing parking in the street must mean center parking.

At the beginning of 1905, the Colorado Springs Evening Telegraph Annual Edition noted that six blocks of one avenue had been improved with parking and paving; it possessed the only special tax assessment in the City, and plans for another eight blocks were being readied. Unfortunately, the name of the avenue and the specific location of those six blocks was not identified. The most likely candidate is North Cascade Avenue which, on a 1912 map, displays ovals in the right of way that corresponds to the current landscaped medians. The ovals probably indicate concrete curbing that enclosed the planting area.

In June, the daily newspaper printed an editorial calling for public discussion of the idea of paving the business streets of the City. Side parking would be placed on the less traveled streets, such as Bijou, to reduce the cost of paving, but such streets as Pikes Peak between Cascade and Nevada would be fully parked.

The next month, Colorado Springs was visited by the National Good Roads Association, who convened to investigate the roads in the area and provide opinions regarding the best methods of maintaining streets. The National Association, represented by ten experts, traveled throughout the west engaging in a "campaign of agitation, education and organization leading to legislation" involving municipal improvement. The convention provided a series of inspections, lectures and meetings.

Charles Mulford Robinson, secretary of the Municipal Art League of America, arrived for the meeting and prepared a report that was presented to the City Council. That report, reproduced by the local paper, was the first plan for coordinated municipal improvements in the City. In it, Robinson predicted the future of the City.

"To be a pleasure and a health resort is, therefore, its destiny; and to be the Mecca of the beauty-lovers, of the travelers; the Switzerland that beckons the multitudes of the east across the rolling prairie of their own great country, to drink their fill of its marvelous scenery, instead of crossing tempestuous seas to mountains that are no grander than the Rockies."

Robinson analyzed several north-south streets and prepared individual recommendations. He noted that three blocks of Wood Avenue had already been parked from The Colorado College campus to

Astoria (most likely Columbia Street) with grass, maple trees and a high crown, but without a concrete curb. This was the area to be known as Millionaire's Row, named for those Cripple Creek gold camp millionaires in the late 1890's who invested a portion of their fortune in mansions. North Cascade Avenue exhibited a more elaborate and expensive system of central parking, with concrete curbs and shrubs. These were probably the result of the special assessments noted earlier.

Robinson advocated the continuation of improvements on North Cascade Avenue for South Cascade. Middle parking had already been placed on Nevada Avenue, except for the two blocks of the college reservation, which contained the trolley line forced eastward from Tejon Street by the deliberate placement of Palmer Hall. Robinson favored filling in this gap with turf. Weber street was proposed for side parking, and central parking for Wahsatch. Side parking was proposed for all but five east-west streets. East Platte already had a small portion of center parks and this was to be expanded. Pikes Peak Avenue, in the downtown area, was proposed, as was Kiowa Street west of the Colorado School for the Deaf and Blind and Costilla Street as it approached Prospect Lake. Colorado Avenue, on the west side, was proposed for middle turf next to the trolley tracks. As an aside, he noted that Walnut street had a natural parking already under way. No evidence of this element remains today.

Beautification was not the only reason for these improvements. Robinson favored street parking as an opportunity for cost savings in both construction and maintenance -- as opposed to paving the entire width of streets. It was noted that the costs would be borne by abutting property owners, as they would directly benefit from the improvement. Avenues of 140 feet in width were to have both middle and side parking; those of smaller width were to display side parking. Robinson cautioned that irrigation would be needed for care of the plantings, and strongly endorsed the use of native plants in natural groupings.

January 31, 1904 Colorado Springs Evening Telegraph Annual Edition

The general parking effects on several of the main boulevards..."parked avenues"...

January 31, 1905 Colorado Springs Evening Telegraph Annual Edition

There is no special assessment of any nature whatsoever levied upon city property (except for six blocks on one avenue for a parking and paving improvement), ... Plans are before the city council for the beautification of about 8 blocks of a principal avenue, including the parking, paving and otherwise improving of this section...

June 6, 1905 Colorado Springs Gazette

In the short speeches made by members of the Merchants' Association at the smoker given a few evenings ago there was evident a strong sentiment in favor of paving the business section of the city. There is little doubt that a majority of the taxpayers would indorse the idea if the work could be done in a substantial way and at a cost that would not be burdensome.

The most traveled streets are Tejon between Platte and Vermijo avenues, and Pike's Peak between Cascade and Nevada. These portions of the two streets certainly should be paved as soon as possible, and at their full width, for even if the entire available area were not needed it would be impracticable to park them. Other streets which should also be paved are Cascade and Nevada between Bijou and Cucharas, and Bijou, Kiowa and Cucharas between Cascade and Nevada. The paving on Huerfano street should extend from Nevada avenue to the viaduct.

Perhaps it would not be necessary to pave the entire width of some of these streets. Traffic on Bijou,

for example, is comparatively light, and it would be practicable to lay out a grass plot on each side, ten feet in width, thus greatly improving the appearance of the street and materially reducing the dust area. The cost of paving would also be lessened, which after all, is the main consideration.

The streets in the business part of Colorado Springs will have to be paved some time, and the sooner it is done the better. The first object to be attained is the abatement of the dust nuisance, which is always worst in this part of the city. The dust is not merely intensely disagreeable to everybody, but it causes heavy damage to merchants, especially to dealers in dry goods and other goods easily injured by dirt. Paving the streets would solve this problem for all time, and it would also cut down the heavy expense of sprinkling.

The question of the choice of material invites a wide range of discussion. Asphalt would of course be the most satisfactory, but it would also be the most expensive, and unless the area of the streets were considerably reduced by parking, the cost of asphalt paving would be prohibitive. Disintegrated granite is the cheapest and most available material, for unlimited quantities of it may be had along the Short Line tract at a price which would probably be no greater than the cost of excavation and carriage. The Street Department has already experimented with this material on South Tejon street, between the Railroad viaduct and the Fountain Creek bridge. It makes a firm, substantial road, but is almost as dusty as the ordinary gravel used up town. For this reason the disintegrated granite would not make a wholly satisfactory pavement in the business district unless a way could be found to render it dustless.

The question is an interesting and highly important one, and it is time the people were beginning to think of it seriously. The Gazette opens its columns to a free discussion of the subject in the hope that valuable ideas may be brought forward.

June 28, 1905 Colorado Springs Gazette

Drive on Section of Fifth Street to Be Reduced to 35 Feet With Parking on Sides --- General Palmer to Park Cascade Avenue Through College Campus.

The street department of the city is preparing to grade two blocks of Fifth street, south of Colorado avenue, as an experiment along the lines suggested in the Gazette in an editorial published Tuesday, June 6, entitled, "Time to Think of Street Paving." The article in question suggested, as an economic proposition, that the roadway of the streets be cut down by parking a portion of the driveway upon either side.

Fifth Street is 80 feet in width and Chairman Hodden proposes to reduce the driveway to 35 feet leaving a space of 22 feet upon either side extending from the irrigation ditch to the property line. Six feet of space will be used by the sidewalk, while a strip two feet wide will reach from the property line to the sidewalk, leaving 14 ½ feet for a grass plot extending from the sidewalk to the ditch.

If the improvement is approved by the Council and the citizens, then an ordinance will be introduced to take the place of that presented to the Council at the last session. The new ordinance will make the driveway on a 50-foot street, 25 feet wide; on a 60-foot street, 30 feet wide; on an 80-foot street, 35 feet wide; on a 100-foot street, 40 feet wide and on avenues of 140-feet the driveway will be 64 feet wide.

In line with this idea, General W. J. Palmer recently addressed a communication to Mayor Hall asking permission to park the sides of Cascade Avenue for two blocks extending through the college reservation, reducing the driveway to 60 or 64 feet. By the adoption of this general plan it is believed the matter of macadamizing the streets and settling the dust nuisance would be quickly and easily settled and the general appearance of the streets would be vastly improved.

July 24, 1905 Colorado Springs Gazette

Will Be Attended by President W. H. Moore of the National Association and Party of Experts --- Will Result in New Era of Municipal Improvement.

A convention of the National Good Roads association will be held in Colorado Springs next Tuesday afternoon and evening.

At a meeting of a dozen of the representative citizens of Colorado Springs at the Chamber of Commerce yesterday afternoon, it was decided to extend an invitation to the Honorable W. H. Moore, president of the association, to come to Colorado Springs next Tuesday.

Mr. Moore will be accompanied by a party of eight or ten experts. They are coming here to investigate the roads and conditions in the vicinity and during the convention will give their opinion as to the best methods to be pursued in maintaining the streets and roads of the city.

Wellington H. Loucks, of St. Louis, organizer of the National Good Roads association, arrived in the city yesterday afternoon, and a hurried meeting of members of the board of county commissioners and city council and representatives of the Chamber of Commerce, Real Estate Exchange, El Paso County Good Roads association, and Colorado Springs Automobile club, was held at 3:30 o'clock. Great enthusiasm in the good roads movement was shown. Those who attended the meeting were D. V. Donaldson, J. A. Hayes, Henry Russell Wray, Henry Leb Wills, C. P. Bennett, F. W. Giddings, F. L. Rouse, J. P. Madden, A. M. Holden, F. S. Tucker, Dr. C. A. Holder, W. J. Batchelder, Harry T. Lowe, R. J. Verner, K. M. MacMillan and P. B. Stewart.

The meeting resolved itself into a committee of the whole to extend an invitation to the good roads men to visit the city and hold a convention here on Tuesday. D. V. Donaldson was elected chairman and Henry Russell Wray secretary. A committee consisting of D. V. Donaldson, Henry Russell Wray, F. L. Rouse, A. M. Holden and Dr. C. A. Holder was appointed to make arrangements for the convention. The necessary guarantee of \$150 was unofficially guaranteed by the county commissioners and city councilmen present at the meeting.

Mr. Loucks, in a speech, explained that the good roads people are traveling through the west conducting a campaign of agitation, education and organization leading to legislation. The committee of experts will look over the roads and streets to the city, inspecting present construction and methods, and the material at hand, and will suggest the best methods to be followed in the future.

Dr. Holder, president of the Automobile club, stated that the automobilists are especially interested in the Denver-Colorado Springs boulevard and that he was confident that the clubs of Colorado Springs and Denver would be willing to raise between \$10,000 and \$15,000 for that work, intelligently done.

The special train will be met Monday afternoon at Palmer Lake by several members of the Automobile club, county commissioner and others. The experts will be escorted in autos to this city, inspecting the county road on their way here. The remainder of Monday afternoon - and Tuesday morning they will spend in rides and drives through the city and county, viewing especially the bad roads and streets.

The convention will be called to order at the Temple Theater at 2 o'clock. Tuesday afternoon. Mayor Henry C. Hall presiding. The evening session will begin at 5 o'clock. J. A. Hayes, president of the El Paso County Good Road association, presiding. The afternoon meeting will include the following addresses. "The National Good Road Movement," Hon. W. H. Moore, addresses by Col. T. P. Rixey, lectures on the national association by Senator A. S. Mann, of Florida, and Hon. Chas. G. Canfield, of Ohio, and "Practical Road Construction," by Hon. Wm. Eradburn, consulting engineer of the national association.

In the evening, Col. T. P. Rixey and Hon. W. H. Moore will deliver a stereopticon lecture on "Roads of the World." During the meetings, the experts will make their report on local conditions. The general public is invited to attend both these meetings and the adjoining towns of the county are invited to send delegates.

The El Paso County Good Roads association will presumably become a branch of the National association during the convention conference and at Denver on Thursday and Friday a state convention will be held at which the county associations will be merged into a stronger branch of the national. Colorado Springs will send delegates to the Denver convention.

It had been planned to hold the local convention last week, but it was postponed on account of the fact that Charles Mulford Robinson, secretary of the Municipal Art League of America, will be here next week, and it is hoped in having all these experts here at the same time greater results will follow. Mr. Robinson will arrive today and will be here several days to make suggestions in regard to future parking and municipal improvements.

August 2, 1905 Colorado Springs Gazette "Would Transform Streets Into Lanes Of Greensward"

Charles Mulford Robinson, Noted Expert, Outlines Elaborate System of Parking In His Report to City Officials.

The plans of Charles Mulford Robinson, the noted good roads expert, for the improvement of the city's streets, were last evening presented to the city council by Mayor Hall. The plans are so comprehensive and suggestive that the full report is herewith given for the guidance of property owners:

To His Honor, the Mayor, to the Members of the City Council and of the El Paso County Good Roads Association:

Gentlemen: - In compliance with your request, I have made an examination of the principal streets and avenues of Colorado Springs, with a view to making suggestions regarding their aesthetic development by parking or otherwise. In the opportunity offered and the inspiring surroundings and promise of the future, I have found the problem more interesting than I anticipated.

The question whether the broad streets of Colorado Springs may properly be parked is not to be settled entirely by the relation of their breadth to the traffic offering or promise. In greater degree than usual the question is to be carried back for answer to such fundamental considerations as the nature of the city, the purpose of its existence and the future that is in store for it. I shall indicate very briefly a few thoughts on this matter, considerations that must be familiar to you all, but that have so important a connection with the subject in hand that they cannot be passed over.

City Characteristics.

Colorado Springs is not and does not aspire to be, a manufacturing city; it is not a great trading center, and it is not a capital city. Its two great possessions are its air and its scenery; the one notable for its life-giving qualities, the other, for the inexhaustibleness of its beauty and grandeur. To be a pleasure and a health resort is, therefore, its destiny; and to be the Mecca of the beauty-lovers, of the travelers; the Switzerland that beckons the multitudes of the east across the rolling prairie of their own great country, to drink their fill of its marvelous scenery, instead of crossing tempestuous seas to mountains that are no grander than the Rockies. And catering to these two great classes, Colorado Springs will find a third coming here to make its home - the growing leisure class - made up of the well-to-do who can live where they please, wherever the world seems to them at its best and life to be fullest of satisfaction. With these three sources of strength, numerical and financial, must come the army of workers to supply their wants.

This way, then, lies prosperity, culture, wealth and growth. It is given to a hundred cities to be manufacturing centers, but what do they make that is comparable with your scenery and your air; it is given to many communities to grow rich by the exchange of commodities, but what can they sell as precious as health or as beautiful as the mountain views that you offer to those who come to you; it is

given to a few places to legislate for the increased security and happiness of people, but your season does not end with a legislative session nor are the security and happiness you offer dependent on party caucuses. The class in which is to be put Colorado Springs is very small, very highly favored. It is for you to accept gladly its conditions and the responsibilities and obligations it involves. Only in proudly doing this, will you be true to yourselves.

Successfully to do it, you must be, to a large extent, individual in your methods of development, you must not look to this city or to that city where conditions are different and try to be as they are; but you must consider what are the local requirements and try to meet these.

A Salon De Reunion.

Now, scenery and air are the two great products of Colorado Springs. The life to which you invite people must be largely a life out-of-doors. Your climate is delightful the year round, and to live in the sunshine, which with you is so abundant, means happiness and health to many of your citizens. With you, therefore, the function of the street is not the same as in most other communities. You are to make it not merely a means of communication for going from one point to another, but in the fitting of the street to the city's needs you are to have the conception of it that is familiar in cities of southern Europe. That is, you should make it an out-of-doors room, inviting people to loiter there, to sit in the sunshine and enjoy the views. The French have a term which they sometimes apply to the street in this connection. They call it the Salon de Reunion. This is the view of it that you should take in Colorado Springs. Each street should extend the invitation that will be so beautifully extended by Monument Valley park when the trees have grown larger there.

This is the philosophical phase of the question. It is what Colorado Springs ought to do to fit its streets best for the transaction of the city's business. Coming to the practical side of the question we find the streets and avenues very broad. There are thoroughfares of one hundred and one hundred and forty feet in width, where the density of traffic is and must be always light. On many of these streets the driving has worn a roadway of but twenty-five to thirty feet and the rest of the road is a waste of dust, or is overgrown with weeds and grass, or at best, is kept in order only at great expense. You have the need for parking to make these streets beautiful and attractive, and you have the opportunity for it in great width where the traffic requires but little. The question narrows down to the kind of parking required.

In this matter I do not think it wise to make any single rule that shall apply to the whole city. The streets of the city should have the individuality of the rooms of a house. They are not all utilized for the same purpose; they are not all inhabited by the same kind of people; they do not all command the same views; they are not all of the same width, differ from one another in various other conditions. Premising the general considerations which I have named, I would make the following recommendations and suggestions:

The Main Axis.

The main axis of Colorado Springs is north and south and your more important and prominent residential streets are, and are to be, those running north and south. This tends always to be the rule, since the houses located on such streets have the advantage of receiving the sun on two sides. Because sun means so much to many of your residents, this must be especially the case here. Furthermore, the north and south streets command here the finest views of the mountains and you have made them the broad avenues. For these streets I would recommend as a rule, central parking. This gives a statelier appearance than the side parking. It emphasizes rather than lessens the apparent breadth of the street and it will lend itself more readily to a treatment inviting enjoyment of the views and a life out of doors. If we can arrange a central walk, or put seats in the middle of the parking, people will have less hesitation in strolling and sitting there than they would have in doing so directly before a house. In this central parking, speaking generally, I would be chary of the trees lest these shut out the view; and in your climate you have no need ...(indecipherable)... the street trees, let me strongly disapprove of the present method of mixing maples and elms where you are supplanting the cottonwood with these. On a single street, you should adopt a single variety. Plant the elms on one street and maples on another, if you will, but do not mix them. And give to the trees, plenty of room to grow; strive to put them in the center of parking rather than at its edge. Between

deciduous trees here, I would advise a space of not less than forty feet, and if you can get grass on both sides rather than on one side only, you will find the trees doing better.

A Noble Street.

The most westerly of the north and south avenues that are east of Monument Valley park is Wood avenue. It is a noble street, a hundred feet wide, and its location should assure it a superb view of the mountains. The reason that people live on it is that they may see the mountains. For a distance of three blocks from its terminus at the college grounds to Astoria street, a parking has been put down the center of the street and strikingly distinguishes it. It is so much better than the waste of dust beyond that one hesitates to criticize; and, a strip of greensward planted with trees, it has at least the merit of uniformity in their planting. The trees are all maples. The houses are pretentious and the sidewalk treatment is correspondingly good. There is a strip of well kept turf between the walk and lot line, a six-foot walk, which, by the way, is an excellent width on most residential streets, and then six feet of lawn between the walk and curb. All this is correct and I have no change to recommend until the central parking is reached. That is too narrow, it has too marked a crown, and it was a mistake to put trees on it. On the three blocks already parked, I would advise the widening of the middle parking by eight feet on each side. This street having no important outlet will never be a thoroughfare sought by through travel. Its future, and its beautiful future, is to be a fine residential street, sought for its scenic advantages. In thus widening the parking, the trees will be better protected, their roots better nourished, and if you are to have trees at all, you want good ones, and the crown of the parking can be thus diminished. A five-foot gravel walk might with advantage, I think, be then put down the center of the parking. It would be an undoubted attraction here, it would be entirely appropriate, and it would distinguish the parking on Wood avenue from that on other streets and would emphasize the avenue's claims to consideration. I presume this will seem a radical suggestion and one not at once popular, but I believe that if carried out it would soon find favor. A tapis vert would be preferable, of course; but where it is necessary to nourish the lawns to carefully, it would be out of the question to allow walking on the grass.

Irrigation Problem.

As to the irrigation problem here, the widening of the parking would add no new difficulty; and as to the proportionate narrowing of the two roadways, the most cursory glance will show that the eight feet to be added on each side of the middle parking is now undriven upon, and tends to go of itself to grass and weeds in spite of care. Beyond Astoria street, where parking is yet to be done, the middle strip should be continued at the new depth and even at the cost of an unfortunate diversity in the treatment, I would not plant trees upon it. It will be observed that where, in the existing parking, the trees are fairly well grown, they already shut out completely the view of the mountains from the east walk. That certainly is not the end to be desired in the beautifying of this street. The ideal treatment for the middle parking of Wood avenue, which can presumably be now carried out only north of Astoria street, is a thirty-six-foot strip of greensward, with a low crown, for aesthetic reasons as well as that it may better hold the water, a five-foot walk of pink granite gravel down its center, this making a delightful and decorative contrast, and the planting on the greensward confined to those low native plants of which this locality affords so great and beautiful a variety, and which needs relatively little petting. Let the planting here, where the great view is of nature in all the wildness and beauty of the Colorado mountains, be of silver sage, of "baby's breath," of the columbine, matrimony and the penstamon. Wood avenue, with its great view and its parking thus developed, would be one of the beautiful residential streets of the world; and to gain the result there is needed no large expenditure and no achievement in irrigation that has not been already successfully accomplished on this street.

Cascade Avenue.

Coming now to Cascade avenue, the next east, we find a great through thoroughfare and the show street of the city. For a considerable distance on its northern section an expensive and elaborate system of central parking has been already installed. This is a feature to be reckoned with, and with such modifications as would add to its beauty, it ought to be continued. A uniform extension of the system north from Bijou street, where the business portion may be considered to begin, to the city limits, is desirable, so giving a sumptuous appearance to the whole street; enhancing its dignity by not breaking it into sections, as a change in the parking would do; and by its division of the traffic into

north bound and south bound streams, serving the travel better than would even a somewhat wider single roadway. This is the logical and consistent thing to do on North Cascade avenue. Another, plan, however, has been drawn up for that portion of the avenue which cuts the college grounds; and because this may be carried through and will then create an entirely new condition, an alternative plan must be presented.

Central Parking.

Considering first the central parking, it will be necessary if continuing it to modify as little as possible the present treatment. The character of this is extremely formal. There are very conspicuous cement curbs, both at the gutter and around the middle parking, a well graded central strip of greensward, to which the curb gives neatly rounded ends at the street intersections. This is planted most prominently with roses, interior beds of geometrical design contrasting none too well with informal clumps at the ends and at intervals on the sides. It is practicable to make small changes that will improve the effect without essentially altering its character. For instance, on the rest of North Cascade avenue, if this middle system be continued, there should not be so wide a separation at street intersections between the strips of parking. There is no necessity for so much intervening space and an examination of the lines of travel will show how much closer together the strips can be brought, with very great gain in the streets effectiveness. On the portion already parked, it is hardly to be expected that the existing condition will be changed; but it could be much improved even there by placing in the center of each intervening desert, an electric light standard. The present suspended system is not good, having a temporary appearance not in harmony with the substantial character of the street's development. The light would be suitably placed at the confluence of the streets and a well designed iron standard here on a rounded one-foot high cement base, would be an ornamental and striking feature that would seem to explain the wide breaks. In the parking itself, I would advise no change except the elimination of geometrical designs in the interior beds. Shrubs never grow in diamonds and crescents. Rounded or oblong clumps would carry out the same general effect as at present with better taste and in better harmony with the planning at the ends and sides.

Curbing.

As to the present very prominent curb at the irrigation ditch, designed as I am told as a site for hitching posts, that is too bad a feature to be continued. Indeed, it is well to remember, in the development of streets in all parts of Colorado Springs that while curbing is necessary, aesthetically as well as practically, with brick and block pavements, it is by no means appropriate artistically where pavements are of gravel or macadam; and often times is not even a good thing practically, since it prevents surface water from reaching the turf and trees that it might otherwise do much to help. For that reason, the lack of curbing around the middle parking on Wood avenue, for example, is to be commended. In the case of the irrigation ditch on North Cascade avenue, there is of course a necessity for a curb, but we should not emphasize any more than we have to, in adorning the streets, this wholly utilitarian feature, and we must reduce its width and prominence as far as we can. But this does not mean that it may be ignored, or left to haphazard development. As an engineering feature, the curbing is to be managed in an orderly, uniform and permanent fashion. To secure this result, with your system of curb construction by the property owner, there is need of an ordinance requiring curb and gutter to conform to a specified standard. On a park-like residential street, the curb will look best if made of concrete. There is hardly need of saying that wooden ditches ought to go. Rotting quickly, they have little practical value, and in their slipshod appearance and speedy gathering of dirt, they promptly become an eyesore, unworthy of a city such as yours. In most cases your ditch or gutter, can be advantageously constructed of brick placed on sand.

Darling of the City.

This slightly modified and improved middle parking carried through North Cascade, will give that street a very rich appearance, and with its closely cut turf, its gleaming curb, its profusion of delicate roses and garden shrubs, the thoroughfare will seem to be, as doubtless it is, the darling of the city. To carry out the same treatment on South Cascade avenue would be desirable, if feasible, for then we should be calling attention to the relative length and importance of this whole street. But if this be not practicable here, or at the extreme northern end I would not give up the middle parking, but would only change its form. I should advise a setting apart of a middle strip corresponding in width to that

now reserved, and that instead of planting this in turf and roses, it be raised some ten inches above the roadbed and frankly graveled. Along this graveled reserve, seats should be placed at intervals on South Cascade especially, and at the ends of the strips, where cross streets intersect it, and now and then between the ends, there should be planted groups of the hardy native low conifers which grow with little care and which in the variety of pines, of cedar and blue spruce, lend themselves so readily to effective planting.

The obvious unity thus given to the whole street, the development only changing with the character of the street while the engineering features remain the same, presents another and strong argument for no change from middle to side parking on the northern section of the avenue. But if that change be made at, and through the college grounds, I would advise that in further development of North Cascade avenue, the middle parking be continued north from its present northern terminus and the side parking continued from the college grounds to Bijou street. In this side parking, for which plans have already been drawn, I would urge that the width of the walk be changed from ten feet to six feet, which is quite broad enough and the usual width on parked streets, and the width of most of the concrete walks already laid, and that the central roadway be cut down from sixty-two feet, as planned, to certainly no more than forty feet. In this connection, it may be remarked that Mr. Bradburn, the engineer who accompanied the Good Roads people at their recent meeting here, expressed the opinion that thirty-two to thirty-six feet was wide enough for the pavement between curbs on a residence street, even in this city of very broad streets. I may also add that in some parked and thickly populated streets of Philadelphia and of most Eastern cities, a twenty-five foot roadway is quite common, and that it is the judgment of a Chicago landscape architect of considerable experience in street building that "where there are no street car tracks, experience has shown that thirty-two feet is ample width for a thickly settled residential district." So, in cutting down the proposed breadth of the central roadway, if side parking be adopted, from sixty-two feet to forty feet, we would at least be running no risk of over-crowding; and would be even allowing some ten feet more than necessary, as far as the traffic is concerned, or than is usual. But we could afford to be generous on so a wide a thoroughfare, and especially because at the meeting of the systems of middle and side parking they would blend more naturally if the middle roadway did thus nearly approximate the width of the middle parking. At this junction point, the divided roadways would be brought in sweeping curves, outlined by the curved end of the side parking, into the corresponding central roadway.

Tear Down Fences.

Whether or not side parking be adopted on this portion of Cascade avenue, a very important work remains to be done at the curving street intersections on the west side of the avenue between Park place and Cache la Poudre. In very few cases has this happy and perfectly obvious opportunity been well handled, and even at Boulder Crescent, where a pleasant triangle of grass has been established, it is essential for good effect to tear down the fence that now surrounds it. These triangles, however established or maintained, should appear as part of the street, and the neighborhood public spirit that looks after them will not hesitate at that slight further step. In the case of these curved street intersections, considering them as a group the principal to be insisted upon is that the streets do, and must be allowed to curve. They must not be brought at right angles into Cascade avenue, like the other intersecting streets, and their angles added to the side parking. They must follow their natural curve, to the right and left, into Cascade avenue; and if the intervening space be not large enough for landscape treatment, even a clump of bushes would be good, there will at least a room for a boulder, or a lighting standard. In the corners of the present triangle at Bijou street, shrubs should be planted.

Turf Car Tracks.

On Tejon street, the next east, I think the best thing to do is to put turf between the car tracks and for at least two feet outside of the outside rail. Indeed, the ease with which grass can be here looked after, thanks to the trolley sprinkling system, the gain of the consequent absence of dust and the lessening of noise as ...(indecipherable)... the amount of work that you ...(indecipherable)... otherwise before you ...(indecipherable)... treatment for all streets outside the small business section that have car tracks. Except where travel is heavy, and on the wider avenues three to four feet of grass outside of the track would be better than two. Beyond Tejon is Nevada avenue and north and south on this a system of middle parking has been already installed. The street is so well to the east that there is no scenic objection to the trees here, and they offer a pleasant variety of treatment that has already

delightfully individualized this street. But the parking here is open to the same constructive objections as that at present placed on Wood avenue. As in that case, the middle strip should be widened on each side and the crown reduced. This will add very much to the appearance of the street; it will be better for the trees and involve no increased cost for maintenance. When North Nevada avenue passes the college grounds, the parking has been interrupted to make room for the street car tracks. Here, certainly, the right-of-way should be turfed, that the parking may seem to be continued and for this short distance, only two blocks, the company should be required to dispense with the present trolley pole system and use the double armed, single iron pole between the tracks. This will pleasantly carry on the line of the trees and with the grass, will restore this short section of the street, some of the charm of which it has been robbed.

On Weber Street.

Beyond Nevada avenue lies Weber street, a hundred feet wide. Because it is one hundred instead of one hundred and forty, and because for all the thoroughfares west of it, middle parking has been recommended, I would here suggest side parking as a pleasant change. It will also be easier to irrigate. I would advise a thirty foot roadway, eighteen feet of parking on each side of it, between road and ditch, a six-foot walk three feet from the lot line and the balance in walk parking. If ...(indecipherable)... the road parking there be scattered groups of native shrubs, such as the spirea, the dwarf oak, yucca, etc., the stretch of greensward will be pleasant to the eye, will seem more decorative and will be easier to keep in order.

For a considerable portion of the more important part of Wahsatch avenue there is a car line through the center of the street, and this invites the central parking already described where car tracks cut a street.

We may take up now the east and west thoroughfares. These as distinctly cross streets, with the mountains offering a beautiful vista at one end, but lending themselves to no panoramic view, as on the more westerly of the north and south thoroughfares, should I have said, have side parking as a rule. I think this will be not only a pleasant change, but will create a delightful contrast at every street intersection. Pike's Peak avenue, as arterial and having a car track, may be made an exception with middle parking. This has been established also, on a portion of East Platte, and I should like to see it, if the irrigation need can be cared for by hose, on East Kiowa street, leading to the State School for the Deaf and Blind. The school, situated on a hill, commands the street and the property foreground to it is turf. A fourth exception should be made in the case of Costilla street. This, as the direct approach to Prospect Lake, should be developed as a parkway.

New Boulevard.

It ought to be possible to pass from Monument Valley park, and its lovely adjacent avenues, to Prospect Lake with its circling drive of noble views and thence by a redeemed Hancock avenue to the boulevard and to ...(indecipherable)... park, in a circular park-like drive would be pleasant from end to end ...(indecipherable)... Costilla, especially in its eastern section, presents some engineering problems in the street's abrupt fall from walk to walk. That sort of street, not easily parked where it is notable to made a considerable expenditure I have thought, therefore, that an attractive feature on this very wide street, and one entirely appropriate, would be a bridle path on its south side. There is no need, of course, for the walks to follow the grade of the road; and they do not do so now, but in making the road a connecting link between the walks without too deep a cut on one side and unfortunate elevation on the other, there is a tendency to a bad side-hill effect. This the bridle-path at a frankly lower level, terraced down from the roadway, would remedy. The trees planted between walk and curb would shade it; it would cost little to construct or maintain and in this city of horseback riders, such an approach to Prospect Lake should soon be popular. As to the redeeming of Hancock avenue, another street would possibly do as well for the park connection. The thing that matters is that there ought to be such a connection. This east side section, with its high ground and fine views, is entitled to development as a pretty residential quarter; but quite apart from its local value it has to the whole community the significance of a connection link between the eastern parks. For similar reasons Fontanero street should have especially careful parking through its brief length, as joining the Paseo with Wood and Cascade avenues. And the streets that lead down to the Rio Grande station should extend the beauty of what is already an exceptionally attractive railroad entrance to a city.

The West Side.

On the West Side, Colorado avenue is the direct route to Manitou and one of the most important and traveled streets of the city. The car tracks through its center invite middle turfing and the street's value ought to be further emphasized by the system of middle poles with double arms. If the railroad company would make this change throughout Colorado avenue, the cities could afford to divide the strip thus turfed from the adjacent roadways by an eight inch curb. This would so effectually clear the right of way from obstructions that the cars could be safely run at increased speed. The parallel avenues to the right should then have side parking. In the low region between Limit street and the creek, there are some charming conditions that seem not to have been fully appreciated. There are delightfully curving streets of which Colorado Springs has none too many; there are some irregular intersections that could be easily beautified, and there are architectural accents, the Antlers hotel, closing the eastern vista of West Pike's Peak avenue and the Carnegie Library as seen through West Kiowa street, that are unusual and fine. Spruce street with ...(indecipherable)... and Walnut street with a natural middle parking already under way can be readily cared for. On Chestnut street the irrigation ditches should be moved further from the lot line ...(indecipherable)... West Bijou street, if not for itself, at least for its connections, should have attention.

General Rules.

In the impossibility of dealing by name with every street in the city, and to provide for future growth, it may now be ...(indecipherable)... to lay down some general rules to applied to streets not specifically mentioned. Where practicable, extend the present curb line from the lot line. On even sixty-foot streets, the walk ...(indecipherable)... should be six feet wide, and never larger than three feet to the lot line. Between the walk and curb a space of six to nine feet is little enough. This means that the curb should be fifteen to nineteen feet from the lot line, on ...(indecipherable)... narrow streets as you have. This will leave a roadway plenty wide enough. On eighty foot streets, the addition should be to the parking, not to a thirty foot road. On one hundred-foot streets with side parking, the roadway may be thirty-five feet wide, but it ought not to be any more. On one hundred and forty-foot streets, there should be middle as well as side parking. As in the case of the curb, it should be remembered that however useful the sidewalks and road may be, they do not add to the beauty of a street and that when as in most of your streets, clearly too wide for the travel, they do not enhance the apparent life and activity of the town, but give precisely the opposite impression. It should be said too, that the separation of the walk from the road by intervening turf and trees, is not merely aesthetically pleasant, but protects pedestrians from a splattering of mud and dust. On every residential street, there ought also to be a building line established by ordinance. This will add greatly to the beauty of the street and will be a protection to all who build homes. Finally, in improving the little waste spaces, that so frequently occur at street intersections, use shrubs more than grass. They are easier to take care of, needing attention only once or twice a year; their varied foliage, their flowers, even lodgment of the snow upon them, keep them attractive the year round, and they present a more substantial and fitting barrier than does the grass. And I would here use the native shrubs, not only because they will grow more easily, but because they are the natural and appropriate plants. Have the courage of your situation. Do not strive for the tenderfoot effects of an effete east. I would rather see boulders piled on a street corner and the clematis climbing over them, than all the hot house plants you could induce to grow there at a hundred times the expense. People come to Colorado Springs for the scenery of Colorado, of the plains and mountains. In the thinly settled portions of the town, the parking may be made beautiful even with sumac ...(indecipherable)... and scrub oak. Let Colorado Springs be true to itself in tempering its streets if it would be most beautiful, most attractive.

Downtown Paving

OVERVIEW:

No records have been located to identify the immediate consequences of the 1905 Report. A September 1912, Map of the City of Colorado Springs, compiled in the City Engineers office, shows

landscaped medians in Cascade Avenue between Madison Street and Platte Avenue.

The next surge of interest in medians is associated with the initial paving of the business district's streets, beginning in 1909. That year, only 250 automobiles were registered in the City. However, numerous wagons, often rimmed with iron, ground gravel into dust. This was addressed by water sprinkling, by horse drawn teams or by street car. Another practice was the oiling of graveled streets between June and the first part of October. Patching was performed regularly.

Then Mayor Avery, citing the "White Way" in Denver (Sixteenth Street), proposed proper street paving for the business district, coupled with a municipal electric lighting system. Four days later, an editorial in the daily newspaper soundly endorsed the idea, welcoming the Mayor to the "ranks of paving advocates."

There was no thought of paving any other streets; crushed rock or disintegrated gravel was deemed sufficient. It noted, however, that the ultimate decision for downtown paving rested with property owners. Paving districts involved the written consent of the owners of 51% of the abutting property to initiate the district and the full cost was to be assessed against the owners.

Impetus for paving resulted from a number of factors -- the practice of using streets to carry storm water runoff thus making the crossing of streets an uncertain adventure, dust, the high cost of maintenance, and the desire to be regarded as a modern city. Paving was intended to begin that spring, following the construction of storm sewers to carry runoff. However, for unknown reasons, the paving did not begin.

Design continued, however. The idea of a paving district blossomed into a plan to pave, improve and beautify the business section of the City. On August 17, 1910, 130 citizens met with the Mayor and Commissioners to express their thoughts. The Mayor's statement to those present was direct.

"There will be no mysteries in connection with public improvement, for there is nothing to sell, nothing to unload. We don't want to go wrong in this work and we are going to be free and frank with you in an effort to make a better, cleaner and more beautiful Colorado Springs. We want to see every wooden pole removed from the paving district. We want to see a 'great white way' from the Antlers hotel to the Santa Fe depot, and we want to see Colorado Springs a city beautiful. In undertaking this work we are your servants. We don't want to burden you with unnecessary expense; but I might add that we are not going to be stopped by a few who may be counted on one hand in the public improvement movement. This is not a one man's town; no one person will obstruct the work that is to be done. We are ready to go ahead if you are, and we want your ideas and advice."

All participants favored parking and most supported sidewalks of 30' on Pikes Peak and 18-20' on Tejon Street. Those favoring parking in the downtown expressed appreciation of the attractiveness and of its appeal to tourists. Opponents cited costs and the interjection of distractions into an area of business. Some favored the elimination of center parking on Pikes Peak, but desired it on Cascade and Nevada Avenues.

A few days later, the Civic League of Colorado Springs entered the discussion with a letter to the editor of the Gazette, promoting certain goals for city improvements, including "... Hygiene, drainage, comfort, utility, beauty, durability of material, coolness in summer, adaptation of improvements to the particular needs of the city, and UNITY OF PLAN, that the city may attain individuality with least expenditure of money and energy."

The Civic League was an organization of women dedicated to the investigation of municipal conditions and public affairs in the City. The League's Executive Committee believed that expert knowledge and experience in engineering, architecture and civic art would "... result in greater business efficiency, and greater attractiveness of the city." To this end, citing the advantage of wide streets, the Civic League called for the development of a "DEFINITE PLAN" for City improvement, prior to proceeding with paving, regarded as "...but one of the many requisites for city improvement." It was thought this plan would reduce the likelihood of errors due to inexperience, and be "...be scientifically correct, and therefore practicable, and which will also embody those elements of beauty interwoven essentially with utility, without which neither beauty nor efficiency can be reached."

The position of the Civic League was supported by the Gazette Telegraph editorial the following day.

"Paving a few blocks in the business section is but one of the many things which must be done if Colorado Springs is to keep up with the general march of municipal progress and make of itself a city beautiful. Intelligent civic improvement contemplates the city as a unit; lays out a scientific comprehensive plan, regardful of both present and future need and harmonizing beauty and utility; then proceeds with whatever improvement is most imperatively needed, following it with others as needs demand and resources permit, each stop, from first to last, being consistent with the others and with the general scheme of betterment."

The second quarterly bulletin of the Civic League advanced the case for landscaped medians, or what was called parking. Advantages included the reduction of dust, shade from the sun, and visual relief.

The following week City Council adopted a resolution authorizing Councilman Lawton (A. J. Lawton, Commissioner of public works and property) to hire two experienced civil engineers (City Engineer W. C. Burke of Oklahoma City, City Engineer J. B. Hunter of Denver) to report to Council which streets in the business district should be included in a paving district, the width of sidewalks and the desired paving material, the extent of parking and the needed storm sewer, sanitary sewer and water main work.

On December 6, 1910, City Council received a report largely supporting the engineer's plans from Charles Mulford Robinson. He also advocated center parking on Platte Avenue. City Council, impressed by Robinson's input, decided to select him as a consultant to suggest and outline ways and means of beautifying the City.

But parkings were not associated only with paving. In December 1910, the Mayor informed the Council that he would introduce a preliminary resolution for curbing, parking, grading and oiling Tejon street and Wahsatch avenue, from the Rock Island Railroad cut south to the City limits, with the work to be paid for by abutting property owners. It is not known whether the parking referred to side, center parking or both.

In March the following year, the Wood Avenue Improvement District Number One was created with little fanfare. The improvements involved Wood between Columbia and Fontanero Streets, and the cross streets between the alleys on either side of Wood. Improvements involved the grading, parking, surfacing, curbing and guttering of the streets. Costs were assessed against the property owners.

The Paving and Improvement District Number One, which was to address the Downtown streets, was substantially more controversial. A March 4, 1911, a newspaper editorial derided a position that a proposed "civic beauty plan" was impractical. A few days later, the paper credited the Civic League with promoting the idea of a Comprehensive Plan and a plan for the improvement of Pikes Peak Avenue that constructed center parking between Cascade and Nevada Avenues. The newspaper fully endorsed both concepts, asserting "The excess area is merely so much additional space for the production of dust, but with center parking it could be made a means of beautification."

The Downtown paving district was anticipated to consist of 25 blocks. A March 14, 1911, editorial was optimistic in its tone; the sanitary sewer and storm sewer work was under way and the embarrassment of being the largest city in the country with unpaved streets was anticipated to end. The editorial reiterated the need for a comprehensive plan and further advocated the revision of center parking on Pikes Peak, using landscaped medians in Boston and Baltimore as models. It was anticipated that the parkings would save money -- both in the initial outlay and subsequent maintenance.

A hearing for protests against the assessments was expected to be a mere formality, but numerous objections were raised. The Street Car company protested its assessment, arguing that it should not have to pay for walkable surfaces that would hurt its business. Property owners objected to paving, preferring oiled streets, and property owners on Pikes Peak requested elimination of the center parking east of Nevada, claiming that Pikes Peak was a business street and center parks would harm property values. The Council erupted in anger at the position of the streetcar company, and flirted

with the idea of revoking the company's franchise to operate the trolleys. Within a week, the company had agreed to pave that area between its tracks and two feet on either side, but it would contract for the work itself, the improvements to be performed to the City Engineer's specifications.

Property owners on North Cascade preferred oiled streets to paving, but wished to retain center parking. Council decided to form a second district (Improvement District No. One) to provide for oiled streets on Nevada (between Platte and Cucharas) and Cascade (between Park Place and Platte), both with center parking and for Platte with side parking. The newspaper regretted the stance of owners on Pikes Peak Avenue, as the landscaped medians were seen as an attractive gateway to the business district from the rail depot. By August, Council passed an ordinance creating Paving and Improvement District No. One.

Improvement District No. One, to provide center parking, curb & gutter on Platte, the north part of Cascade and Nevada between Platte and Cucharas, experienced similar difficulties. In February owners successfully protested the center parking on Nevada, fearing the diversion of business to Tejon Street and consequent loss of property values. Shortly after, City Council approved the issuance of bonds to pay for both programs with costs totally assessed against the property owners.

Robinson submitted "A General Plan for the Improvement of Colorado Springs" in May, 1912. He reiterated his suggestions for center parking for Nevada, Wahsatch and Pikes Peak Avenues. Despite acclaim for his vision, it appears there was a long wait for additional work. This may have resulted from the ebb of revenue from the Cripple Creek mining district. Also, the entry of the United States into World War I may have caused some hesitancy in initiating public improvements. However, plans for paving the major thoroughfares provided additional medians, along with considerable controversy, in the early 1920's.

Gazette Articles from September 1909

September 2, 1909 Colorado Springs Gazette "Street Paving and City Lighting Up"

Mayor Avery Recommends Early Discussion

Street paving and municipal electric lighting were brought up by Mayor Avery in a communication to the Council yesterday morning, which was filed for later consideration. The Mayor recommends that these subjects be taken up at an early date. In this connection, he recommended the adoption of a system of lighting similar to that in use on Sixteenth street in Denver, known at the "White Way." He suggested that power for the municipal lighting plant might be secured from the water system. The Mayor thought the time has arrived also for the adoption of a proper system of street paving, and recommended the use of asphalt.

September 5, 1909 Colorado Springs Gazette Editorial "Pave The Streets"

A few days ago Mayor Avery was quoted as saying that he regards street paving in the business districts as one of the first and most important questions to be settled. We welcome the Mayor to the ranks of paving advocates, for his influence will be valuable, but after all the final decision rests not with the city officials but with the owners of property in the affected districts. Under the law a paving district can not be created until the written consent of the owners of at least 51 per cent of the abutting property is obtained. When this is done the paving can be laid regardless of possible objection by others, and the cost is divided pro rata among all of the property owners. Provision is made, however, that the street railway company must pay for the paving distance between and for a few inches on either side of its tracks.

Such weather as we have had this summer, and especially for a few days past, ought to convince the last doubter of the desirability, even the actual necessity of providing some form of permanent street paving in the business district of Colorado Springs. Consider, as an example, the condition yesterday at the intersection of Pikes Peak Avenue and Tejon Street - the most frequented corner in the city.

Thousands of people passed every hour, wading, splashing, looking in vain for a solid footing. Throughout the shower, and for some time afterward, the crosswalk from the First National Bank to the Robinson corner was almost completely submerged.

The space between the tracks contained a small torrent, for the street is graded so imperfectly at this point that the drainage of more than a block flows down the middle instead of running off to the gutters. Passengers getting on and off the north and south bound cars were compelled to wade through mud and water ankle deep. Even on the corner by the drugstore, where the sidewalk is extended over the gutter, the drainage is so bad that one could not cross the walk without actually wading in running water. Such conditions are absolutely primitive. They would be out of place in a small village, but in a presumably up-to-date city of 40,000 people they are nothing less than disgraceful. It is folly to assume that they can be remedied by reorganizing the Street Department, for if that department had twice as many employees and twice as much money to spend right now it could do nothing to improve the business streets so long as present methods of street making are unchanged. Gravel from the mesas does fairly well on the residence streets, and disintegrated granite is much better. But neither gravel or disintegrated granite can be made satisfactory on the business streets, simply because they will not stand the wear and tear of heavy traffic.

The thing we need and must have is a permanent paving - just what kind, is a question to be determined later, but permanent it must be. There is an infinite variety of paving materials on the market under various names, and it would be an easy matter to determine which of them is best suited to our needs. But first there must be some evidence of a willingness of the property owners to pave at all.

January 27, 1910 Colorado Springs Gazette Editorial

The final passage of the storm sewer ordinance brings the street paving movement one step nearer consummation. It has been a slow and tedious affair but there is a vast amount of satisfaction in the knowledge that the beginning work will not be delayed much longer. The chief regret is that the paving cannot be finished before the beginning of the tourist season, but at any rate the preliminary work can be accomplished and everything made ready to lay the paving early next fall.

The spirit of progress is in the air in Colorado Springs, The commercial bodies have been consolidated into one organization which will be more effective than all of the old ones combined. The troublesome liquor problem is in a fair way to be solved by the adoption of a rational license law. The business district is being improved by the construction of costly new buildings, one of which, the Burns Theater, will be the finest structure of its kind in the state. And finally the paving movement is steadily being pushed to a successful issue.

When the business streets of Colorado Springs have been properly paved all of us will begin to wonder how we ever got along with the old unsatisfactory gravel highways. No city that has paved its streets has ever had reason to regret the step, and Colorado Springs will not be an exception. The character of the soil is such that fairly satisfactory streets could be made by covering them with gravel, but the constantly increasing volume of traffic in the business district now renders this method ineffective.

Even on the residence streets the most carefully made roadway, are open to objection because of the dust. Fortunately, this objection can be overcome by sprinkling with oil, and the test made on Cascade Avenue last summer has been so satisfactory that Commissioner Lawton plans to apply the treatment to the other principal residence streets as fast as the necessary funds are available. The appropriation for the current year are sufficient to permit oil sprinkling on Cascade Avenue from Pikes Peak Avenue north to the city limit. As this is the show street of the City, the avenue which every visitor sees first, the work will have a decided value as an advertisement apart from its value as a public improvement.

Gazette Articles from August 1910

August 17, 1910 Colorado Springs Gazette Letter to the Editor

I should like to call the attention of the public to the advantage of devoting at least a small space on each side of the car tracks on Pikes Peak avenue, from the Antlers hotel eastward to the Santa Fe railway, to grass.

If the parking in the center is impracticable, let the weary shopper have at least a bit of green to rest his eyes upon, not to mention the greater coolness which even a strip of grass would bestow; better still, a mall, as in many European cities, with a double row of trees and benches, where the visitors and citizens may rest.

It is a fact that in cities where the business centers have been made more beautiful property has increased in value. Is it not logical to suppose that the making of the places of business more attractive would give an impetus to trade? Whence this medieval idea that business centers must be semiscorched and bare and unsightly by way of giving an impetus to trade? Truly, it must emanate from the mind of him who stays indoors and theorizes. The throngs of pedestrians and buyers would surely tell a different story.

Now, while we are paving our streets, shall we not endeavor to attain beauty as well as utility?

(signed) Property Owner

August 18, 1910 Colorado Springs Gazette "Not a Protest Against Paving"

Citizens Confer with City Officials

While Some Oppose Parking, All Expressed Desire for Wider Sidewalks

Applause followed more than one impromptu speech at the city hall yesterday afternoon, where about 130 men and women who are interested in the plan to pave, improve and beautify the business section of Colorado Springs met jointly with the Mayor and city commissioners.

The gathering was informal, and the remarks and recommendations were made extempore, for the sole purpose of the session was to bring out the views of those most directly concerned with regard to what streets shall be paved, what material shall be used, to what width the sidewalks shall be extended, whether to combine beauty and business on Pikes Peak avenue by putting in central parking, and whether to undertake only at this time the paving of the city's main arteries, Pikes Peak avenue and Tejon street.

In going over the paving proposition in a general way, Mayor Avery pointed out that, in its decision to make this public improvement, the city administration had no bold bricks to force upon the property owners who will have to bear their proportional cost of the work that is to be done. He said that storm sewers were a necessity to carry off surface water and prevent damage from floods, and that, in determining what action to take, the city officials want the suggestions and the advice of property owners who will be affected by the new order of things. Speaking for the Council as a whole, the Mayor said:

Officials Want Ideas

"There will be no mysteries in connection with public improvement, for there is nothing to sell, nothing to unload. We don't want to go wrong in this work and we are going to be free and frank with you in an effort to make a better, cleaner and more beautiful Colorado Springs. We want to see every wooden pole removed from the paving district. We want to see a 'great white way' from the Antlers hotel to the Santa Fe depot, and we want to see Colorado Springs a city beautiful.

In undertaking this work we are your servants. We don't want to burden you with unnecessary

expense; but I might add that we are not going to be stopped by a few who may be counted on one hand in the public improvement movement. This is not a one man's town; no one person will obstruct the work that is to be done. We are ready to go ahead if you are, and we want your ideas and advice."

There was not one at the meeting who did not agree to the necessity of a storm sewer for the district to be paved. From the engineer's estimate this work will cost \$56 for a lot 25 feet wide and 190 feet deep.

The advisability of widening sidewalks on Pikes Peak avenue to 30 feet and the question of parking it in the center were two of the main features discussed. With one exception, everyone at the meeting favored walks of this width, and sidewalks from 18 to 20 feet on Tejon street. The ideas of a majority of those who speak are given briefly and in substance:

All Favor Wider Walks

J. Downer - "I am in favor of widening the walks on Pikes Peak avenue to at least 25 feet. We want iron poles and good lighting arrangements, but no central parking in the business district. Wide walks are a source of economy in the maintenance of streets. With the extended sidewalks, Pikes Peak avenue will still be 80 feet wide, the same as Michigan avenue, Chicago. That is sufficient for even a great amount of traffic. There are 24,000 automobiles passing along Michigan avenue every 24 hours. One night, between 10 and 11 o'clock, I stopped and counted 960 which pass in a single hour."

Holden - "I advocate wider walks for two reasons: First, they are more necessary each year because of increased population; and second, they lessen the cost of keeping up the streets."

A. Connell - "I think the majority wants paving, and I favor wide walks. Our streets are wide enough to have them. I would like the city engineer to consult with one or two experts and decide upon the best paving material, etc. I think they should come here and consult with him, as the head of the committee, and draw up a concrete plan covering all details of the work. I do not think central parking on Pikes Peak Avenue would be for the best. On Cascade and Nevada avenues it would be all right."

B. Meservey - "I am in favor of widening the sidewalks on Pikes Peak avenue and Tejon street - then paving the streets. I think the walks on Tejon street should be 18 or 20 feet wide. I believe the storm sewer is necessary also."

L. Rouse - "I have advocated paving in the business district for several years. There is no danger of making the walks too wide. I want paving, wide walks, iron poles and lights. Storm sewers are necessary."

John Curr - "I favor 16 foot walks on Tejon street and paving in the business district. Paving, however, will make it warmer than at present."

Col. E. T. Ensign - "I am against parking on Pikes Peak avenue, and favor paving and wider walks."

A Plea for Beauty.

Mrs. Robert Kerr - "There are a few women citizens here who would like to be heard. We, of course, are looking for beauty and symmetry; you men for business. I think Mr. Connell's idea is a good one - let us have a few experts and artists to help us. Personally, I think central parking would be beautiful, and believe that all the tourists would like it. I do not think it would hurt business. I shuddered when I heard that nine-story buildings may be erected on Pikes Peak avenue, and I hope the council will establish a skyline."

E. Emery - "I favor wider walks and central parking on Pikes Peak avenue."

George A. Taft - "I believe in wide walks, but no central parking in the business district for the sake of beauty. We can't live on beauty."

City Attorney McKesson - "Until recently I was strongly opposed to parking in the business portion of

the city, but I have come to look at it in a different light. The more arguments I hear in favor of it, the better I like the idea."

Dunbar F. Carpenter - :We have an opportunity to do something unique in an American city. Pikes Peak avenue would be an eye-sore if paved solidly from curb to curb. Parking would improve it and be of great advantage. I think only Pikes Peak avenue and Tejon street should be paved at this time. We should go slow at first and see how the paving stands wear and tear, and not lay too heavy a burden on the property owners all at once."

The city commissioners expressed themselves as having the same views regarding paving as outlined by the Mayor. From present plans, Sarco paving has the call for popularity, although nothing definite has been decided as to what material will be used.

August 23, 1910 Colorado Springs Gazette Letter to the Editor

At a meeting of the executive committee of the Civic League of Colorado Springs, held August 18, 1910, the following communication was ordered sent to your paper, begging the courtesy of its publication in the Open Parliament:

In contemplating the improvement of any city, some of the ends to sought here are: Hygiene, drainage, comfort, utility, beauty, durability of material, coolness in summer, adaptation of improvements to the particular needs of the city, and UNITY OF PLAN, that the city may attain individuality with least expenditure of money and energy.

These ends, if harmonized, will result in greater business efficiency, and greater attractiveness of the city.

To harmonize them, expert knowledge and experience in engineering, architecture and civic art are indefensible.

Therefore, the professional services of an architect, assisted by a committee of professional and business men, should be secured by the city to assist the Council and city engineer in drawing up a plan for city improvement, which will be scientifically correct, and therefore practicable, and which will also embody those elements of beauty interwoven essentially with utility, without which neither beauty nor efficiency can be reached.

Modern civic improvement, recognizing these facts, employs the businesslike method by adopting a DEFINITE PLAN, made before taking any steps, thus obviating the necessity and expense of correcting blunders, due to inexperience and lack of knowledge.

Colorado Springs starts with the advantage of wide streets and unequaled situation. Shall we not be modern and businesslike, and proceed in a rational manner to obtain a definite plan before going ahead with paving, which is but one of the many requisites for city improvement?

If the Chamber of Commerce, the Real Estate exchange, the Merchants association, the Woman's club and the Civic league should make a concerted effort in this direction, would not the city Council be willing to employ and pay expert service to submit a plan upon which to act?

If the first steps are carefully taken, the end will be crowned with success, though years may be needed of the full realization of a plan thus adopted.

Very truly yours,

C. E. Spencer, Secretary.

August 24, 1910 Colorado Springs Gazette Editorial "Systematic Civic Improvement"

Before taking any definite step toward paving in the downtown district the City Council, it is understood, intends to secure the services of two experts in municipal engineering to consult with City

Engineer Waggoner as to the most feasible plans for the proposed improvement.

Such a course is a step in the right direction, for too much practical experience can not be brought to bear on what is at best a complex problem, and it is but a truism to say that the more competently and thoroughly all its details are worked out in advance the less likelihood is there that mistakes will be made and money and energy unwisely expended.

The City Council, if it secures the services of experts on paving matters and adopts a detailed, carefully worked out plan before creating a paving district or having a spadeful of earth turned, will simply be acting in accordance with plain common sense.

Why not, therefore, go about the whole scheme of civic improvement in the same manner?

Paving a few blocks in the business section is but one of the many things which must be done if Colorado Springs is to keep up with the general march of municipal progress and make of itself a city beautiful. Intelligent civic improvement contemplates the city as a unit; lays out a scientific comprehensive plan, regardful of both present and future need and harmonizing beauty and utility; then proceeds with whatever improvement is most imperatively needed, following it with others as needs demand and resources permit, each step, from first to last, being consistent with the others and with the general scheme of betterment.

In this way, and in this way only, can all the elements of wise civic improvement be effectively harmonized and a result achieved that will represent a maximum of success at a maximum of economy.

The Civic League of Colorado Springs, in a communication published in the Open Parliament yesterday, urges that this procedure be followed by the City Council, that an expert be engaged to study the situation here and prepare a definite general plan which - with such modifications, of course, as the consensus of local opinion may dictate - shall be adopted before any paving is done. The suggestion deserves the support of every civic organization and citizen and, if necessary, it should be resolved into a public demand that could not be ignored. This matter is of intimate concern to the entire city and the sentiments and opinions of the people as a whole should rightfully be paramount in its disposition.

In other cities this method is being generally followed, and in those that have already made a start in working out a systematized scheme of improvement the results have clearly show its wisdom. System is what counts - in this as in everything, and system is simply applied common sense.

August 24, 1910 CITY COUNCIL MINUTES

Recommendation was adopted authorizing Councilman Lawton to employ two skilled, practical engineers who have had experience in paving matters, to come to this city and in connection with the City Engineer investigate conditions in the business district in connection with street paving, and report to Council concerning same, as follows:

1. The streets and avenues which could best be included in the first paving district.
2. The width of sidewalks, and distance for curb lines from property lines.
3. Kind of material for paving.
4. Material for paving part of streets used by street railway company's tracks.
5. Extent of parking, if at all.
6. System of storm sewers for paving district.
7. Changes, if any, in sanitary sewers, and water mains of paving district.

8. Condition in which all other pipes and mains should be put in the subways of the streets before paving same.

August 25, 1910 Colorado Springs Gazette "Experts Will Aid In Paving"

City Council Passes Resolution

Bids on Supplies for Water Extension Opened - No Contracts Awarded

The City Council yesterday adopted a resolution whereby two engineering experts will be called into consultation with City Engineer Waggner before any definite action is taken with regard to paving and parking in the business section, widening sidewalks and putting in sanitary sewers, in accordance with the new public improvement ordinance. The selection of the experts is still open, but it is practically assured that the city engineers of Denver and Oklahoma City, respectively, will be secured.

October, 1910 The Civic League Bulletin, Vol. 1, No. 2, Editorial

Many cities not larger, and not so wealthy as ours, lead the way with ornamental lights that add notably to the charm of the streets. Parking, varied yet orderly, should reduce the dust, without narrowing the efficiency of the street, or jeopardizing our wealth of sunshine. In that commodity we have an embarrassment of riches, in summer at least, and our great band of tourists might linger longer before the attractions of our shops, if arcades or trees threw a congenial shade on pedestrian shoppers in the business streets. If the pavement on Pike's Peak avenue must be widened why should we not have trees planted down the center of the wide pavements, that their shade may shelter all the pedestrians? This makes a beautiful effect in many wide streets in Europe, and in South America. Beauty is said to lead us by a single hair, but is it not possible that a network of overhead wires may hamper the genius of civic beauty? What shall we say of street paving, when so many doctors disagree? But one thing seems only sensible, not to commit ourselves to expensive paving operations before we know what part in the city scheme the streets will take, and be thankful that meanwhile, if only a portion of the money needed to keep up paved streets be expended on our present ones, they will be suitable to our needs until sidewalks are straightened, trees planted, electric light poles improved, and something done with the unsightly overhead wires.

Gazette Articles & City Council Minutes from December 1910

December 4, 1910 Colorado Springs Gazette Editorial "City Beautiful"

Remember that the principal factor in accomplishing these results is not an extraordinary expenditure either of money or intelligence - it is organization. Without perfect organization effort is wasted. A civic body may spend large sums of money, the men at its head may be intelligent and energetic, but unless they perfect an effective organization they will not get results.

Here we get down to the real reason for certain unsatisfactory conditions in Colorado Springs. The men at the head of our various organizations have plenty of civic pride, plenty of energy and plenty of intelligence, but they have been unable to accomplish results simply because there has been no co-ordination of the working forces. And because of this lack of co-ordination money has been withheld which would soon be forthcoming if there existed a general public confidence in the effectiveness of the civic bodies. Instead of one big civic organization which would unite and make effective the public spirit of Colorado Springs, we have three or four smaller bodies, and necessarily the efficiency of each one is reduced in proportion. Thus, instead of centering our fire on the bulls eye we are shooting at a wide circle and often missing the mark entirely.

The remedy for this condition has been plain for a long time: it is plain now: it is the remedy pointed out by the experience of civic organizations which have been successful in other cities. It is this: Unite into one compact body the forces which are striving to build up Colorado Springs. Wipe the slate clean; disband the old organizations and form a new one which shall include in its membership everybody who is interested in Colorado Springs, believes in Colorado Springs, and wants to see Colorado Springs go forward with giant strides. In short, form an organization that will do for Colorado Springs what the Chicago Association of Commerce, the Cleveland Chamber of Commerce and the Kansas City Commercial Club do for their cities. It can be done and it ought to be done without further delay.

December 7, 1910 Colorado Springs Gazette "Beauty Scheme for Colorado Springs Approved by Expert"

With two slight exception, the engineers plans for the beautifying of Colorado Springs in the paving district are approved by Charles Mulford Robinson, the New York civic beauty expert, whose work is known all over the country. Mr. Robinson, who several years ago came to Colorado Springs and gave a report on designs for beautifying North Cascade avenue, was some time ago mailed the engineers' report on the present scheme of improvement. A. J. Lawton, commissioner of public works and property, yesterday received a letter from Mr. Robinson, together with a report on the engineer's plans.

The civic beauty expert advised wider middle parking on Pikes Peak avenue, from Nevada to the Santa Fe station, and on Platte avenue, and also narrower roadways on Cascade avenue between Huerfano and Cucharras Streets. Commissioner Lawton agrees with Mr. Robinson as to the desirability of wider middle parking on Pikes Peak Avenue, but points out that the commission houses on both sides of Cascade avenue between Huerfano and Cucharras, make necessary the width recommended by the engineers, a point evidentially overlooked by Mr. Robinson.

The three engineers who drew the plans for this city - City Engineer W. C. Burke of Oklahoma City, City Engineer J. B. Hunter of Denver and city Engineer T. L. Waggener of this city - provide for center parking in this block with a roadway of 37 ½ feet on either side. Mr. Robinson suggests a roadway of 30 feet on either side.

Letter to Lawton

Rochester, N. Y. Dec. 2, 1910.
Honorable A. J. Lawton
Commissioner of Public Works and Property
Colorado Springs, Colo.

My Dear Sir:

In accordance with your request, conveyed to me by Mr. Hayes, and the promise contained in my letter of November 26, I have this day taken under consideration the report of your consulting engineers, and am enclosing herewith my comments upon it. Though I venture to differ from them on some points, there is much in their excellent report which it is a pleasure to indorse.

I am retaining the map which you sent me and carbon copy of the resolution passed by the council; but I return, herewith the engineers report, having had the latter copied.

Trusting that your will approve of my suggestions, I am, yours very truly,

CHARLES MULFORD ROBINSON

Experts Report

To Honorable A. J. Lawton
Commissioner of Public Works and Property

Colorado Springs, Colo.

Dear Sir:

In accordance with your request, I have examined the enclosed report of the consulting engineers who were retained by you to advise regarding the paving and parking of streets in the business district of Colorado Springs.

I beg to suggest the following slight modification of the plans recommended.

1. On Cascade avenue, from the south line of Huerfano street, I would recommend that the center parking be uniform in width with that recommended for Cascade avenue north from a point 100 feet north of Pikes Peak avenue. The consulting engineers do not give in their report the reason for recommending a change of width for this block, and I can recall no condition that in my judgment necessitates a break in the uniformity of the street's arrangement. Although, owing to the distance between this center parking north of Pikes Peak avenue and that south of Huerfano street, the change of width would be scarcely noticeable, it would involve an additional expense for paving which it does not seem to me that the traffic justifies. When streams of travel are divided, as in this case they are to be by the center parking, a provision for the four parallel lines of vehicles on each roadway is certainly generous. The provision of two 32 foot roadways, as is promised north of Pikes Peak avenue, give's such space. I would point out that where center parking divides streams of travel, there will be only one side each roadway on which vehicles will stop. Assuming then that a row of vehicles was standing at the curb, a 32-foot roadway will still leave space for a line of slow moving vehicles and a line of fast moving vehicles, and room for a third vehicle to get past on each of the two roadways. Surely it is not necessary to increase the cost of paving this street in order to provide still more room.

Cites Denver Streets

As your engineers point out in another portion of their report, the roadways throughout the business district of Denver, carrying double car tracks as most of them do, and with the opposing streams of travel not clearly divided as they would be here, are 48 feet wide. My suggestion, the narrowing of the roadways on this part of Cascade avenue to 32 feet each, as opposed to the 37 ½ which they recommend, will still give you a total width of 64 feet of pavement or 16 feet more than the Denver Business streets, with the added advantage of the divided streams of travel. Finally, the addition of 5 ½ feet to the width of each of these roadways is not sufficient to accommodate another vehicle. It amounts therefore to an expensive addition of unavailable space. As one block only is under consideration at this time, it may seem that I have put an unnecessary emphasis on the saving to be effected by narrowing by a total of only 11 feet the paved space recommended by your consulting engineers. But it is to be anticipated that when the time comes for improving Cascade avenue south from Cucharras street, the plan carried out from Huerfano street to Cucharras street will be uniformly carried out through the rest of the street. I may add that, as far as this part of the street's appearance is concerned, the effect would be better if the roadways were narrowed still further - say to 30 feet each, and the center parking correspondingly widened to 30 feet. This would give to the latter the emphasis which three exactly equal divisions must fail to give - though such divisions are much to be preferred, (if, as here, the traffic will permit) to a center parking strip which is narrowest of the three.

2. On the portions of Pikes Peak avenue and Platte avenue for which the consulting engineers recommended center parking, I would be glad to see some further narrowing of the roads and widening of the center parking - as two 32-foot roadways for the first and two 30-foot roadways for the second. But these are small changes from their recommendations, which no doubt were carefully reached after investigation on the ground, and seem to me less urgent than the modification which I recommend on South Cascade avenue.

3. I would add the suggestion that on that portion of Pikes Peak and Platte avenues for which center parking is recommended, the car tracks be included in the center reserved strip and separated from the roadways by curb. This I have no doubt was the intention of your engineers.

Very Respectfully,

CHARLES MULFORD ROBINSON

December 7, 1910 CITY COUNCIL MINUTES

Letter from Charles Mulford Robinson, civic beauty expert, indorsing the paving and parking plans of City Engineer and Messrs. Burke and Hunter, was placed on file.

December 8, 1910 Colorado Springs Gazette "C. M. Robinson Will Be City's Beauty Expert"

At its meeting yesterday, the city Council practically decided to select Charles Mulford Robinson as the civic beauty expert who is to suggest and outline ways and means of beautifying Colorado Springs.

Commissioner Lawton submitted Mr. Robinson's plans for improvements in the district to be paved, and the latter's ideas were generally approved by the commissioners. The Mayor informed the Council that he will introduce a preliminary resolution soon for curbing, parking, grading and oiling Tejon street and Wahsatch avenue, from the Rock Island cut south to the City limits. The work, he pointed out, is to be done at the expense of abutting property owners. An effort will be made to get the measure through by February, so that work may be started early in the spring.

Gazette Articles from February 1911

February 12, 1911 Colorado Springs Gazette Annual Edition,

Public Improvements

The charm of Colorado Springs as a city of broad thoroughfares, beautifully parked residence streets and shaded drives, will be vastly enhanced as the result of a comprehensive scheme of civic improvements already underway. The plans adopted call for an expenditure of more than \$450,000 which will include the paving of the business streets and side and center parking for many residence blocks. Oiling of street surfaces which was begun experimentally last year proved so successful that within a year or two, according to present plans, all the streets outside the paving district will be so treated. New curbing and cement sidewalks and crosswalks are also being laid, and the appearance of the city is undergoing a transformation. Artistic methods of street lighting are also planned and a general scheme of decorative improvement had been given impetus within the last few months which promises such results that the tourist visitors returning in another year will hardly recognize the place Colorado Springs today is in the very forefront of the movement for civic beautification which is gaining strength throughout the country, and with unrivaled natural charms to begin with its opportunity in this direction is unique. It can easily be made the most beautiful city in America and its citizens are keenly and actively alive to the desirability of making it such.

February 23, 1911 Colorado Springs Gazette Editorial "Sewer Improvement"

The break in the Tejon Street sewer yesterday morning and the consequent flooding of several basements in the business district directs attention to a matter of considerable importance - the present inadequacy of the sewer system in the principal portion of Colorado Springs. The problem can be solved for the present by replacing the sewers with larger pipes at a greater depth, but there is only one real solution - real, because it would be permanent. That is the conversion of Shooks Run into a big trunk sewer by arching it over with concrete. The reasons for this action are so many and important that it is almost imperative. It will have to be done sooner or later, and both the public and the Council ought to be planning for it now...Moreover, the present sewers are so small that they are always congested, a fact which was made disagreeably plain after the break occurred on Tejon Street yesterday.

The enlargement and lowering of the Tejon Street sewer is a necessary preliminary to street paving, but while we are about it wouldn't it be better to take the necessary steps for making Shooks Run the main trunk sewer of the city? It is a natural drainage course, receiving the flow of water from the

entire region between Cascade Avenue and the Printer' Home. In its present condition it is merely an unsightly creek bed, usually almost dry, but filled with a raging torrent after every heavy downpour.

Its effect on adjacent property is altogether bad, but if it were arched over with concrete and properly graded the immediate result would be an increase of from 50 to 100 percent in the value of every lot along its course throughout the length of the city. Its drainage capacity is so great that there would be no danger of it ever becoming to small. If Colorado Springs were to grow to be a city of 200,000 people Shooks Run would still be capable of serving as the main trunk sewer of its entire drainage basin.

This matter ought to receive the serious consideration of the Council and the public. Colorado Springs is enjoying a steady growth, but it should not be permitted to grow in haphazard fashion. We are getting ready to pave the streets and make other needed improvements, and this one ought too be added to the list.

Gazette Articles from March 1911

March 4, 1911 Colorado Springs Gazette Editorial "City Planning"

Philadelphia, one of the oldest and largest cities in the United States, has decided after two centuries of haphazard growth to adopt a definite plan along which its future development may proceed, and accordingly is preparing to spend sums running high into the millions to make itself a city beautiful in the best sense. Commenting on this movement the Public Ledger says:

All that a "city plan" means is that when the city lays out its capital in improvements it shall be done in accordance with a prearranged plan, instead of by the old piecemeal methods, which invariable involve waste and inevitable interference and confusion.

If the Philadelphia of a generation ago had the wisdom and the foresight to do what it is now about to do, the cost of boulevards and parkways would be today immeasurably less; the work of cutting the diagonal avenues imperatively demanded by the increased congestion of urban populations would have been infinitely simplified, and the development of the city's suburbs would have been guided and controlled for their own betterment and the greater advantage of the entire community.

The important thing to remember is that most of the things contemplated in the plans of the city engineers and of the experts who have been co-operating with them will have to be done sooner or later, if the city is not to stagnate, and the sooner a program is drafted and adopted, subject to such changes as the wisdom and experience of those who come after us shall dictate, the less the ultimate cost will be.

Philadelphia is not alone among American cities in wishing now that it had taken up this movement thirty years ago. Invariable the longer such improvements are postponed the greater is their ultimate cost and the more difficult their ultimate consumption. It is not an easy thing to construct parks and boulevards when the necessary land is covered with costly buildings. A half century ago when Napoleon III conceived an ambition to make Paris the most beautiful city in the world he was able to carry out his plans without delay or serious trouble because he possessed almost autocratic power. He condemned property right and left, built broad boulevards through solid rows of houses where previously there had been no highways at all, and the final result was not only the beautification of Paris but a gain in property values which more than paid the cost of the improvements.

Such a thing would be impossible in this country because there is no governmental power which could so completely override the objections of the people, and it is necessary to proceed with greater circumspection. But although the difficulties are innumerable, substantial progress is being made in the improvement of American cities along this line.

Several months ago a civic beauty plan was proposed for the business section of Colorado Springs,

involving principally the improvement of Pikes Peak Avenue. Of course the plan was objected to on the ground that it was "impractical" - an objection invariably made to any such proposal, whether in Colorado Springs or elsewhere. As a matter of fact there was nothing impractical about it and it could easily be put into effect if public interest was sufficiently aroused in its support.

This is one of the matters which ought to receive the serious consideration of everybody who is interested in the welfare of Colorado Springs. It is fully as important to build for the future as for the present, perhaps more important, especially since the cost of such improvements would be less now than at any future time.

March 8, 1911 Colorado Springs Gazette Editorial "Planning For The Future"

That useful organization, the Civic League, issues a monthly bulletin which generally contains a good deal of sensible comment on municipal affairs, and especially on the esthetic side of municipal development. The March number contains an editorial on the comprehensive plan proposal which deserves wider circulation:

How much nearer are we to a comprehensive plan? Without every effort for convenience, order and beauty in the city is minimized. The Council scarcely sees beyond its term of office, General Palmer is not here to lead the van with his noble generousities. The Chamber of Commerce have yet to be persuaded that the best future of Colorado Springs is to be found in fitting it to its most beautiful surroundings, not in manufactories and the attendant smoke.

Good roads we know are an absolute essential, yet we cannot even raise the money for good roads. Some cry aloud for paving - others beg that the wires be put under ground first, and are not comforted when they hear that pavement is contemplated which is easy to lift by cutting it out in blocks. We are strapped and bound by railroad tracks usurping our river valley and filling it with smoke, depreciating values in the residence district, crossing our main thoroughfares, complicating in every way the natural growth of the town. yet we look with dull eye on the great mistake and make no effort to show the railroads that if they helped to make their entrance into the city less haphazard, and co-operated with us in making the town an a harmonious whole, they would increase the traffic to their own benefit.

Money is being raised for a fitting monument to the city's founder. Where could it be put? No one can tell what to do until a City Plan has been made by the best expert we can secure. The Council passes a resolution favoring the employment of an expert - but all that was done was to ask the advice of Charles Mulford Robinson concerning the work projected on Pikes Peak avenue.

The hitch in the civic beauty plan, both here and elsewhere, lies primarily in the difficult of convincing the average citizen that it is worth while to spend money and effort to get a thing which, as he sees it, possesses no advantage other than that of attractiveness to the eye. Real success does not come until the average citizen has been convinced that other and more practical benefits go hand in hand with city beautification. For instance, it is easier to persuade people to vote money to construct a park if they can be shown that the park will not only add to the general attractiveness of the neighborhood, but will increase the value of adjoining property as well. When it comes to spending money for public improvements most taxpayers are as "practical" as they ought be in making private investments. Perhaps it is well that this is so, for otherwise a great deal of public money would be spent foolishly. But it is evidence of the substantial basis of commonsense on which the whole civic beauty idea rests that it is making headway all over the country. The closer it is scrutinized the more evident is the fact that its benefits are not limited to the mere provision of sights which are pleasing to the eye.

Several months ago the Civic League suggested a plan for the improvement of Pikes Peak avenue in the business section which merited more serious consideration than it received. It provided for center parking in the two blocks between Cascade and Nevada avenues. This plan involved the removal of the street car tracks for Pikes Peak Avenue, the traffic being diverted at the corner of Nevada south to Huerfano and thence west to Cascade. Perhaps it would be impossible to convince the Street Railway Company of the advantage of this part of the plan, but this would not necessarily mean the abandonment of the whole idea of parking Pikes Peak Avenue in the business section.

Let the tracks remain where they are, if necessary, and construct middle parking, broken in the middle of each block by a space wide enough to permit vehicles to cross from one side of the street to the other. This plan has been used in other cities with excellent results, but it probably will be pooh-poohed here because of its novelty. Pikes Peak Avenue is so wide that its entire area would not be needed for ordinary traffic even if Colorado Springs had 100,000 people instead of 30,000. The excess area is merely so much additional space for the production of dust, but with center parking it could be made a means of beautification. It is not too late to alter the paving plans to include this provision for the improvement of Pikes Peak Avenue. We commend it to the earnest consideration of the Council.

March 14, 1911 Colorado Springs Gazette Editorial "Making the Dirt Fly"

The beginning of actual construction on the storm sewer system this week is an event of importance, for it marks the end of the talking stage of the public improvement campaign and the beginning of the end to which everyone has long looked forward. It seems an age since public-spirited citizens began to agitate street paving. Again and again the project was revived, only to be discussed in a desultory way for a few weeks and then dropped. Now there is no doubt whatever that the whole business district of Colorado Springs embracing about twenty-five blocks, will be paved before the end of the year. Possibly it may be done before the beginning of the tourist season; indeed, we are inclined to think that it might not be a bad thing to have the streets torn up which the tourists are here next summer as a practical demonstration that Colorado Springs is really doing things.

We do not recall a time when the future of Colorado Springs looked brighter than at present. The reorganized Chamber of Commerce has got under way with an abundance of enthusiasm and its committees are buckling down to work with a determination to produce results for the benefit of the Pikes Peak region as a whole. There is every reason to believe that the vexed liquor question will be settled next month by the revocation of the present farcical prohibition law and the adoption of a license ordinance which will put an end to the hypocrisy and lawlessness of the present system. Public improvements of vital importance to the city, and which have urgently been needed for many years, are being started. The paving of the streets, with the related question of storm sewers, sanitary sewers, etc., is a complicated matter, and the long delay in beginning was not wholly unjustified. There is satisfaction in knowing that none of the preparatory work has been overlooked and that when the job is finished it will be permanent. It will not be necessary to rip up the paving a half dozen times in the next two or three years to repair old pipes or lay new ones, for all of the underground work will be disposed of before the paving is laid.

Colorado Springs will bear a different aspect when these improvements are completed. Its business district will present a cleaner, more attractive and more metropolitan appearance, and we shall no longer bear the reproach of being the largest city in the country with unpaved streets. But paving, important as it is, is by no means the only improvement needed. No effort should be spared to bring the union depot project to a successful conclusion. If we are to build for the future it would be folly to overlook the bad effect of having the whole area of the city cut up into a checkerboard by railroad tracks running in every direction. To overcome this condition will require prolonged effort and the expenditure of considerable money. But the importance of the end abundantly justifies both work and expense.

Any allusion to building for the future immediately calls to mind the importance of the movement to secure a comprehensive plan of city building. If it were not that we do not believe that the present paving and parking plan will prove inharmonious with any future comprehensive plan for the whole city we would favor a still further delay in the beginning of this work. But inasmuch as the paving concerns only the business district, there is hardly a possibility that a civic architect would find anything in it to conflict with his ideas for the appropriate beautification of the city as a whole.

However, we have frequently suggested one minor change in the paving plans which could still be made without delaying the entire project. This is the parking of Pikes Peak Avenue in the business district. To do this would not involve the necessity of removing the car tracks, nor would it cause the slightest inconvenience to traffic. By constructing two large, oval parked spaces in each of the two blocks between Cascade and Nevada Avenues the cost of paving would be materially reduced, and at the same time the street would be beautified in a way otherwise impossible of attainment.

As a general plan for this particular improvement the following outline is at least suggestive: The length of each block is 400 feet. Two oval parked spaces could be constructed in the middle of the street in each block, each of them 125 feet long. An open space 100 feet long could be left between the parked spaces to permit the traffic to move freely from one side of the street to the other and from one alley entrance to the other. Instead of placing the end of the parked space flush with the end of the block, an additional open space of twenty-five feet could be left to still further facilitate traffic. The street car tracks would remain as at present and the grass in the parkway watered from the sprinkling cars.

This plan has been used with excellent effect in Boston, Baltimore and other cities where careful attention has been given the esthetic side of municipal development, and has been entirely successful. It could be used to even better advantage here because of the extraordinary width of Pikes Peak Avenue. Under present conditions it is impossible to conceive of the traffic ever being heavy enough to require all of the space in Pikes Peak avenue, and the extra space can only remain a source of expense for maintenance.

Would it not be well for the Council to give further consideration to this matter before the paving of Pikes Peak Avenue is begun?

March 29, 1911 Colorado Springs Gazette "Protest Against a 25-Foot Ordinance"

Protests against an ordinance passed recently providing for 25-foot sidewalks on Pikes Peak Avenue, will be made to the City Council today by property owners who have holdings on that street. Those advocating a change from the present plans in the paving district want the walks to be 20 feet wide instead of 25 feet, although the recommendations of Charles Mulford Robinson, the civic beauty expert, and three engineers engaged for the purpose of making suggestions, favored the wider walks.

It is probable that the Council may find it necessary to agree to the proposed change, although its members favor the 25-foot walk as specified by the civic experts.

March 30, 1911 Colorado Springs Gazette Editorial "Width of the Sidewalks"

Our sympathy and congratulations to City Engineer Waggener as the only member of the administration with nerve enough to stand pat on the original decision concerning the width of sidewalks on Tejon Street and Pikes Peak Avenue. For the second time the Council yesterday gave a jellyfish exhibition by yielding to another kick, and now it has decided - until someone kicks again - that the sidewalks on Pikes Peak Avenue are to be twenty feet wide. If somebody else comes along with a petition to make the sidewalks four feet wide these complacent gentlemen will doubtless yield, for with them it seems to be a case of anything to please the last fellow that gets their ear.

Really, it would seem that the only thing necessary to transform a councilman's spine into a flexible strip of soaked vermicelli is for somebody to stick his head in the door of the Council Chamber and yell "Sidewalk!" This conclusion is justified by the history of attempts to fix the width of the walks in the business section. First, the council paid a substantial fee to two expert engineers for a report on the street paving, which report included a recommendation that the sidewalks on Pikes Peak Avenue be made twenty-five feet wide and those on Tejon Street twenty feet wide. As these streets are respectively 140 and 100 feet wide the result would be a ninety-foot driveway on Pikes Peak Avenue and a sixty-foot driveway on Tejon Street - widths amply sufficient for the traffic.

Gazette Articles from April 1911

April 7, 1911 Colorado Springs Gazette Editorial "Civic Beauty Pays"

Commenting on the civic beauty plans for Chicago, the Record-Herald, of that city, says:

Mr. Moody is right in telling us that we have not given sufficient attention to beauty, convenience, "metropolitan glamour." We have been strenuous and amazingly successful, but the time has come to give more thought to amenity, grace, art and beauty. Planning and adornment involve no sacrifice of "cash," no neglect of the philanthropy which lies in industry and employment; on the contrary, they mean increased chances of prosperity. An attractive, orderly, safe, well administered city - a city of parks, noble buildings, clean streets, fine theaters, modern hotels - will do more business with outsiders than a city of smoke, dust, filth and ugliness. Beauty and progress "pay," even in dollars, and that is why the Association of Commerce, whose primary purpose is trade promotion, is property interested so many civic, social and esthetic reforms.

This is an argument which should appeal strongly to those citizens who believe that the development of our commercial interests is the all-important consideration. "Beauty and progress pay, even in dollars," says the Record-Herald, and it cites this as the prime reason for the support of the plan by the Association of Commerce. It is true that conditions in Colorado Springs differ so widely from those in Chicago that comparisons cannot be made, but it is also true that civic progress in its broadest sense is not a matter of population or size.

Most of the visitors to Colorado Springs regard it as a beautiful city, but those who have traveled widely and observed what has been done in other places, know that there are some things in which we are backward. This fact in itself is not necessarily a matter of reproach, for no city reaches a perfect development, but it will be a cause for reproach if we make no effort to better conditions.

Valuable suggestions for the development of Colorado Springs according to a comprehensive plan were made several years ago by an expert employed for that purpose, and these should be supplemented to conform to existing conditions and adopted. It is important for Colorado Springs to develop commercially, but we must not forget that the best commercial progress goes hand in hand with an attractive appearance.

Another question to be considered without unnecessary delay is the celebration of the fortieth anniversary of the founding of Colorado Springs, on July 31, and the thirty-fifth anniversary of the admission of the State of the Union on August 1...Colorado Springs is about to take a big stride forward. A new office building, almost completed, and the rapid construction of the Burns Theater give an approved appearance to the business section. The best relief for tired eyes, though, is the tearing up of the business streets to lay the new sewers - the work preliminary to street paving. New gas and water mains are soon to be laid in the business section and it will not be long before the actual paving of the streets is begun. Twenty-five blocks of modern paving with wider sidewalks in the business streets will give an up-to-date aspect to the business district of Colorado Springs, which has been sadly lacking in the past.

April 13, 1911 Colorado Springs Gazette "Council Passes Parking and Curb Ordinances"

The curb line ordinance passed on final reading at yesterday's meeting of the City council. There were no changes made in the measure since 10 days ago, and the width of sidewalks in the downtown paving district is to be 20 feet on Pikes Peak avenue and 16 feet on Tejon street. The recommendations of imported engineers and civic beauty experts were for 25-foot walks on Pikes Peak avenue and 20 foot walks on Tejon Street, but these specifications were objected to by property owners interested.

Gazette Articles from June 1911

June 10, 1911 Colorado Springs Gazette "Only Routine Matters Come before Council"

A petition to extend the paving district on Pikes Peak avenue from Nevada east to Corona street was presented the City Council yesterday morning and was referred to Commissioner A. J. Lawton. The petition, which is for an amendment to the present paving ordinance, proposes cutting out the parking of east Pikes Peak avenue, as provided in the plans now underway, and is signed by the owners of

1,499 ½ feet of the frontage in the proposed new district out of a total of 3,800 feet of frontage. The law requires that such a petition have at least 51 per cent of the frontage involved so the petition is not legally before the Council.

The members of the council, it is said, do not take kindly to the proposed change, coming in at so late a date when work under a former plan has been already started. According to Commissioner Lawton, the plans as outlined and adopted met the approval of Charles Mulford Robinson, the civic beauty expert, and there is no adequate reason advanced for changing them.

June 17, 1911 Colorado Springs Gazette "Will Hear Protests on Paving on July 5"

By resolution passes yesterday morning by the City Council, July 5 is set as the day when formal protests against the improvements planned in the proposed paving district must be made before that body. After the hearing of the protests, if they are not too strong, the council will pass the ordinance finally adopting the plans and specifications and calling for bids on the work.

According to the estimate of the city engineer the outside cost of the work proposed will be \$315,045.35. This does not include the charge for collection and other incidentals which will be in the neighborhood of \$15,000. It is expected, however, that the contract price will be considerably less than the estimate.

The maximum share of the estimated cost per front foot to be assessed upon any lot or lands abutting upon the streets and avenues to be improved, will be as follows:

Cascade avenue, \$26.042; Tejon street \$18.582; Platte avenue \$10.437; Bijou street \$8.557; Kiowa street \$10.848; Pikes Peak avenue \$19.322; Huerfano street \$19.397; Cucharras street, \$12.027.

The total outside cost of the improvements that will be charged to the Colorado Springs and Interurban Railway company amounts to \$44,320.29.

By the terms of the proposed ordinance, the paving district is defined as follows:

Cascade avenue from Platte avenue to Cucharras street, with center parking to a point 100 feet north of Pikes Peak avenue; Tejon street from Boulder street to Cucharras street; Platte avenue, Bijou street, Kiowa street and Cucharras street from Cascade to Nevada Avenue; Pikes Peak avenue from Cascade avenue to the Santa Fe undercrossing, with center parking from Nevada avenue east; Huerfano street from the east end of the viaduct to Nevada Avenue.

June 17, 1911 Colorado Springs Gazette Editorial "Forward"

July 5, a little more than two weeks off, has been set by the Council as the date for hearing final protests against the paving program. This formality - for it is scarcely more than that - disposed of, the work of public improvement will be started in earnest. Soon the contract will be let, scores of men will be put at work on the street, and long before snow flies Colorado Springs will have in its business district twenty-five blocks of modern paving, many of them beautified besides with center parking and with ornamental iron poles to carry lamps and electric wires.

Take notice, ye pessimists and doubters, that Colorado Springs is up and coming. Today there is no city in the state more alert and progressive, more strenuous in its public activities, more determined to do the things that count for the best advancement along healthy lines. There was a time when Colorado Springs was content to rest on its laurels as a pretty resort and residence town, but that day has passed. Its public spirit has been aroused and quickened into new life and is finding expression through an able, aggressive Chamber of Commerce. Improvements of great importance, both public and private, are under way. A new era is at hand, the era of a greater, and above all, a better, more beautiful, more prosperous Colorado Springs. We have only just begun to grow.

June 30, 1911 Colorado Springs Gazette Editorial "More Oiled Streets"

The work of oiling Cascade Avenue from Uintah Street to Platte Avenue, where the paving will begin is

now in progress and will be finished in a few days. It will be remembered that Commissioner Lawton tried last winter to get an appropriation large enough to admit of the oiling of Tejon street also, but the fund available for the current year was not large enough. However, it is gratifying that Cascade Avenue is being thus improved, and when the work is finished it will be in every respect a modern thoroughfare.

The success of the oil treatment for streets on which the traffic is light is fully established. A thorough dressing of road oil, containing a large percentage of asphalt, renders the surface both dustless and waterproof. An oiled road sheds water like a duck's back, but what is vastly more important here, it is the most effective means of abating the dust nuisance, When freshly applied the oil has an odor which is not altogether agreeable, but this disadvantage is more than compensated for by its action in binding together the particles of sand and gravel and making a smooth, firm surface which, under ordinary traffic is not easily ground into dust. For these reasons it is apparent that sprinkling with oil is the real solution of the problem of good streets in Colorado Springs. Of course we refer only to the residence streets, for no amount of sprinkling with oil will make a gravel street capable of withstanding the steady grind of heavily-laden iron tires. This is a condition that can be provided for only by paving the business streets, as is soon to be done.

But the time is not far distant when Colorado Springs can boast with absolute truth of having streets which in every essential particular are beyond criticism. The entire business district, comprising the twenty-five blocks in which the traffic is heaviest, will be paved with some material of proven worth. This will be finished by the end of the present summer. A year ago several blocks on North Cascade Avenue were oiled as an experiment and the results have been so satisfactory that the work is now being continued. There is no doubt that other streets will be oiled as speedily as available means will permit, until all of the more important thoroughfares are thus improved.

It is reasonable to suppose that when this is done the dust nuisance in Colorado Springs will no longer be a source of serious annoyance. Of course we shall always have a certain amount of dust; every city has, no matter how well paved and carefully swept its streets may be. But at any rate we can get rid of the disagreeable clouds of sand and dust which accompany the heavy winds in March and April.

Doubters and pessimists would do well to take notice that Colorado Springs is "up and coming." There is an end to the lethargy of other days which had its origin in the feeling that we already had the best and most beautiful city in the country and therefore did not need to exert ourselves to make it still better. There is more enterprise and public spirit to the square inch in Colorado Springs today than ever before, and it is the spirit that does things.

Gazette Articles from August 1911

August 5, 1911 Colorado Springs Gazette "City Decides to Go Ahead With Paving"

The City Council yesterday adopted a resolution and also passed on first reading an ordinance ordering paving in the downtown district and authorising the city engineer to advertise for bids for the work. It will be necessary to publish the ordinance for 20 days, and an additional 20 days will be allowed contractors to submit bids.

Although C. W. Haines, an attorney representing several property owners on Bijou street, gave notice of protesting against paving on that thoroughfare between Cascade and Nevada avenues, the city council will pay no attention to the protest. Unless stopped by an injunction, the paving and improvement contract will be let within the next 40 days.

Attorney Haines intimated that if the matter is taken to court his position will be to attack the charter which gives the city council the right to order street paving done.

City Attorney McKesson, in reply to Haines argument, declared that it is too late to file protests, since the time limit set expired long ago. Those protesting now, he said, were given ample opportunity to do

so at the right time but did not avail themselves of it. He said that residents have no legal right to protest now, and pointed out that more changes in the paving plans would again delay the work many weeks.

The only other matter of interest taken up by the City Council at yesterday's meeting was an order issued to City Forester McKown to notify property owners to trim their trees that extend over the sidewalks. In the event of refusals to comply with the order arrests are to be made.

August 21, 1911 Colorado Springs Gazette Editorial "Oiled Streets"

The resumption of the work of street oiling is a gratifying sign of progress. It is more than a year since the first improvement of this nature was made on Cascade Avenue, with results so satisfactory as to justify the conclusion that this is the ultimate solution of the problem of street improvement in Colorado Springs, except in the business district. Downtown, where the traffic is so heavy that even a properly oiled surface would soon be ground into dust, paving is necessary, but on all of the residence streets an oiled dressing will answer all requirements.

The oil now being applied on North Cascade Avenue contains a large percentage of asphalt, which mixes with the gravel and forms a smooth, firm, waterproof surface, capable of withstanding the traffic to which it will be subjected. Of course, the application must be renewed occasionally, but the cost of keeping a street in good condition by this means is much less than by any other method that would produce equally good results.

It is safe to predict that within a very few years all of the principal streets in Colorado Springs will be oiled, and most of them parked. Certainly there is no public improvement that would add more to the attractiveness of the city, and the work should be expedited in every way possible.

Gazette Articles from February 1912

February 3, 1912 Colorado Springs Gazette "Council Receives Parking Protests"

Fourteen property owners entered a protest at yesterday's meeting of the city council against the proposed center parking on Nevada avenue in improvement district No. 1. The block between Bijou and Kiowa street and the two blocks between Huerfano and Vermijo streets are included in the protests.

It was claimed that the blocks are in the business district and if center parking was done it would tend to divert business to Tejon Street, thus depreciating in value the property on Nevada Avenue. Those who filed protests are:

James H. Williams, J. M. Millen, E. F. Millen, Mrs. N. L. Atkinson, Mrs. Emily McFerran, Mrs. S. A. Ward, Mrs. M. A. Erickson, E. G. Davis, the Odd Fellows, the Colorado Title and Trust company, the Russell Gates Mercantile company, William F. Slocum, Horace E. Pastorius and the First United Presbyterian church.

No objection was raised to the proposed center parking on Cascade avenue and side parking on Platte. The time limit for protests has expired and the plans will not be changed, as regards these avenues. The Nevada avenue protests were so vigorous that it is believed the council will eliminate center parking.

February 18, 1912 Colorado Springs Gazette Annual Report

The year 1911 marked the creation, and in some cases the completion of many public improvement districts. It is the work of this Department to run levels and cross sections; plat the same and prepare plans, details, specifications, estimates and assessments for each of these districts.

Under the new public improvement ordinances were created Paving and Improvement District Number One, Public Improvement District Number One, Wood Avenue Improvement District Number One and Storm Sewer District Number One. The two last named were completed during the year; the concrete work has been started in Paving and Improvement District Number One and the preliminary work has been completed for Improvement District Number One. Bids for this District will probably be called for about March 15, 1912.

March, 1912 The Civic League Bulletin, Vol. 1, No. 3, Editorial

March, 1912 The Civic League Bulletin, Vol. 1, No. 3, Editorial

How much nearer are we to a comprehensive plan? Without every effort for convenience, order and beauty in the city is minimized. The Council scarcely sees beyond its term of office, General Palmer is not here to lead the van with his noble generousities. The Chamber of Commerce have yet to be persuaded that the best future of Colorado Springs is to be found in fitting it to its most beautiful surroundings, not in manufactories and the attendant smoke. Good roads we know are an absolute essential, yet we cannot even raise the money for good roads. Some cry aloud for paving - others beg that the wires be put under ground first, and are not comforted when they hear that pavement is contemplated which is easy to lift by cutting it out in blocks. We are strapped and bound by railroad tracks usurping our river valley and filling it with smoke, depreciating values in the residence district, crossing our main thoroughfares, complicating in every way the natural growth of the town. Yet we look with dull eye on the great mistake and make no effort to show the railroads that if they helped to make their entrance into the city less haphazard, and co-operated with us in making the town an harmonious whole, they would increase the traffic to their own benefit. Money is being raised for a fitting monument to the city's founder. Where could it be put? No one can tell what to do until a City Plan has been made by the best expert we can secure. The Council passes a resolution favoring the employment of an expert - but all that was done was to ask the advice of Charles Mulford Robinson concerning the work projected on Pikes Peak avenue. In 1905 Mr. Robinson wrote a report for the Good Roads Association, on Street Parking, in which he says, "Eliminate the geometrical designs in the interior beds. Shrubs never grow naturally in diamonds and crescents" - and yet they are making shrub beds at the present movement on Cascade avenue whose outlines suggest the porous plaster, the liver pad, and the lung protector! Who can tell whether the intermittent inquiries directed to Mr. Robinson from time to time will be any more faithfully carried out? Who is to decide on the ornamental light poles? - objects which may be eye-sores for decades to come, like some in our sister city Denver. Meanwhile, California, Texas, Kansas, Iowa, are marching in the forefront of civic progress - not to speak of the more cultured and densely populated East. Read the "American City" and admire the vitality, the eagerness for the best, the unity of aim which city after city is showing in this great country of ours. Why should we lag behind? Before the new Chamber of Commerce can be felt as a forward power we must have a comprehensive plan, and then all work together for its completion.

May 1912, Charles Mulford Robinson,

May 1912, Charles Mulford Robinson, "A General Plan for the Improvement of Colorado Springs" (pg 35)

I come now to the question of street parking. This work is practically completed not only on Wood Avenue, as already mentioned, but on North Cascade. In fact, there is need in this report to say very little about separate streets. The need now is rather for general parking suggestions which can be applied in the work already planned, or soon to be planned.

The one which is perhaps most natural to speak of first is the improvement of Nevada Avenue's center parking. Of all the suggestions contained in the report of 1905, I was most surprised to find that

those referring to that thoroughfare had not been carried out. They are so easy of accomplishments, and promise such large results at so little cost of money or of effort.

The plans, it will be remembered, contemplated the continuance of the parking - minus the trees - through the three blocks, from Cache La Poudre to Uintah, where the street cars detour around the College campus; the broadening of the present center parking strip, and the lowering of its crown. One would think these suggestions so obvious that they must commend themselves to everyone - most of all to the residents of the street who, by such simple means, have it in their power to obtain a thoroughfare of such distinction.

I submit some photographs which are interesting as showing the possibilities of this tree-bordered center parking strip as a mall, or promenade, and how, as now arranged, the trees are planted on the very edge and border of the dusty street. An extension of the width of the center parking, and then its orderly border with a curb, would not only better greatly the proportions of the street, but would give to the roots of the trees a better chance of nourishment, would lower the crown of the parking - so that the water would sink in, instead of running off the surface - and would provide space for seats at intervals beneath the trees... At the time of my visit, the ordinance in contemplation provided for a thirty-four foot parking, and two thirty-four foot roadways. This would have added one foot only to each side of the existing parking. But if the addition were five feet on a side, there still would be space for three parallel lines of carelessly driven vehicles in each roadway - an allowance, which the picture shows, is a good deal more than really necessary. It is important, also to remember that in cases where there is center parking, not only is all the traffic of a roadway moving in the same direction - a fact which much lessens the amount of passing - but on one side of the roadway there is no occasion for vehicles to stand at the curb.

I have written at some length of Nevada Avenue because, as in the case of Cascade Avenue, of which I shall soon speak, the concrete instance best points the lesson for streets not yet improved. Platte Avenue, for example, is of equal width with Nevada, and should also, from Nevada eastward, have center parking (FOOTNOTE I say from Nevada eastward, because from Nevada to Tejon Street, side parking thirty-eight feet wide, from curb to lot line, has been already adopted, and on one side put in. With the open square there, on one side, that was probably the best treatment. The consequent narrowing of the road, however, makes center parking impracticable until Nevada Avenue is passed. This broad side-parking should, of course, be extended westward to Cascade Avenue. Colorado Springs has seen too much changing back and forth in the treatment of avenues.) The car tracks, which are now on Platte, from Wahsatch to Institute, should be contained in the center parking, so eliminating for this avenue the central promenade. But there should be turf between the glistening rails, and with the street's gradual rise to the east, this strip of green, stretched like a carpet down the center, will make the street very beautiful in perspective.

So, again, Wahsatch Avenue should have center parking. This was recommended in my previous report, and now the people have petitioned for it. Such side parking as has been put in, through private enterprise, is of all sorts of widths - fifteen, twenty, and ten feet. But as the avenue is a hundred and forty feet wide, there may be a twenty-foot side parking outside a six-foot paved walk, which in its turn may be four feet from the lot line, and there still would be space for center parking thirty two feet wide. For two twenty-four foot roadways will be quite enough.

But it must be emphasized that parkings without curbs are available only where traffic is extremely light. This is even more uniformly true of side parking than of center parking, though Colorado Springs now knows that the rule is sufficiently consistent as to that.

Gazette Articles from June 1913

June 29, 1913 Colorado Springs Gazette "City Planning Boards Hold Important Place"

A. J. Lawton, Delegate to National Convention, Discusses

Civic Needs in Colorado Springs

That time is rapidly passing when an American City may think it is beautifying itself by sticking up a monument (ordered from a catalogue) on a corner, or putting up a series of gas pipe arches along the main street, is the substance of a statement made by A. J. Lawton, commissioner of public works and property and delegate from Colorado Springs to the fifth national conference on City planning held in Chicago last month.

"A progressive city is one that leads in building, according to a carefully drawn plan for present and future needs," said Mr. Lawton. "That is why the members of the city planning commission of Colorado Springs and others have taken such an interest in the discussions and plans that were offered at the national conference on city planning held recently in Chicago. At that convention suggestions and specification were discussed, which, if scientifically worked out and allowed to materialize would make this city one of the most beautiful in the country."

"We already are known as the most beautiful from a natural scenic standpoint, and with a little progressive spirit in the way of building according to the suggestions of a well-organized city planning board would soon acquire the distinction of being one of the most beautiful from the viewpoint of buildings."

Slums in Smaller Cities

"Colorado Springs would be benefited in more ways than one if it followed suggestions offered by the commission. What many people regard as the homes of the poorer people are in reality tenements. There was a time when we thought that only the larger cities such as New York, Chicago, London and Paris could have slums. That is a sad misconception. Today in the smallest villages we find types of slums that would be a disgrace to a large city in comparison. If there is any difference in the slums of a large city and a small middle state town, then that difference is not more than the difference in the languages of those sections - just dialects, different pronunciations of poverty, neglect and wretchedness. Even the wealthy people are building today what will later become the worst of slum residences. If they would only employ a little science in their construction, then this evil would be eliminated."

"A great deal might be accomplished by a thorough investigation of bad housing (that little which we have) and corrections made. It is not the slum child which dies that is to be pitied - it is the one who lives. In every slum child who lives the nation has a probable invalid and a possible criminal."

"Besides the correction that might be made in faulty housing, especially in the outlying districts, a system of parkways, improved streets and public buildings would enhance this city. A city planning commission, with full control as long as it does not interfere with other public departments, has a work that is manifest. Under what might be listed as physical features it could direct the building of the streets, plan them with regard to their accessibility from surroundings, and to civic and neighborhood centers, factories, parks and other open spaces. It should control the width, subdivisions, grades and treatment as well as the trees along it. It should also look after the drainage."

Wide Walks and Trees

I heartily agree with Charles Mulford Robinson and the engineers who recommended that the sidewalks on Pikes Peak Avenue be widened from 15 feet to a width of 25 feet. I would earnestly deprecate the suggested compromise to 20 feet on a street that would still have space between its curbs, for 11 teams abreast.

"A line of trees on this avenue would also enhance it. There are some who, at this suggestions, have said that trees make a city "countrified." Let those who claim that trees, affording shade and beauty, cause a city to look like a country lane go to France or Italy. Paris, noted for the beauty of its main thoroughfares, would no more plan a street without a line of trees than it would without pavement. Genoa, Rome, Milan and Turin, cities that cannot be surpassed for their beauty, would not more think of building a main street without trees than they would a house without stairs. The contention is wrong - trees do not make a city look countrified."

"As to playgrounds and parks, the work that could be accomplished by the city planning board, if allowed the money, would work wonders. A glance at the map of Colorado Springs shows that west of Monument Valley park we have nothing in the way of parks nearer than the Garden of the Gods. This is entirely inadequate. On the east side there is Acacia, or North park, and out on Hancock avenue, almost to the edge of the city, a square of city property not now in use. To the southeast is Prospect lake, a lake with a border of land that, if put under control of the city planning commission, could be made into a splendid recreation ground.

On the south edge of the city is Dorchester park, with its seven and three quarter acres, and in front of the principal railroad station is Antlers park - mainly there to look at. It is remarkable that Colorado Springs with probably the largest park acreage per capita of any other city in the country, has less than 182 acres of developed parks close enough to the built up sections of the city to have neighborhood value - 182 acres out of 2,475.

With an appropriation given the city planning board, this state of affairs could be remedied. The city has made a start along this line with the new playground that is to be opened in Monument Valley park. Let us continue this work.

The Problem of Vacant Lots

The problem of our vacant lots is another vital question that should be solved. There are hundreds of vacant lots in this city that should be utilized. It has been suggested that they be subleased for the purpose of raising grain or vegetables, and that we enforce regulations compelling owners to cut the weeds and keep them in condition. Suggestions from every available standpoint have come to us. I believe, with a city planning board having control of this nuisance, we could find a remedy.

Perhaps the greatest handicap to a city planning commission in its early days is its undeveloped relation to the other forces engaged in the management of public business. Before this new instrument of government can get the necessary foothold to permit it to do real work, it must be properly introduced to many functionaries long established. Besides the city officials with their powers well defined by statute, ordinance and custom, there are the public service corporations entrenched behind their legal rights, as well as those important adjuncts to civic advance, the many organizations composed of public-spirited citizens devoted to particular reforms and improvements.

The difficult aspect of the problem of the relationship of a city planning board with the public service corporations is one that must be handled with tact in order to gain any ground. The process of improvement is before these corporations constantly. The railroads must be extended and the service improved; rapid transit introduced, the facilities for freight transportation increased and the cost of the same reduced by competition that will result from the extension of additional trunk lines to the city. The terminals of all kinds of transportation agencies must be enlarged and bettered; water supply companies must be consolidated; buildings erected and wires buried. If these developments are not in harmony with all other physical reforms, the city plan will be considerably marred.

Commission an Agent of Good

However, since these corporations depend on the public for their success, and since they realize that the work of a city planning commission is practically a work of the public itself, they can be induced to submit to this new conception of local government quite easily.

But, whatever small objection that can be raised against the installation of a city planning board, with money with which to act, is easily offset by the great amount of good accomplished. It is not only the city beautiful which is the work of the board. It is the city practical as well.

To make a city habitable, to eliminate sickness to a great degree by proper facilities for drainage and sewerage, to make it not only worth while living in, but a pleasure, is the work that we hope to do, with the help of the people.

Those composing the city planning commission of Colorado Springs are as follows:

Chamber of Commerce - C. B. Seldomridge, Henry C. Hall, C. L. Tutt, W. D. Hemming and Raymond Robbins.

Federated Trades Council - R. C. Wright and O. R. Owen

Woman's Club - Mrs. W. H. R. Stote and Miss Ella Zimmerman.

Civic League - Mrs. C. P. Dodge and Mrs. Leonard E. Curtis.

In addition to these the commission is made up of the mayor, commissioner of public works and property, chairman of the union depot commission, all ex-officio.

June 30, 1913 Colorado Springs Gazette Editorial "Money for Street Work"

We can think of a great many jobs more desirable than that of the man who is called upon once a year to prepare the municipal budget of Colorado Springs. This task devolves upon the Mayor, and if he succeeds in doing even fairly satisfactory he thereby earns his salary for the entire year. It is not merely a feat of high finance; it requires some knowledge of necromancy and black art, for the maker of a budget for this town must be able to conjure up money when it doesn't exist.

He must devise a way to prune the estimates of the head of each department by one-half and still leave those gentlemen as happy as if they had got all they asked for. Of course the Mayor never succeeds in making a budget that satisfies everybody; indeed, he would be lucky if he managed to satisfy anybody at all. And this is because the city's revenues are wholly inadequate to meet its rapidly growing needs.

Of course it is inevitable that the estimates of the various commissioners shall be cut and slashed in making the budget, but we have always believed that the estimate of the Commissioner of Public Works and Property ought to be given special consideration. Colorado Springs is first of all a scenic and health resort. It thrives and prospers because of the money spent here by its visitors.

Everybody knows that but for such patronage it would shrink to the dimensions of a country town, for it has no manufacturing or commercial industries capable of sustaining its present population. The fundamental fact is that its welfare at all times depends on its ability to attract visitors and then impress them so favorable after they get here that they will stay permanently.

This is why we hammer everlastingly on the importance of making Colorado Springs attractive and keeping it attractive. We insist that this city must always be on dress parade; it must be ready to receive visitors every day in the year, and to make such a pleasing impression on them that they will prolong their stay for a week, a month, or a lifetime.

First impressions are lasting, and the visitor who, after a drive about town, exclaims, "This is the prettiest place I ever saw," is a great deal more likely to stay here than the one who is disgusted by unkempt streets and unattractive private grounds.

Colorado Springs can well afford to spend money lavishly for better and still better streets, even if it has to hustle hard to get the money. Nobody regrets the money spent for parking Cascade Avenue, or for the maintenance of Monument Valley Park. We don't believe that it would be possible to find ten men who would stand up and admit that they would prefer to see the business streets unpaved and bordered by the wretched sidewalks and unsightly wooden poles which we had only a little more than a year ago.

Money spent for public improvements is a permanent investment that pays big dividends, provided it is spent with honesty and commonsense.

Now our business streets are paved, the curbs extended, new sidewalks built and ornamental iron lamp posts erected in place of the old wooden poles. So far as the installation of these improvements is concerned, nobody could ask for anything better. But it happens that the proper authorities have

failed to make adequate provision for maintenance. Of course they have a good reason - lack of money - but this does not change the all important fact that the business streets are not kept clean.

The blame for this condition does not rest on Commissioner Lawton. He is doing all that can be done with an insufficient appropriation. It is obviously impossible to keep 30 or 35 blocks of wide pavement clean with a force consisting of a few men with brooms and pushcarts and a single sweeper drawn by two horses. The sweeper is operated at night, and the men with brooms are on the job both day and night. Nevertheless when people come down town in the morning they find the pavements dirty, and they kick - and they have a right to.

The point of this contention is that it is up to the City to find a way to get more money for sweepers. We don't suppose it is practicable at the present time, but it ought to be considered with the utmost care before the next budget is made. The City ought to buy an effective, up-to-date sweeping machine which will be capable, after making the rounds, of leaving some evidence that it has been on the job. If this is done Colorado Springs will have less reason to apologize to its visitors for the appearance of its business streets.

Initial Paving of Thoroughfares

OVERVIEW:

Charles Thomas, a noted local architect, was elected to City Council and was appointed Mayor by his fellow Council members in 1917. In 1920, he announced Council's desire for a \$1.1 million project to pave the main cross-town thoroughfares of the City. These were Colorado Avenue to the west, Platte to the east, Cascade to the north and Nevada to the south. The costs of materials and labor were early concerns that proved troublesome through the planning process. In recognition of the community benefit of paving, the reduction in maintenance costs, beautification of the city and comfort to travelers, the Council also proposed a 50/50 split of the cost of the paving between the property owners and taxpayers, with funding provided by bonds. This was a change in policy; previously, all costs had been assessed against property owners.

Center parking with curb and gutter was to be included in the Cascade Avenue north of Madison Street, adding about 30% more to individual property assessments. Center parking was also proposed for Nevada Avenue between Vermijo and Las Animas. Only side parking was proposed for Platte, but a subsequent vote among property owners resulted in a 40-9 tally to request center parking. This was in spite of the City Engineer's estimate that center parking would add 35% to the assessments.

Council formed improvement districts as the first step; however, a Taxpayers Association formed to oppose these plans. Little information is available regarding this group. They protested the 1912 decision to issue bonds without a vote of the public, and in May filed two petitions; one to repeal ordinances that created the improvement districts and the other to amend the City Charter to remove the power to create improvement districts without a vote of the entire City, and to limit the city tax levy at 10 mills, unless voted by the people to be higher. The petitions required a special election that summer.

The newspaper continued as an enthusiastic supporter of the paving program.

"The point which we all have been trying to overlook but which cannot be ignored much longer is that Colorado Springs has not kept herself up. We not only have failed to undertake new work which should have been begun but we have neglected needed improvements and ordinary maintenance. The net result is that we are far behind and we must speedily get behind and push thru a large and comprehensive program if we are to catch up. It will cost money, to be sure, and part of that money will represent the cost of neglect. but we have got to begin hitting the ball if we expect to amount to anything at all. We cannot continue doing nothing. The sooner this fact is frankly faced, the sooner an honest effort is made to meet and correct the conditions which have gradually grown up, the better it will be for all of us. Nothing will come from sitting idly by and hoping against hope that some kind

angel will pass by and help us out of our difficulties - nothing, that is, but regret. We have to help ourselves as we are to be helped."

At this same time, leaders of the Automobile Club (Mr. C. F. Aldrich, A. W. Marksheffel and F. L. Rouse) unsuccessfully proposed the elimination of the center parking on Cascade avenue from Pikes Peak avenue to Kiowa street, preferring the location be used as a parking place for automobiles instead of ornamental parking. This reflected the growing use of automobiles and the need for parking spaces. However, the position advocated by the newspaper, that the solution of the difficulties lay in the rigid enforcement of traffic regulations and not in the elimination of the parking, prevailed.

The election in the summer of 1920 created further complexity. The ballot issue to dissolve the improvement districts failed, but the issue to require citywide approval of bonds passed, requiring yet another vote to approve the public match. Complicated by high costs of materials and arguments over the use of concrete as opposed to asphalt, the bond issue narrowly passed in September; the vote was 1,206 to 1,159.

Gazette Article and City Council Minutes from April 1920

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Instructs City Attorney to Draw Up Resolutions to Be Acted on Tomorrow; Cost Division Announced

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The prepared statement of the council went into the advantages of pavement, showing what other communities had done recently in the way of more paving. The statement also discussed the opposition to the paving plan, owing to present costs of materials and labor. The council went on record as declaring no one can determine when paving costs will be reduced and thus it believes it will be a wise investment for the city of Colorado Springs start pave immediately, providing the cost is kept within the city engineer's estimate of \$1,100,000.

Recent statements circulated about the city that the city council had arrogated to itself the right to issue bonds for public improvements are discussed in the prepared statement and strenuously denied. It is shown that nine years ago the city council then authorized improvement district bonds for the paving of the city's business section and that the matter was not referred to the voters for an expression of opinion, notwithstanding the fact the paving program required the expenditure of \$20,350 on the part of the city.

Pave or Improve.

Another argument advanced by the council is the fact that the city is confronted with the problem of either increasing the cost of maintenance of the present streets or paving some of the thoroughfares. It shows that within the municipal limits there are practically 14 miles of streets, of which two and one-half miles are paved and one-half mile oiled. There are also 100 miles of alleys, of which only 600 feet are paved and that 20 miles of the city's streets and two miles of alleys, being public thoroughfares, require constant attention. Few cities in the state and none in the entire country, in the class of Colorado Springs, have such a meager proportion of paving.

Advantage of Paving.

Arguments are unnecessary to show the advantage of paved streets, so far as health, comfort and appearance are concerned. Letters received from 15 different cities show that in each case the enhancement to the value of the abutting property has exceeded the cost of the improvement. The practical advantage to the city must be obvious, and we must recognise that if the city of Colorado Springs is to maintain the reputation it now enjoys it can not afford to lag too far behind other progressive cities.

Presents Costs.

The question of whether this improvement should be carried on at this time is pertinent. We recognize that there has been a very material increase in cost and there are many who believe that we have not reached the highest point. No one is competent to foresee what may happen in the next few years, and most of us will admit that for the past two years prices have gone up instead of down, as we expected. Other communities confronted with the same question have answered it in the affirmative and are carrying on large improvement programs. If we are to retain our place our answer must be the same, for, the longer we delay the harder it will be to start. With this keenly in mind the council has determined a limit of \$1,100,000. If the proposed improvement can be obtained within that amount, it believes it to be a wise investment.

Division of Cost.

Recognizing that the construction of thorofares is a community asset resulting in a material saving in maintenance, to say nothing of beautification of the city and comfort of the traveler, the council believes that the community should pay 50 per cent of the cost, the other 50 per cent to be assessed against the abutting property, the same treatment to be accorded the street railway and the expense divided 50-50. The council is interested in a thorofare system and not in any particular street, but the program naturally divides itself into four parts-Colorado avenue from the business section west to the city limits, Cascade avenue from the business section north to the city limits, Platte avenue from the business section east to the city limits, and Nevada avenue from the business section south to the city limits and each of these parts is considered as a whole in the apportionment of cost.

Cascade Avenue

On Cascade avenue the cost of \$280,753 would be divided as follows:

City.....	\$140,376
Abutting property.....	\$140,376

On this basis a 50-foot inside lot north of Madison street would be assessed approximately \$350. (This included center parking) a 50-foot inside lot south of Madison (where center parking and curb and gutter are now in place) would be assessed approximately \$275. Between Cache la Poudre and Platte a 50-foot inside lot would be assessed approximately \$350.

Nevada Avenue.

On Nevada avenue the cost of \$197, 183 would be divided as follows:

City.....	\$58,981
Abutting property.....	\$58,981

On this basis the portion already improved with center parking would be assessed per 50-foot inside lot approximately \$375. Between Bijou and Cucharras a 50-foot inside lot would be assessed approximately \$360, between Vermijo and Las Animas (where center parking is to be installed) a 50-foot inside lot would be assessed approximately \$540, between Las Animas and Fountain \$390,

between Fountain and the city limits a 50 foot inside lot would be assessed approximately \$200.

Platte Avenue

The above contemplates side parking, but an alternate figure will be called for covering a center parking system which the engineer estimates will add 35 per cent to the above cost.

April 23, 1920 CITY COUNCIL MINUTES

Letter from City Engineer Mallon with reference to paving district No. 2 and plans, specifications, contracts and bond, was presented and read. Also the following resolution was introduced by Councilman Johnson:

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WHEREAS, there is an apparent shortage of material used in paving, and that what materials are available are selling at advanced prices, and

WHEREAS, there is an apparent shortage of labor, which shortage would make it uncertain as to whether or not sufficient labor could be procured to complete said paving project in its entirety, and

WHEREAS Due to the heavy traffic on the streets during the tourist season, it seems inadvisable to further attempt to mention all the streets of the City , without extending the present paved area.

BE IT RESOLVED, By the City Council of the City of Colorado Springs that in their opinion that the following named streets and no more, to-wit: West Colorado avenue from the viaduct to the city limits; and North Cascade Avenue to the city limits, be paved at this time and that the balance of said proposed paving project be deferred for an indefinite period or until such time as there has been a re-adjustment of material and labor conditions."

The resolution and plans and specifications were referred to the committee of the whole, same to meet at 9 o'clock a.m., Saturday, April 24

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Council authorized the City Attorney to prepare a resolution pertaining to paving, approving the plans of the City Engineer as amended in conference. Fifty per cent of the cost to be borne by the City, and establishing May 13 at 10:00 A.M. as the hour and day for the hearing of protests.

Gazette Articles and City Council Minutes from May 1920

May 13, 1920 CITY COUNCIL MINUTES

The property owners on Platte avenue, buy a vote of 40-9, have not only approved the city council's plan of paving, but they have expressed themselves in favor of a center parking rather than the side parkings. This will increase the cost of the Platte avenue paving by \$66,150. In case the city council follows the wishes of these owners, it will be necessary to draft a new resolution to include the increased cost.

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May 30, 1920 Colorado Springs Gazette-Telegraph "Streets Must Get Bumpier, Payton Says; Half of Funds Used Up In Four Months

Department Motorized and Run On as Economical Basis as Possible; Opening of Tourist Season Finds Thorofares in Deplorable Condition; Traffic and Wages More, Appropriation Less"

The Colorado Springs street department, fully motorized and working on the most economical plan that can be devised by Edgar Payton, commissioner of the department of public works, and Harry Weber, superintendent of streets, has expended one-half of its funds during the first four months of 1920 and finds a large tourist season at hand, with many of the main thorofares of the city in a deplorable condition, Mr. Payton acknowledged this condition of affairs last week in recognition of a number of complaints that have come to his department.

According to Commissioner Payton, continuously increasing heavy and uninterrupted motor traffic cuts the surface of the dirt streets into a series of potholes as rapidly as they can be graded. Added to this difficulty is the fact that the street department appropriation is \$13,000 less than it was five years ago while labor have increased 75 per cent with materials advancing proportionately.

The appropriation for the street department for 1930 is \$47,000. In the first four months of the year already \$32,000 has been spent, leaving \$25,000 to take care of the streets for the remainder of the year and during the months that the traffic is the heaviest. During the last three years the use of motor trucks of the heavy variety has increased 100 per cent. Payton estimates. This has not only cut the dirt streets but has broken down the ditch boxes and this year a large crew has had to be kept at work renewing these boxes with lumber costing \$60 a thousand. Three men and one truck do nothing else now but repair these ditch boxes that cannot stand the strain of the heavy trucks. "Three trucks and graders are working every day on the streets," Commissioner Payton said. "Due to the alternating rainy and dry days the "cups" that form and fill up with water keep getting larger as the motor travel goes thru them. Unlike horse-drawn travel, automobile traffic keeps up in the rain and this is what cuts the city streets to pieces. No dirt road can stand under the strain.

"The appearance of the waves on Nevada Avenue and on streets that are sprinkled by the city sprinkler is explained by the action of the water and the wind. Waves form in the streets and it has been found impossible to get rid of them. They are scarified, rolled and scraped but the action of the water continually forms the waves.

"The predicament of the street department can be shown by a comparison of the appropriations of the department this year with those of 1915. Five years ago, when common laborer was paid \$2 and \$2.25 a day the appropriation was \$60,000. This year with labor being paid \$3.75 and \$4 a day, and materials much higher, the appropriation is \$47,000 in face of the 100 per cent increase in Motor traffic."

Hard Surfacing Needed.

The main streets and avenues of Colorado Springs bear the brunt of this traffic, and, according to Payton, no one can tell what the predicament will be a year from now. No further funds are available and Colorado Springs citizens must prepare to ride over miserable streets in the future unless they are hard-surfaced.

Gazette Articles from June 1920

April 22, 1920 Colorado Springs Gazette-Telegraph "Council Prepares to Adopt Million Dollar Paving Plan"

April 23, 1920 City Council Minutes

April 26, 1920 City Council Minutes

May 13, 1920 City Council Minutes

May 30, 1920 Colorado Springs Gazette-Telegraph "Streets Must Get Bumpier, Payton; Half of Funds Used Up In Four Months"

June 3, 1920 Colorado Springs Gazette-Telegraph Editorial "Its Up to the Springs"

June 16, 1920 City Council Minutes

June 17, 1920 Colorado Springs Gazette-Telegraph "Would Park Autos on North Cascade"

June 19, 1920 Colorado Springs Gazette-Telegraph "Cascade Crossover May Be Eliminated"

June 28, 1920 Colorado Springs Gazette-Telegraph Editorial "Parking"

July 1, 1920 Colorado Springs Gazette-Telegraph Editorial "Making Progress Impossible"

March 21, 1921 City Council Minutes

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June 3, 1920 Colorado Springs Gazette-Telegraph Editorial "Its Up to the Springs"

If the property owners directly affected truly represents the general opinion of the people then there looms large in the future of Colorado Springs the prospect of substantial improvements which not only will greatly enhance the beauty of the town but will increase values and act as a powerful stimulant to business.

We wish the spirit of the owners on Platte Avenue could be taken as the spirit of the town. Their position is admirable. When the plans were drawn for the improvement on this thoroughfare the City Engineer provided for side parking, that being less costly than the more useful and more attractive center parks. But the Platte Avenue people would hear nothing of it. They wanted only the best and they insisted that the original estimates be increased to provide for this, knowing that the expenditure would be the wisest by far in the long run.

Likewise the owners on the other avenues - Cascade, Colorado and Nevada - seem to be pretty generally favorable to the plan. There are a number living west of thirty first street on Colorado avenue who think the assessment unfair, in view of the fact that the State Highway Commission is paving in front of their property, the avenue there lying outside the limits of the municipality; and there are a few scattered individuals elsewhere who object for one reason or another, but they are so few in number and their arguments are so distinctively individual that they cannot be taken as representative of anyone but themselves.

If those who must bear more than half of the expense of paving are so generally in favor of it it seems that all others in the community ought to be. Especially is this true when the hard-surfacing of these four thoroughfares is a matter of just as great interest to the City at large as to the owners directly concerned.

The point which we all have been trying to overlook but which cannot be ignored much longer is that Colorado Springs has not kept herself up. We not only have failed to undertake new work which should have been begun but we have neglected needed improvements and ordinary maintenance. The net result is that we are far behind and we must speedily get behind and push thru a large and comprehensive program if we are to catch up. It will cost money, to be sure, and part of that money will represent the cost of neglect. But we have got to begin hitting the ball if we expect to amount to anything at all. We cannot continue doing nothing. The sooner this fact is frankly faced, the sooner an honest effort is made to meet and correct the conditions which have gradually grown up, the better it will be for all of us. Nothing will come from sitting idly by and hoping against hope that some kind angel will pass by and help us out of our difficulties - nothing, that is, but regret. We have to help ourselves if we are to be helped.

Substantial progress along the way the community must follow can be had by adopting the paving program. Now that this has taken concrete form it would be the wildest folly not to carry it thru.

June 16, 1920 CITY COUNCIL MINUTES

Mr. C. F. Aldrich, A. W. Marksheffel and F. L. Rouse of the Automobile Club, addressed the Council with reference to using the center parking on Cascade avenue from Pikes Peak avenue to Kiowa street, as parking place of automobiles instead of for ornamental parking. Matter was referred to committee of the whole.

June 17, 1920 Colorado Springs Gazette-Telegraph "Would Park Autos on North Cascade"

Club Presents Plan to Remove Lawn and Eastern Curb to City Council

The city council meeting as a committee of the whole today will consider the plan of converting the

ornamental center parking on Cascade avenue, between Pikes Peak avenue and Kiowa street, into a parking space for cars, following the suggestion made to the council at its regular meeting yesterday morning by a committee from the Colorado Springs Automobile club. The members of the committee were W. W. Marksheffel, C. J. Aldrich and F. L. Rouse.

The congested traffic condition caused by the parking of cars on Cascade avenue is said to be the reason for suggesting that the ornamental parking be graveled and the eastern curb fixed so that motors may be driven on to the parking.

Yesterday afternoon C. J. Aldrich, representing the automobile club, Commissioner Sheetz, representing the council and Chief Harper of the police department reviewed the general traffic regulations printed in pamphlet form for distribution to visitors. Several minor changes, which were suggested, will be incorporated in the next pamphlets to be printed.

June 19, 1920 Colorado Springs Gazette-Telegraph "Cascade Crossover May Be Eliminated"

Dangerous, Payton Says; Gutter and Curb Ordered in 200 Block on Kiowa

Both curbing and gutter are to be installed at once on Kiowa street between Nevada avenue and Weber street, following the unanimous adoption of a resolution in the city council yesterday morning. The resolution provides for the improvement on both sides of the street in the 200 block.

Edgar Payton, commissioner of public works and property, said yesterday that in all probability the parking on Cascade avenue between Pikes Peak avenue and Kiowa street will be closed. This will eliminate the crossover at North Park Place, the street leading from Cascade avenue to the D. & R. G. railroad, which is considered to be highly dangerous considering the heavy motor traffic on the avenue. The crossover in the center parking will be closed regardless of the action taken by the city council as to whether the parking shall remain ornamental or shall be graveled for auto parking.

June 28, 1920 Colorado Springs Gazette-Telegraph Editorial "Parking"

The time has come where the question of parking has got to be given serious consideration. Heretofore there has been no problem here, thanks to side streets which permitted parking on both curbs and at a decided angle, but the rapid growth in the number of motor cars owned here and brought by summer visitors has created a situation which is becoming really serious.

The need for immediate and thoughtful study of the problem is indicated by the growing dissatisfaction with existing regulations. Business men coming downtown even at an early hour in the morning often find it necessary to leave their automobiles a block or so from their places of business. Later in the day parking places anywhere are at a premium. Women coming downtown to shop are compelled frequently to leave their cars in some out-of-the-way place and walk from place to place. The inconvenience is getting to be so great that there is a growing and just demand that some steps be taken to relieve the situation.

It was suggested a short time ago that the center parking on Cascade avenue between Pikes Peak and Kiowa be graveled and converted into a parking place. That would offer some remedy, but we think it should not be done until every other resource has been exhausted. That bit of green saves the block from becoming an ordinary ugly traffic-way. It ought to be preserved just as long as possible.

Center parking might be provided with very good results on Nevada avenue from Pikes Peak to Kiowa. The thoroughfare is broad enough so that spaces could be designated for a double line of cars the entire length of the block, though if this is done parking at the curbs should be prohibited. The development of this block is forcing some such action because the construction of garages with many driveways into the street is reducing more and more the available space for curb parking.

If it is necessary to relieve congestion in the south part of the business district this same plan might very well be put into effect on Nevada Avenue from Colorado to Cucharas.

The merchants on Tejon Street from Pikes Peak to Colorado have presented a petition to the Council

pointing out the seriousness of the situation there and asking relief by a limited parking ruling. Such a regulation is bothersome and difficult to enforce, inasmuch as everyone is determined to avoid its provisions if possible, but it has been applied with varying success in other cities and it maybe that it will have to be put into effect here.

Unfortunately the situation is aggravated by the unwillingness of motor owners to lend cooperation. But the Council certainly must find a solution and soon. What are presented as difficulties now will be as nothing compared to the troubles in anther few weeks.

July 1, 1920 Colorado Springs Gazette-Telegraph Editorial

The paving in the business district was put in under the present article of the Charter and existing ordinances. Suppose the anti-improvement proposals of the "taxpayers" had been in force at the time this work was done. What would have been the effect?

First, there would have been no improvement ordinance specifying the procedure to be followed in initiating the movement. Lacking this there would have been the greatest difficulty in inaugurating the plan, if indeed it could have been started at all. But grant that the difficulties could have been overcome and the proposal put into concrete form.

With the provision for the referendum of improvement ordinances in force anyone could have gotten up a petition requiring the Council to submit to a vote of the people the ordinance creating the district. Then it would have been necessary to call a special election to permit voters all over town to pass on the plans of taxpayers in the downtown district and which in no way affected anyone but themselves.

If this ordinance had been approved then the Council would have had to call another special election, under the provision requiring that bonds even for improvement districts be voted by all the taxpaying electors, at which time the question of the bond issue would have been submitted and the people in the residential sections who were not required to pay any tax on downtown property and thus not concerned with the expense of the improvement would have been called upon to pass judgment on the project.

Does it stand to reason that under such conditions the downtown paving ever would have been put in? Why, if the "taxpayers" could have their way there would not be another improvement made in Colorado Springs. They not only want to prevent general improvements but they want to prevent any group of citizens living in any section of the city from making any betterments they might desire.

Block this anti-improvement campaign so effectively that no one of its sponsors ever will dare participate in it again. Vote against the amendment to submit to a vote the question of issuing bonds for improvement districts - second on the ballot. Vote against the amendment providing for the referendum of ordinances relating to improvement districts - third on the ballot. Vote against the ordinance to repeal the improvement ordinance under which all the worth while betterments in the city have been made - next to last on the ballot.

Leave Parking; Regulate Traffic

The argument most often used by the property owners on Cascade avenue who are seeking to have removed the parking between Pikes Peak and Kiowa is that the block presents dangers to traffic which ought to be eliminated. That is perfectly true. But the plan offered, rather than being a remedy, would serve merely to aggravate conditions. The difference in level of the two curbs on this block constitute a grade which, were it not for the neutralizing of the parking, would be exceedingly dangerous to traffic of all description at all times. But more important, the two little strips of green in the center naturally divide the thoroughfare into two distinct roadways, one for up traffic and the other for down. If the cutover in the middle of the parking is closed and the regulations concerning the movement of traffic on center parked avenue are observed practically all of the danger will be eliminated. The solution of the difficulties in this block lies in the rigid enforcement of traffic regulations and not in the

elimination of the parking. It would be most unwise to consider such a step.

March 21, 1921 CITY COUNCIL MINUTES

At 7:30 P. M. the whole question was presented to a meeting of property owners on the various streets to be paved, in agreement with the following resolution:

WHEREAS, We, the majority of the City Council, on the tenth day of January, 1921 rejected the recommendations of the Paving Advisory Committee in so far as they appertained to be advertising for bids, because the date set (May 2) was unfair to our successors, and

WHEREAS, We were then accused of "killing the paving programme" and through the agitation of its proponents forced into its early consideration, and

WHEREAS, In order to safeguard the interests of the citizens and secure the benefits of a low price through keen competition it was necessary to openly combat the paving Advisory Committee which was committed to a concrete base, and

WHEREAS, It was necessary to assure both bidders on the work and bidders on the bonds that we intended "doing business" before we might hope for any proper proposals, and

WHEREAS, Every sort of pressure has been brought to bear to commit us to concrete base before the bids are received or to delay them so as to be received by our successors, and

WHEREAS, In spite of repeated assertions that we were not committed to any kind of pavement, we were openly accused of being committed to Rock Base, and

WHEREAS, We do not believe that those who presume to voice the desires of the people can or do so speak for those most vitally interested, namely the abutting property owners who carry half the burden, and

WHEREAS, Our only desire is to secure for our citizens the wisest investment of their money.

NOW THEREFORE , BE IT RESOLVED, That we make a record of our intention to proceed as follows:

First: That after the bids are received and tabulated we shall ask for written recommendations from Mr. McGonagle and Mr. Hoffeditz.

Second: That a meeting of all owners of property on the streets to be paved and living on such property shall be called by invitations issued in such manner as to prevent a propaganda canvass, to the meeting shall also be invited the Chairman and Counsel of the Paving Advisory Committee. At the meeting shall be presented the Engineer's recommendations, the Council's recommendations and all project information relative to other bids within our financial limits.

Third: A ballot of such property owners shall be taken and we agree to be bound by the (?) of the majority as to the type to be used, within our financial limits.

Signed at Colorado Springs, Colorado this eighteenth day of March, A. D. 1921, at the hour of nine-thirty A. M.

(signed) C. E. Thomas

Edgar Payton

Perry Botts

John Jacobs

The invitations for this meeting were given out by twenty city employees who canvassed the various streets between 2:30 and 4:00 o'clock, yet , although the purpose of the meeting was clearly indicated on the invitations, less than seventy responded.

After two hours' discussion a motion to table a motion of recommendation was carried, and the meeting therefore, ended without recommendation.

Remainder of Landscaped Median Improvements

OVERVIEW:

The successful implementation of the paving program, and the increasing use of automobiles, settled the question of whether paving was an appropriate municipal function. This did not result in an immediate expansion of pavement; by 1940, while there were over 129 miles of streets within City limits, only 18 miles were paved.

However, by April 1923, Council approved an ordinance fixing curblines on twenty streets; this ordinance also called for center parking on Willamette and Wahsatch Avenues. In September, the matter of parking the Street Railway portion of North Nevada Avenue between Cache La Poudre and Uintah streets, was referred to the City's Park Department. Other matters coming before Council that year involved improvements across the parking in front of Lowell Elementary school intended to safeguard children, and the installation of a crossover through the center parking between the 1400 and 1500 blocks on North Nevada. In December, property owners on South Cascade successfully petitioned for the paving of their street with center parking, curb and gutters and street lights.

By summer of 1926, approval was issued for the improvements to Willamette, Wahsatch and Kiowa Streets, including curb and gutter, and central parking. This completed the presence of landscaped medians located in the historic portion of the city. However, their configuration has changed with the increase of automobile traffic.

Of 115 intersections involving medians in the historic portion of the City, 20 exhibit turn lanes that have been carved out of the medians. Of these, 18 involve intersections with signalized traffic lights. There are 13 signalized intersections that do not have turn lanes in the medians; 5 on Cascade, 2 on Nevada, 5 on Wahsatch, and 1 on Platte. It is reasonable to anticipate that in the future turn lanes will be discussed for some of these intersections.

City Council Minutes Throughout the year of 1923

April 17, 1923 CITY COUNCIL MINUTES

The City Attorney was instructed to draft an ordinance and present it to the next meeting, to make it possible for the City to either compel property owners to care for their parking, or allow the City to take proper care of this parking and assess the cost against the property.

"An Ordinance Relating to the Planting and Care of the Parking is the Streets" was sent to the printer.

April 24, 1923 CITY COUNCIL MINUTES

An Ordinance fixing the curblines on certain streets was read as follows, and sent to printer.

SECTION 1. That the distance between the curb lines of Fontanero street is hereby fixed at and shall be sixty feet.

SECTION 2. Espanola street, sixty feet.

SECTION 3 Del Norte street from Wood avenue to east end of said street, sixty feet.

SECTION 4. Caramillo street except between Weber street and Wahsatch avenue, fifty feet.

SECTION 5. Buena Ventura street from Wood avenue to Tejon street, sixty feet.

SECTION 6. Columbia street, thirty feet.

SECTION 7. San Miguel street, fifty feet.

SECTION 8. Uintah street, sixty feet.

SECTION 9. San Rafael street, fifty feet.

SECTION 10. Yampa street, fifty feet.

SECTION 11. Cache la Poudre street, sixty feet.

SECTION 12. Dale street, fifty feet.

SECTION 13. Monument street, fifty feet.

SECTION 14. On Willamette avenue there shall be center parking with a width of thirty-two feet and the width of the driveway between the curbs on each side of said center parking is hereby fixed at and shall be thirty-two feet.

SECTION 15. St. Vrain street, fifty feet.

SECTION 16. Boulder street, sixty feet.

SECTION 17. Bijou street, sixty feet.

SECTION 18. Kiowa street, between Nevada avenue and Wahsatch avenue, seventy feet.

SECTION 19. That on Wahsatch avenue for Willamette avenue to the north end of said avenue there shall be center parking with a width of the driveway between the curbs on each side of said center parking is hereby fixed at and shall be thirty feet.

SECTION 20. Hancock street from Cimarron street, fifty feet.

May 8, 1923 CITY COUNCIL MINUTES

Miss Adelaide Zimmerman protested against established a center parking district in the 1300 block on North Wahsatch. Was referred to the City Manager.

May 28, 1923 CITY COUNCIL MINUTES

A petition was presented by tax payers on both sides of Willamette avenue from Cascade to Nevada avenue, asking that side parking be established on that part of that avenue instead of center parking. Petition denied.

June 19, 1923 CITY COUNCIL MINUTES

Council met at the call of the Mayor. A petition was presented signed by owners of 1,326 foot frontage

in the 1400 and 1500 blocks on North Nevada requesting that a cross-over be made through the center parking on North Nevada Avenue 30 feet in width at the point where Buena Vista street, if produced, would cross North Nevada avenue. The City Engineer was instructed to pave this 30-foot crossover, unless a petition against this proposition signed by a majority of the property owners in these two blocks, is filed with the City Manager within twenty-four hours.

September 25, 1923 CITY COUNCIL MINUTES

The matter of parking the Street Railway portion of North Nevada avenue between Cache La Poudre and Uintah streets, was referred to the Park Department.

December 23, 1923 CITY COUNCIL MINUTES

The establishing of a gravel walk across the parking on Nevada avenue in front of the Lowell School, was referred to the Board of Education with the request that they report their recommendation back to Council.

City Council Minutes Throughout the year of 1924

April 1, 1924 CITY COUNCIL MINUTES

The owner of property at 1332 N Cascade avenue, requested a permit for the removal of spruce trees in the parking on the Cascade Avenue frontage of the property. The permit was granted.

April 8, 1924 CITY COUNCIL MINUTES

Communication was read from the Chamber of Commerce recommending that a Zoning Ordinance be adopted by the City Council of Colorado Springs. Communication was received and filed.

June 24, 1924 CITY COUNCIL MINUTES

The City Engineer was directed to submit estimate of cost of constructing center parking on Willamette Avenue, between Cascade avenue and Weber street.

December 9, 1924 CITY COUNCIL MINUTES

The City Manager reported that there has been filed with him a petition asking that Cascade avenue be paved from Cucharas street to Vermijo avenue, and that curb and gutter and center parking be constructed from Vermijo to Fountain; and that Ornamental Lighting System be established south from Cucharas.

December 23, 1924 CITY COUNCIL MINUTES

A petition was presented signed by owners of property abutting Cascade avenue between Vermijo avenue and Fountain street, asking that an improvement district be created, said improvement to consist of curb and gutter on each side of the street with center parking and ornamental lighting system. The City Engineer was instructed to prepare plans and estimate of cost.

City Council Minutes Throughout the year of 1925

March 24, 1925 CITY COUNCIL MINUTES

The City Manager submitted a report, recommending that the City Engineer be instructed to prepare plans, specifications, and estimates of cost for curbs and gutter and center parking on Wahsatch avenue from Pikes Peak avenue to Washington street, on Cheyenne avenue between Weber and Wahsatch, and on Cache la Poudre street between Prospect and Wahsatch. Report adopted.

April 14, 1925 CITY COUNCIL MINUTES

A second petition was filed, asking for the creation of an improvement district, including curbs, gutters, center parking and an irrigation system on Cascade avenue, between Cucharas street and Fountain street. The City Engineer reported that he had checked this petition and that it represented a frontage of 2,932 feet out of a total of 4,470 feet. A verbal protest against the creation of this District (a hearing on which had been fixed at this time) was made by F. A. Sperry and W. A. Smith, property owners in the district. A motion that the center parking be eliminated from Vermijo avenue to Moreno avenue, was lost. Protests were overruled and the City Attorney was instructed to prepare the Ordinance to create South Cascade Avenue Improvement District.

April 28, 1925 CITY COUNCIL MINUTES

Hearing of protests on the North Wahsatch Avenue Improvement District was next taken up. The city Engineer presented several protests filed with him and submitted the following report: That owners of 407 feet out of a total of 3,075 feet on Cache la Poudre street; 1593 feet out of a total of 15,900 feet on Wahsatch and 720 feet out of a total of 874 feet on Cheyenne avenue, had filed protests. The City Manager recommended that the center parking and irrigation on Wahsatch avenue be eliminated, that Cheyenne avenue be taken out of the proposed district, and that a curb and gutter district be established on North Wahsatch from Pikes Peak avenue to Washington street, and on Cache la Poudre between Wahsatch and prospect street, whereupon the City Engineer was instructed to make plans for this district. Also, a resolution describing this district, giving approximate cost and setting date of hearing on May 12 was adopted.

"An Ordinance Creating South Cascade Avenue Improvement District in the City of Colorado Springs, Authorizing the improvements to Be Made Thereof, Describing the Real Estate to Be Included Therein to Be Assessed for the Payment of the Cost of Such Improvements and Providing the Manner of Assessing the Cost and for the Payment of said Cost" was introduced, read and sent to the printer.

June 9, 1925 CITY COUNCIL MINUTES

"An Ordinance Creating North Wahsatch Avenue Improvement District in the City of Colorado Springs, Authorizing the Improvement to Be Made Thereof, Describing the Real Estate to Be Included Therein to Be Assessed for the Payment of the Cost of Such Improvements and Providing the Manner of Assessing the Cost and for the Payment of Said Cost" was brought up for second reading and passed.

The City Engineer presented plans and specifications and estimate of cost for the South Cascade Avenue Improvement District, whereupon a resolution was adopted accepting the City Engineer's plans, etc., for South Cascade Avenue district.

July 28, 1925 CITY COUNCIL MINUTES

An Ordinance, entitled, "An Ordinance Providing of the Issue and Prescribing the Form of Bonds of North Wahsatch Avenue Improvement District in the City of Colorado Springs," was brought up for second reading, and passes.

An Ordinance entitled, "An Ordinance Creating South Cascade Avenue Improvement District in the City of Colorado Springs, Authorizing the Improvement to Be Made Thereof, Describing the Real Estate to Be Included Therein to Be Assessed for the Payment of the Cost of Such Improvements and Providing the Manner of Assessing the Cost and for the Payment of Said Cost" was brought up for second reading and passed.

City Council Minutes Throughout the year of 1926

March 26, 1926 CITY COUNCIL MINUTES

The City Manager submitted a report, recommending that the City Engineer be instructed to prepare plans, specifications and estimates of cost for curbs and gutter and center parking on Wahsatch avenue from Pikes Peak avenue to Washington street; on Cheyenne avenue between Weber and Wahsatch, and on Cache la Poudre street between Prospect and Wahsatch. Report adopted.

June 22, 1926 CITY COUNCIL MINUTES

The City Manager presented a petition signed by the owners of 1,894 feet out of a total of 3,040 feet frontage on Willamette Avenue between Cascade Avenue and Wahsatch Avenue, asking that curb and gutter and center parking curb and gutter be installed in these four blocks. That request was granted.

A petition was presented, signed by the owners of 750 feet out of a total of 1,239.64 feet in the 700 block on East Kiowa Street , asking that curb and gutter be ordered in on both sides of Kiowa Street in that block.

Council determined that no improvement be made on Kiowa Street except in the entire district between El Paso Street and Institute Street.

August 10, 1926 CITY COUNCIL MINUTES

An ordinance entitled "An ordinance Creating East Willamette Avenue Improvement District Number One in the City of Colorado Springs, Authorizing the Improvements to Be Made Thereof, Describing the Real Estate to Be Included Therein to Be Assessed for the payment of the Cost of Such Improvements and Providing for the Matter of Assessing the Cost and for the Payment of the Said Cost," was amended and ordered published.

According to the Notes to the 1911 Annual Report (Summary),

1. There was a street sweeping district that employed 4 men & a team (presumably horses).
2. The streets of the city were sprinkled with water. 40,086 blocks were sprinkled by horse teams and electric street car sprinklers.
3. Streets were regularly patched; principal work was done on N Tejon, N Nevada, Huerfano, Colorado Avenue, Cascade and the central part of the City.
4. Resurfacing was done with gravel and dirt, hauled for gravel yards. 102 blocks of streets and 6 blocks of alleys were graveled.
5. Graders were used all over the city; an estimated 100 miles of street were "shaped up." 45 blocks were graded by making cuts and fills.
6. A steam roller was used on a number of streets. (Presumably in association with the oiling of streets as the steamroller was used on streets that had been oiled the same year. However, not all oiled streets were steamrolled.)
7. Streets were oiled between June and the first part of October. Oiling was applied to streets that had been graveled. Types of oil included asphaltic crude oil, asphaltum oil, and asphaltic macadam binder oil (in order of cost). Oil was applied at the rate of 53-100 gallons per square yard.
8. "Four city teams were employed in grading the 400 block East Espanola Street. This was the only street extension work done during the year."

During 1919, in El Paso County, there were 5636 annual motor licenses issued.

The photos in the original NEND guidelines date from Facts magazine, Vol 6, No. 21, August 18, 1900 Homes Edition.

Summary

The landscaped medians predate pavement in Colorado Springs. Installed for both pragmatic and beautification purposes, those on Wood and North Cascade Avenues were fully funded by property owners. Costs for the other medians, those on Nevada, Wahsatch, Platte, South Cascade, and Willamette Avenues and Kiowa Street, were shared between the public and the abutting property owners. They did not arise at the same time but spanned several decades. Their construction often was accompanied by controversy. They have not remained in original condition; curb and gutters have been poured in places, plantings and irrigation systems have been added, turning lanes for traffic have been constructed and some medians have been removed. Civic groups coordinated by the Parks and Recreation Department maintain specific areas. It is not reasonable to conclude that physical changes to the historic have ended. As the City continues to evolve, there should be a public discussion among involved parties to determine the path to the future.
