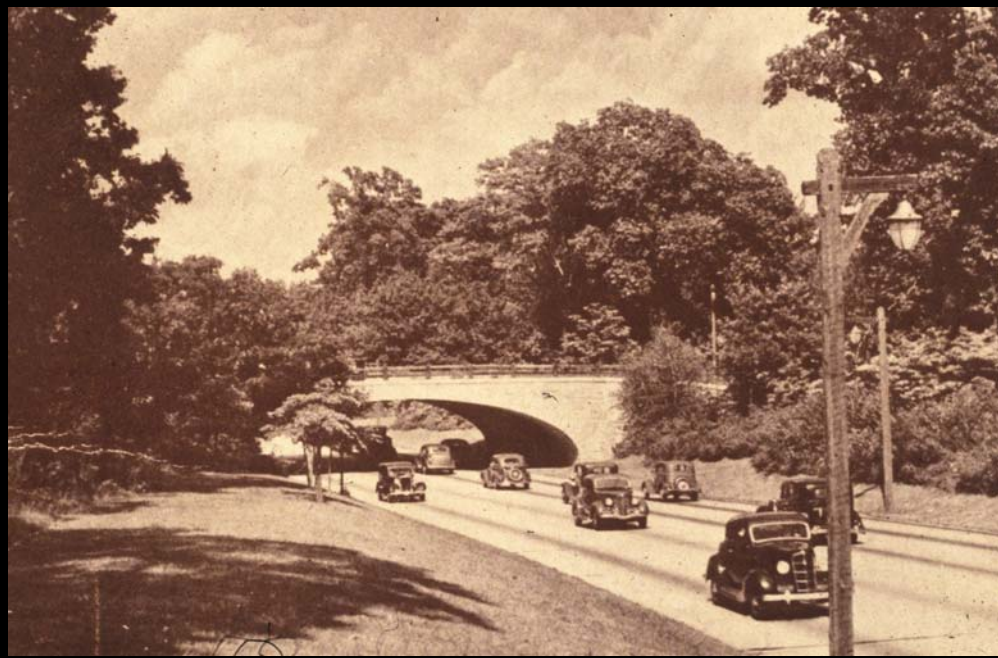
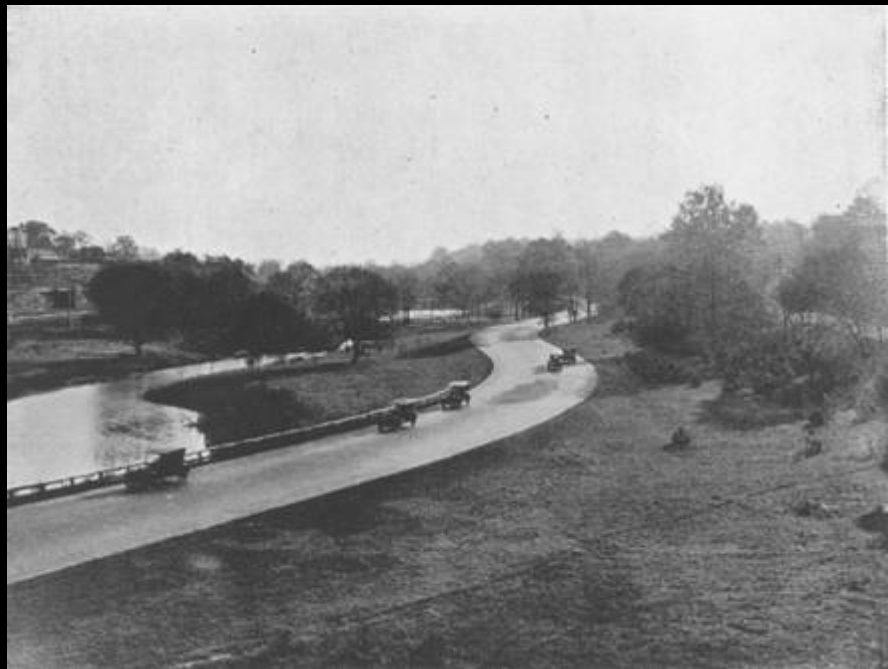




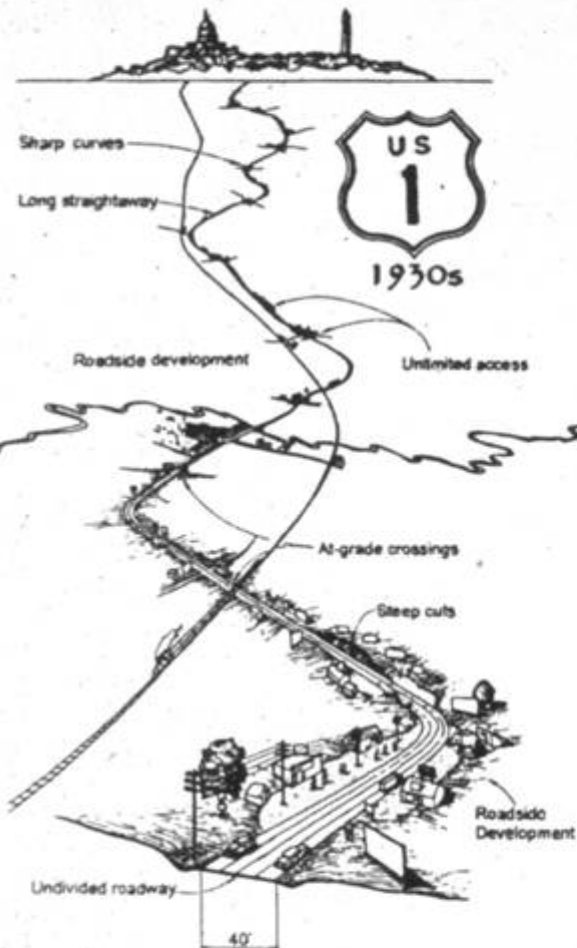
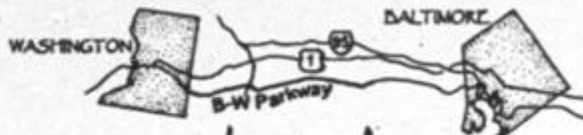
The Rise, Decline and Potential Rebirth of the American Parkway

- Timothy Davis, Ph.D.
 - U.S. National Park Service
 - Historian
 - Tim_Davis@nps.gov





EVOLVING ROADWAY TYPES



U. S. Route 1 typified the problems associated with ordinary highways. While it was paved with modern asphalt and concrete, most design features were unchanged from horse and buggy days. The road itself was a haphazard mix of sharp curves, long straightaways and uneven grades. Multiple at-grade intersections, unrestricted access from roadside properties and the lack of median dividers produced an unsafe and inefficient transportation corridor. Billboards, gas stations, roadside eateries and telephone poles lined the narrow right-of-way, distracting motorists and obscuring roadside scenery.

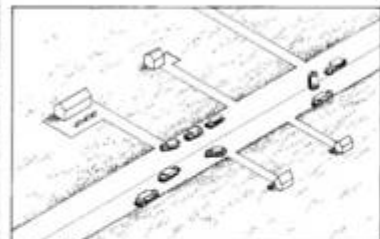


Parkways provided an attractive and efficient alternative to conventional highway construction. Carefully designed roadways with gentle grades and sweeping spiral curves were safer and more attractive than traditional alignments. Broad medians, grade-separated interchanges, and strict limitations on access from cross-streets and abutting properties greatly enhanced safety and efficiency. A wide, tree-lined right-of-way screened out unsightly roadside development and provided opportunities for landscape enhancement. Prohibitions on trucks and other commercial traffic made driving safer and more comfortable.

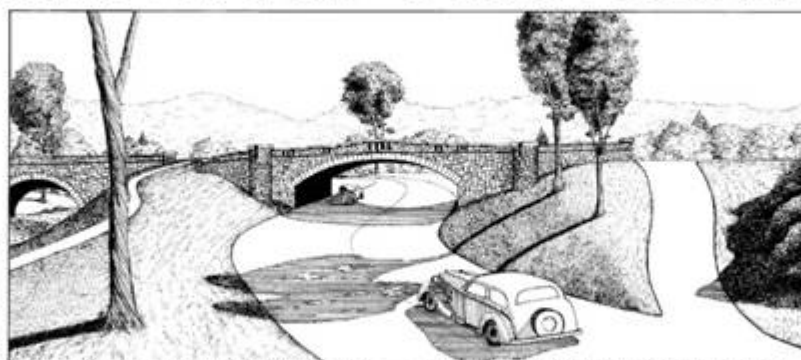


Interstate highways employed many of the basic design features pioneered by motor parkways but placed less emphasis on scenic values. Wider, straighter roadways with additional lanes and longer merging zones accommodated higher speeds and traffic volumes but took up a larger portion of the right-of-way. Access was lightly controlled, but viewshed protection was often limited, especially at interchanges. Landscape enhancements were minimal and the roadway dominated the forward view. Grade-separation structures were larger and less artistically designed. Interstates accommodated all types of modern motor traffic, including large trucks and buses.

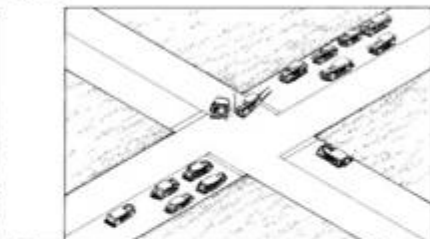
PARKWAY PRINCIPLES



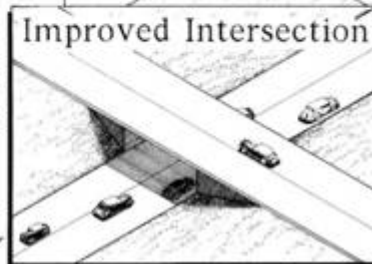
Limited Access



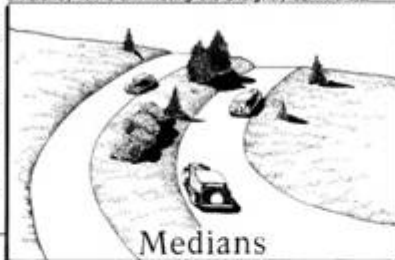
The Bronx River Parkway employed a series of design features that became hallmarks of parkway development throughout the nation. Since most of these enhancements improved safety and efficiency as well as aesthetics, the basic design principles embodied in the Bronx River Parkway were adopted by mainstream highway engineers and played a prominent role in the development of the modern high-speed motorway. Grade-separated interchanges dramatically improved safety at intersections. Limiting access from surrounding streets and properties further enhanced safety and efficiency while eliminating the unsightly commercial establishments found along many roadways. A broad right-of-way provided additional protection against billboards and other visual intrusions while offering designers more freedom in placing the roadway and enhancing the surrounding landscape. The roadway was laid out in graceful curves that followed the contours of the land, offering greater driving ease and safety at higher speeds. Medians improved safety and could be used to add visual interest or preserve attractive landscape features. The parkway landscape was comprehensively designed to offer modern motorists an updated version of traditional park scenery.



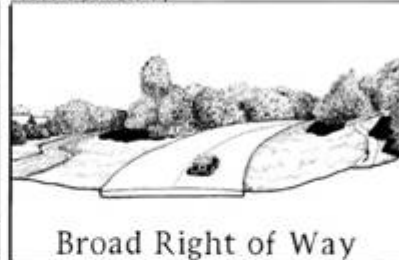
Improved Intersection



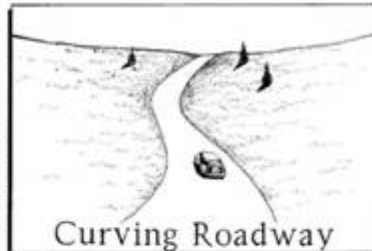
Landscaping



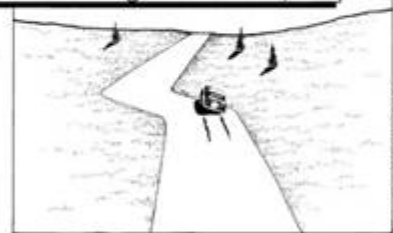
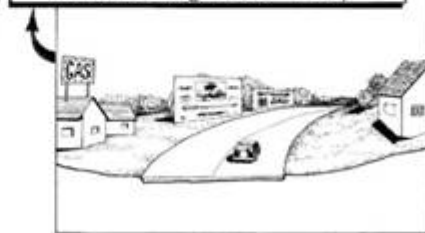
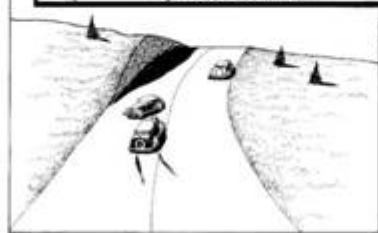
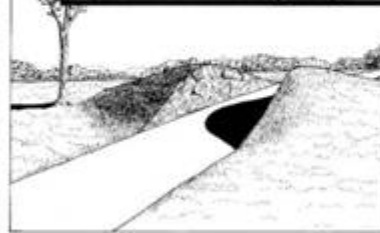
Medians



Broad Right of Way



Curving Roadway







Restaurant at V. Everit Macy Park, Saw Mill River Parkway, Westchester County Park System
Gilmore D. Clarke, Landscape Architect



HUTCHINSON RIVER PARKWAY



Underpass Bridge for Bridle and Foot Path, Hutchinson River Parkway, New Rochelle,
 Westchester County Park System

Gilmore D. Clarke, Landscape Architect. Courtesy Office of Public Buildings and Public Grounds



ECHO LAKE PICNIC AREA
 Bronx Parkway Extension

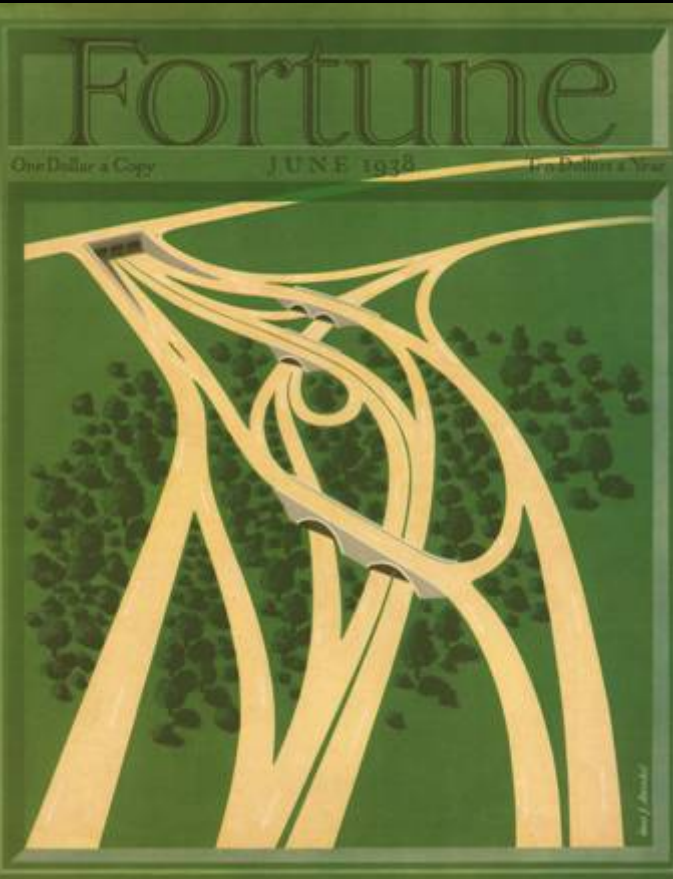


Roadbuilders have extended their vision beyond the edges of the pavement. In the development of highways in Westchester County, New York, the old limited ideas of roadbuilding have given way to new conceptions of landscape design, as may be seen in the accompanying views along the Sawmill River Parkway (above), the Bronx Parkway Extension (opposite, top), and the Hutchinsons River Parkway (opposite, bottom).

WESTCHESTER PARKWAYS

AN AMERICAN DEVELOPMENT IN LANDSCAPE ARCHITECTURE

BY GILMORE D. CLARK
 Professor of Regional Planning, Cornell University
 Fellow, American Society of Landscape Architects



One Dollar a Copy

JUNE 1938

Two Dollars a Year

MODERN MOTORWAYS

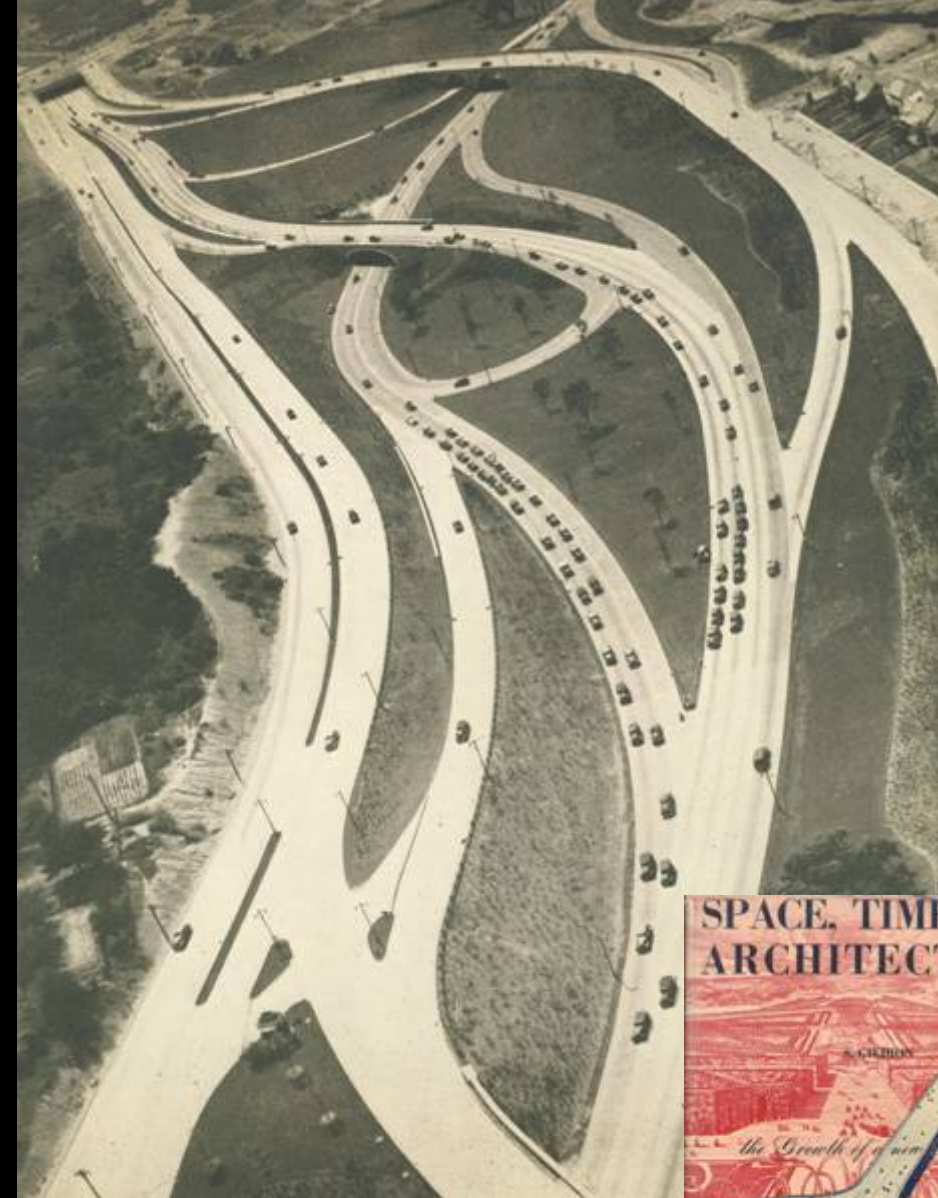
The highway, as an artery for through traffic, must not be supplanted by the parkway and the byway. Ever since the advent of the automobile, we have used roads which are the ruin of home and savings days, except that we may have modified sharp curves and widened old rights-of-way at tremendous expense to insure a doubtful measure of safety. The chaos of some of our old highways has gone, never to return, and the reason may be attributed to a lack of intelligence for the increasing volume of motor traffic.

Not only have our highways been rendered inefficient as far as through traffic is concerned, and the borders of these highways have been disposed, but in addition broad areas paralleling them have been blighted. Take any one of our famous "Four Roads," leading out of New York City, for example. The lands bordering the sides of long sections of these roads have been given over to the most tedious type of building construction to house

lost dog enterprises, gas dispensaries and cheap shops, and to supply spaces for stores of ill-fortune. There is little or no evidence of decent architectural development and land usage; instead this effort of blight has either precluded all development or encouraged an exceedingly poor type of development for a width of several blocks from the main artery. Architects should be widely interested in preserving the appeal of this wonderful process and in the rehabilitation of the areas that have already been degraded. We have spent millions of dollars within the past twenty years for new highways and we have not received our money's worth. We must stop building arterial highways, as such, and instead construct parkways for passenger cars and highways for trucks, buses, and passenger vans. By so doing, we will not only save money, but also protect the original purposes of our built-up areas and preserve the charm of our existing country roads.

Part of the extension of the Bronx Parkway





SPACE, TIME AND ARCHITECTURE

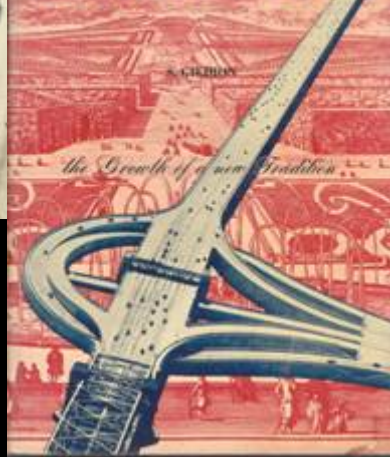


Fig. 4. Umberto Boccioni, Unique Forms of Continuity in Space, 1913.

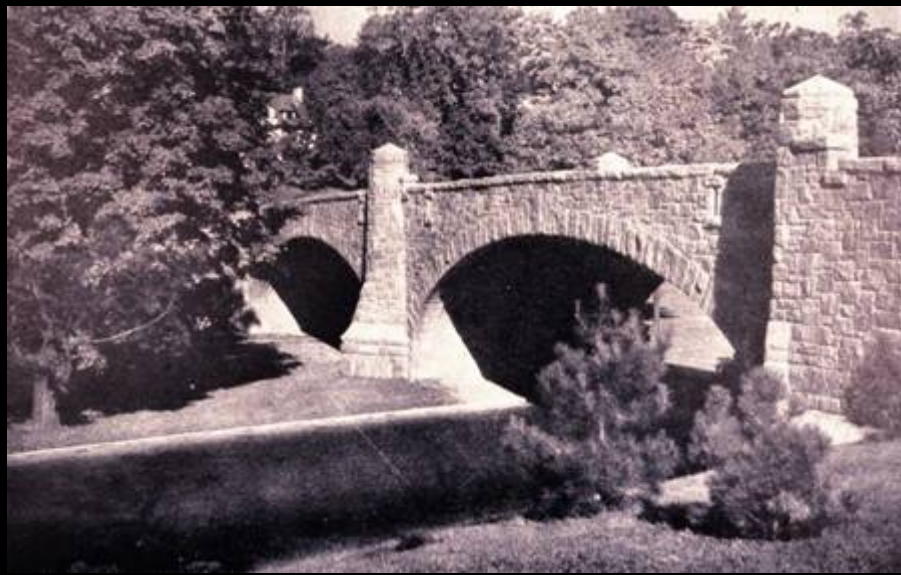
"Follow THAT CAR!"

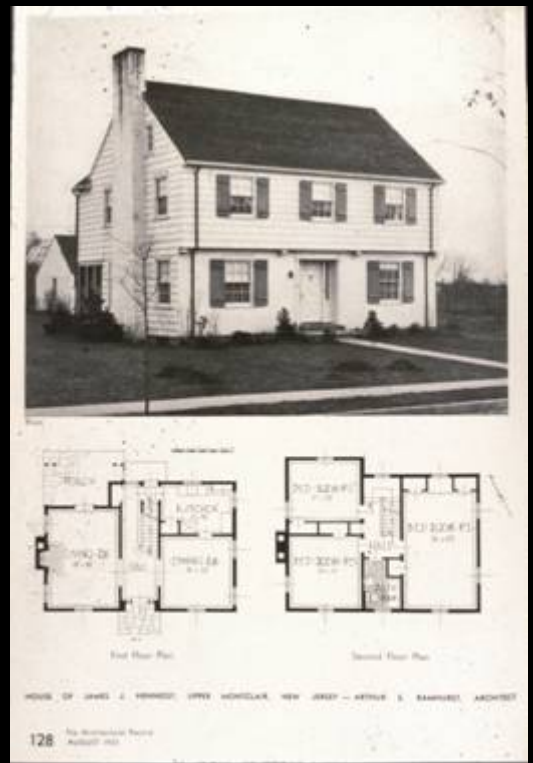
Filmosound
138

© Copyright, 1938, used under the
Trade-Mark License of the
Ford Motor Company

From "Showtime Park Adventure," made for Cinema Display by Winging Pictures Productions, Inc.
Represented by EAP & Powell, Cincinnati, Ohio





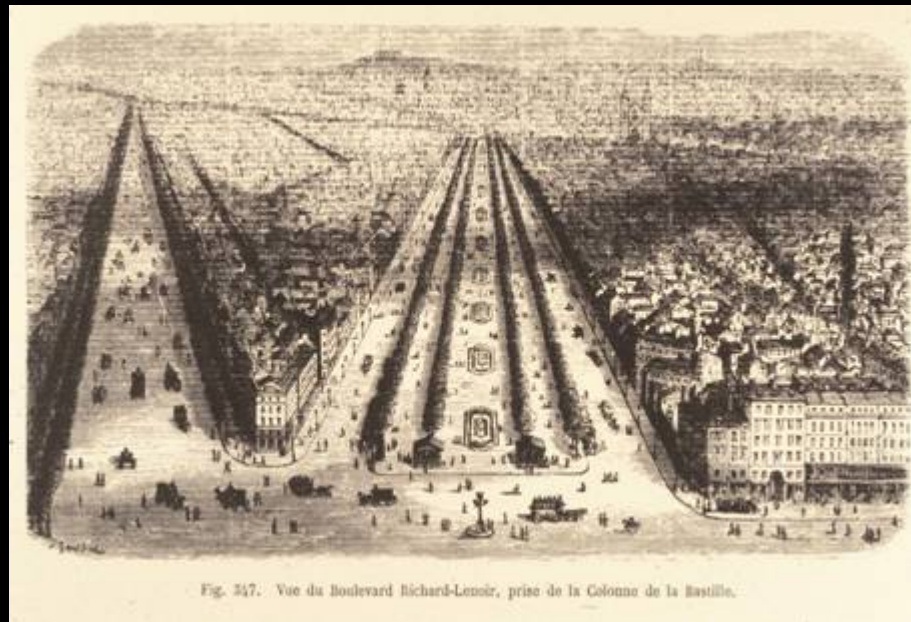
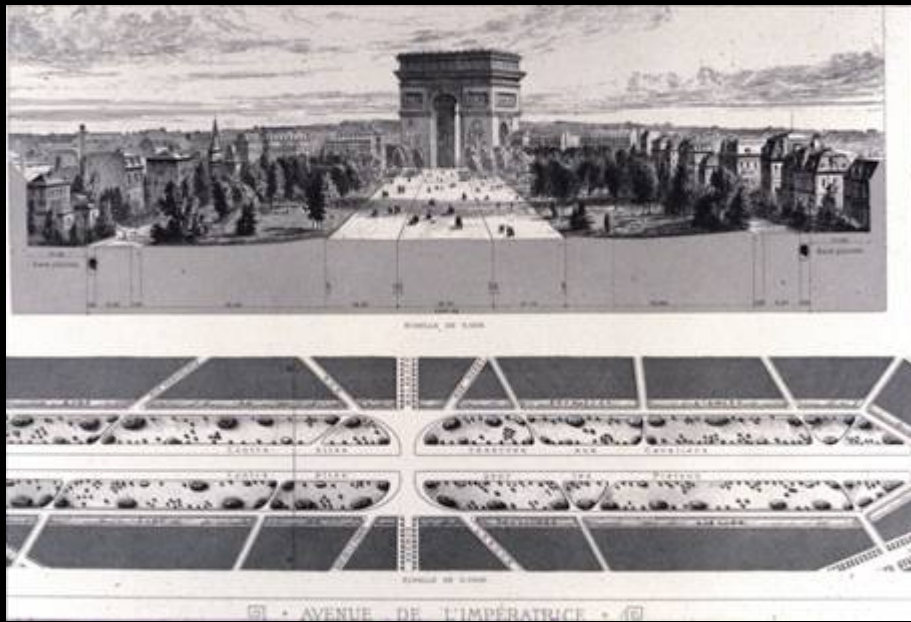




P. 21 Parkway Views at Rocky Knob, Blue Ridge Parkway, Virginia



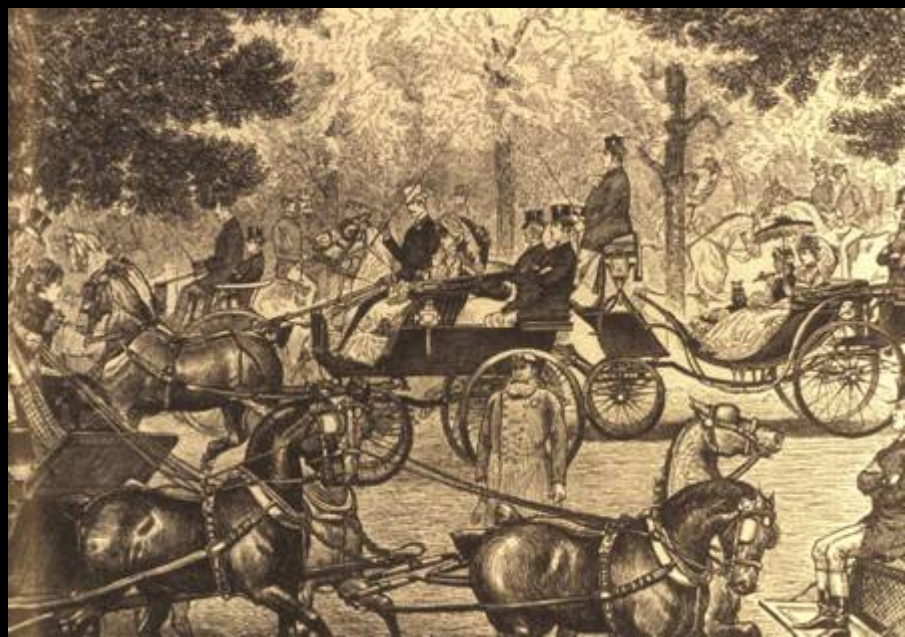






CENTRAL PARK.



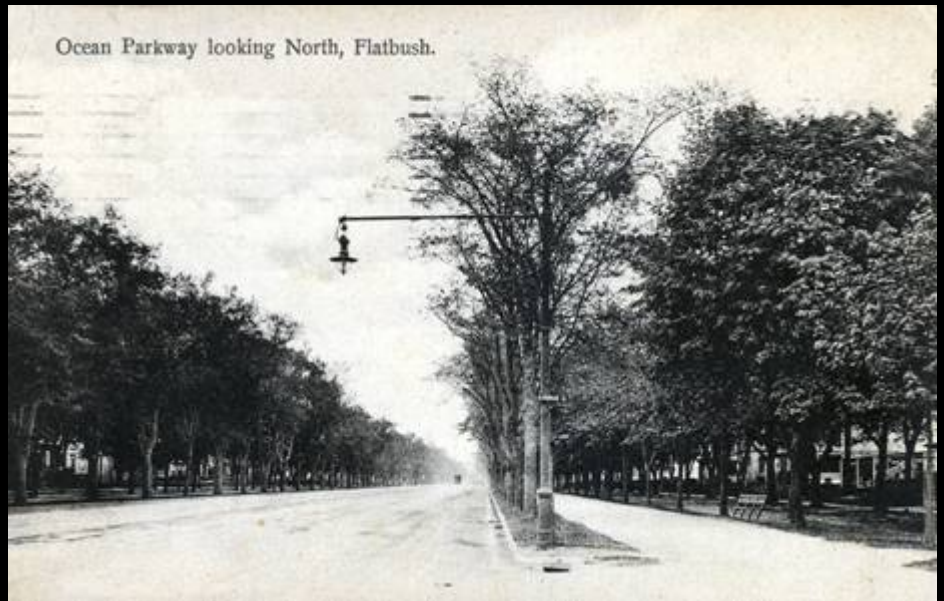
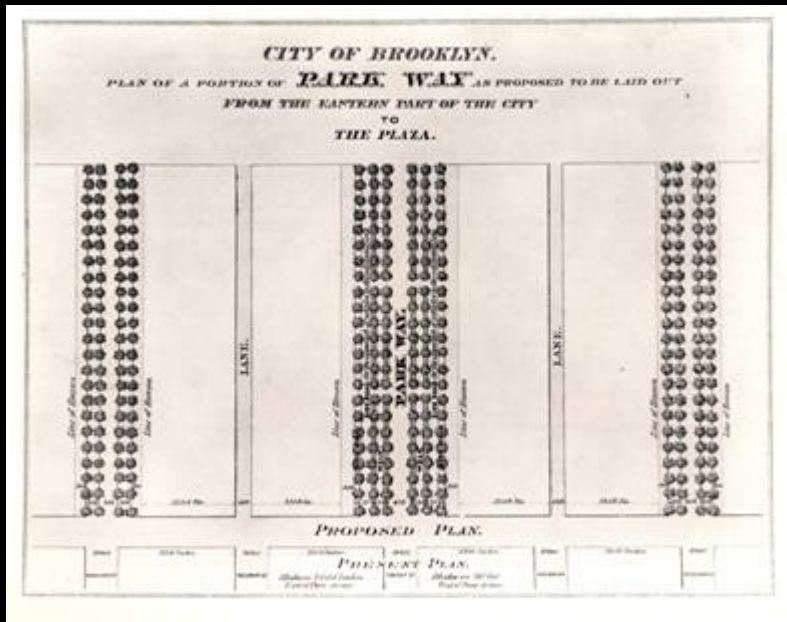


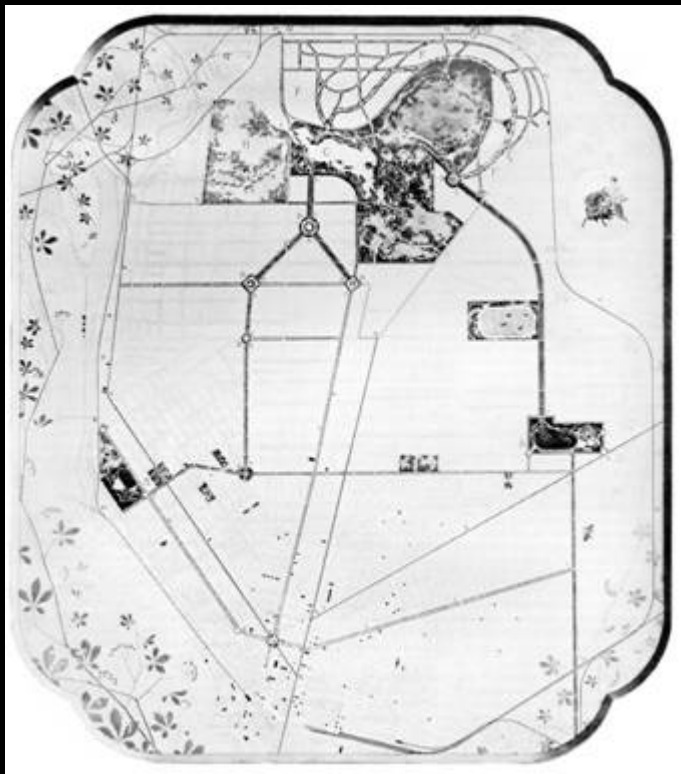


From Third Annual Report, Central Park Commissioners

Mixed Traffic on a Transverse Road in 1859







Scene on Lincoln Parkway.

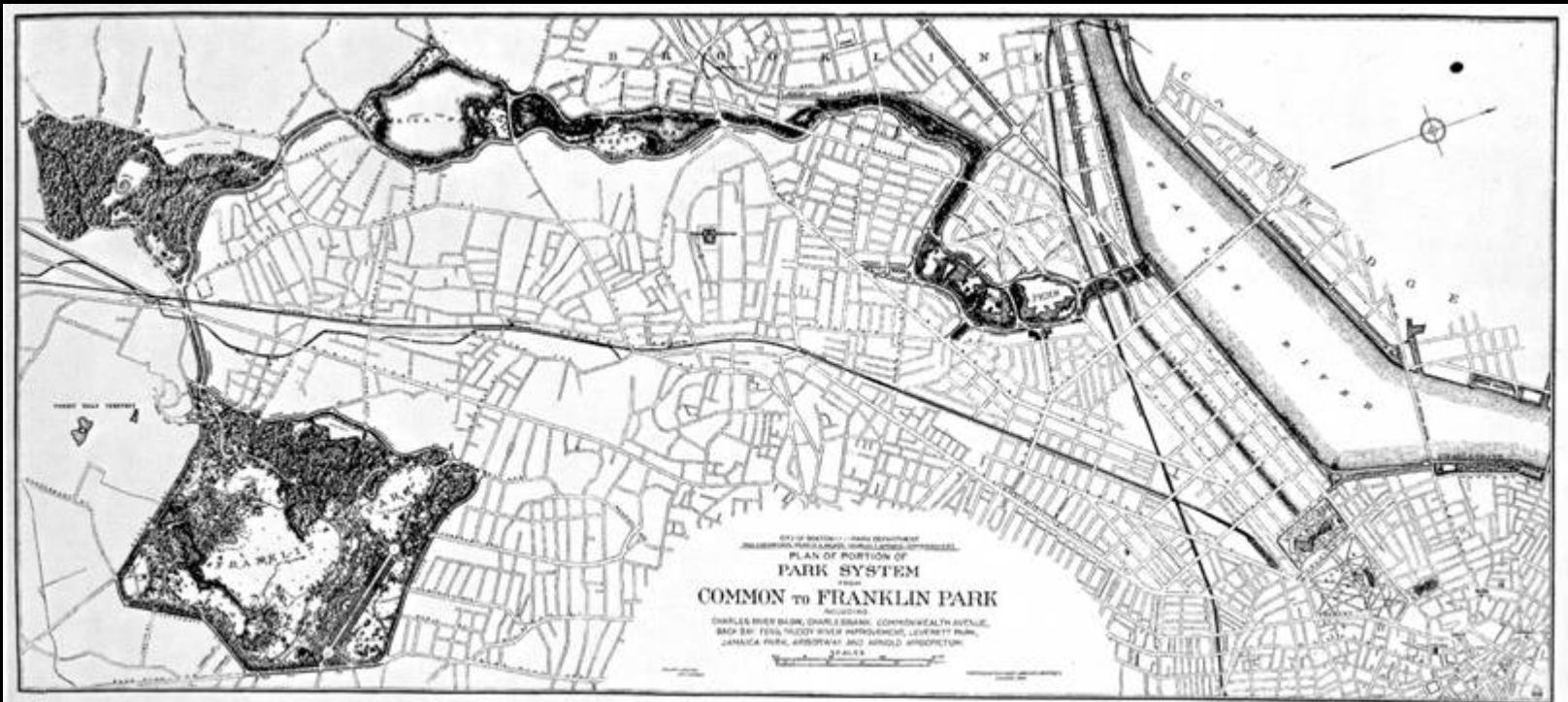
Buffalo, N. Y.



383 - BIDWELL PARKWAY, BUFFALO, N. Y.



Lyric Path, Lincoln Parkway, Buffalo, N. Y.



Parkway, Jamaica Plain, Mass.



No. 11.—Typical section of Rock Creek Parkway—Treatment recommended.



No. 16.—Typical section of Potomac Drive below the Chain Bridge.



Garfield Park Driveway and Fountain, Chicago.



TWENTY-SECOND AVENUE PARKWAY, BENSONHURST, BROOKLYN,
N. Y.



Central Park, West Drive, New York



Mather's Park, Marion, Ind.



24599

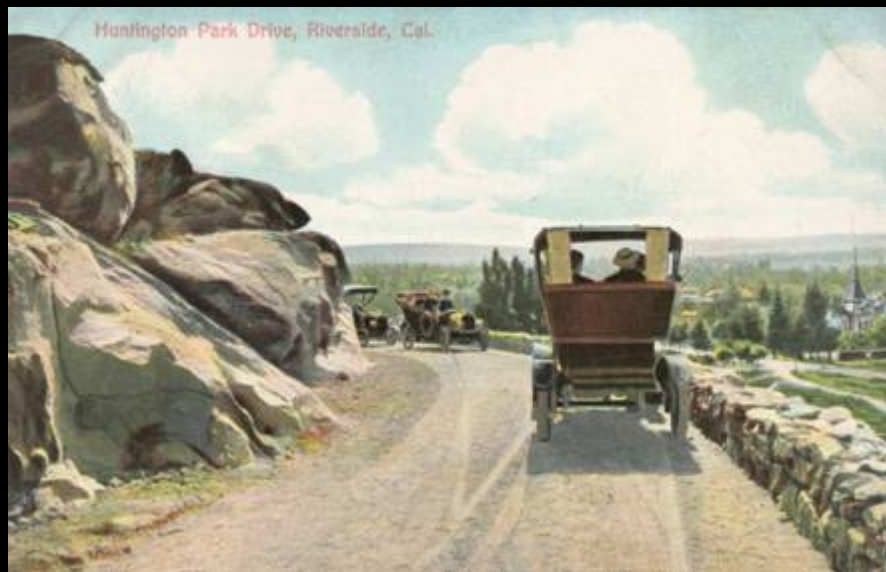


1488 PARIS (XVI^e). — Avenue du Bois de Boulogne.

RAVINE IN LINCOLN PARK. ALBANY, N. Y.



Huntington Park Drive, Riverside, Cal.



Rock Hill Boulevard,
Kansas City, Mo.

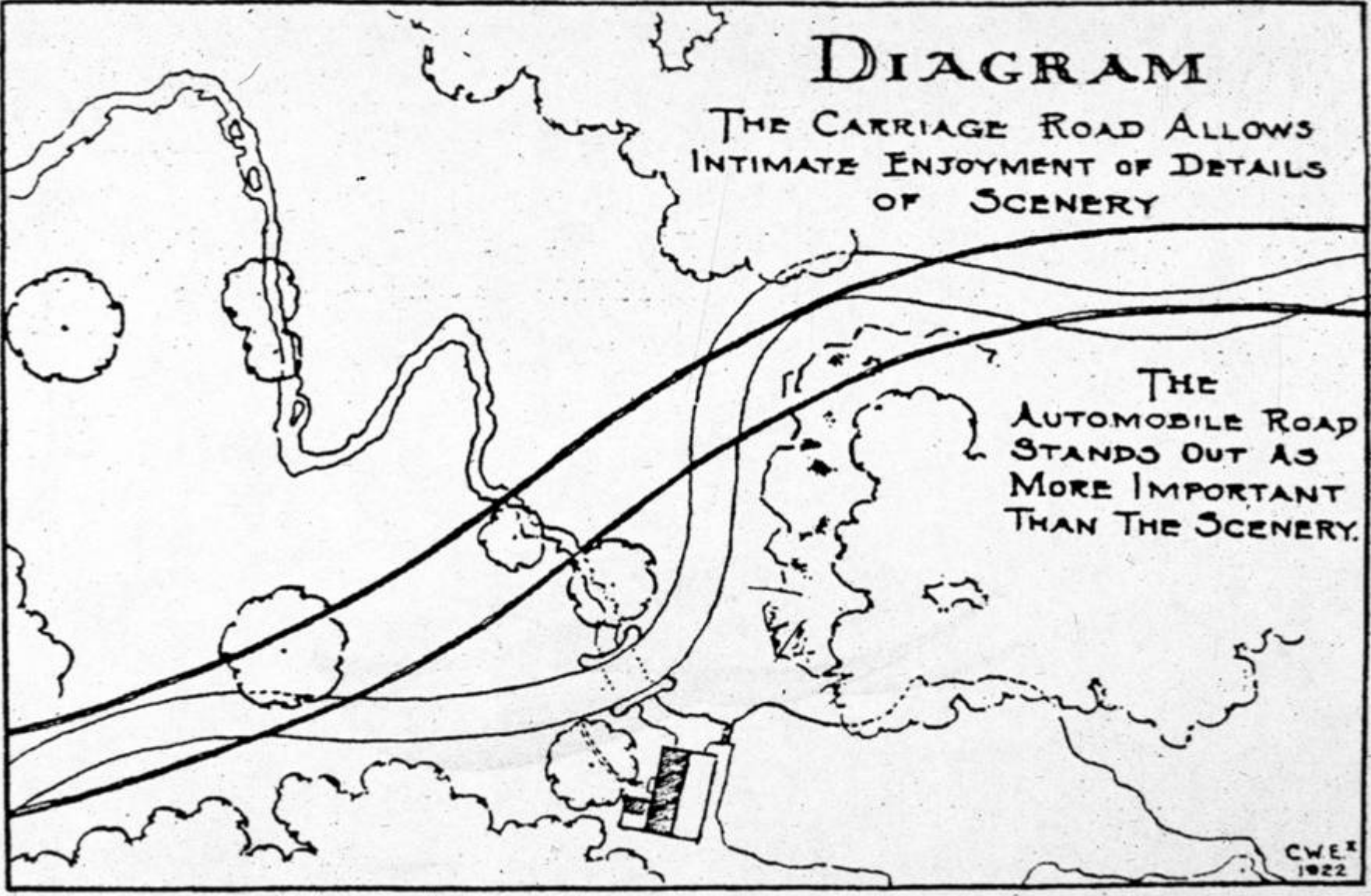


ON THE WISSAHICKON DRIVE.

DIAGRAM

THE CARRIAGE ROAD ALLOWS
INTIMATE ENJOYMENT OF DETAILS
OF SCENERY

THE
AUTOMOBILE ROAD
STANDS OUT AS
MORE IMPORTANT
THAN THE SCENERY.





F

stands for Family--also for Fun:
 Get them together! Get out in the sun!
 Picnics and fresh air and far-distant places
 Make healthy children, and happy,
 bright faces.



The
ABC
 of
**MOTOR
 CAMPING**

A handy guide to the
 better enjoyment of
 car-top days and even-
 ing nights in the open

25c

THE HOME
 OF
RAMBLER PRODUCTS

Modell's
 AMERICA'S LEADING OUTDOOR OUTFITTERS
 191 FULTON STREET N.Y.
 Edited by O. W. Dutton
 Revised Edition





Cherry and Birch

Thomas Hart Benton



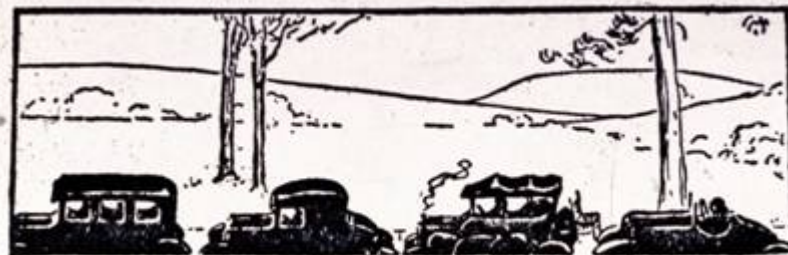
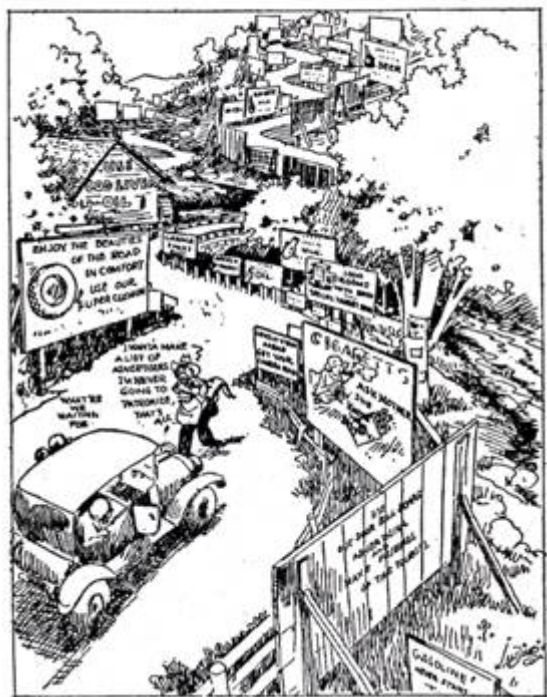
VIRGINIA WINDINGS



IN SERRIED RANKS THE BILLBOARDS STAND AS ONE ENTERS ASHEVILLE IN THE LAND OF THE SKY



THE PICTURESQUE BEND IN THE ROAD



Highways, or



Buy-ways?

Nature Magazine,
Washington, D. C.



(From Good Roads Magazine.)

FIG. 143.—Section of Country Road before Improvement.



(From Good Roads Magazine.)

FIG. 144.—Section of same Road after Improvement.



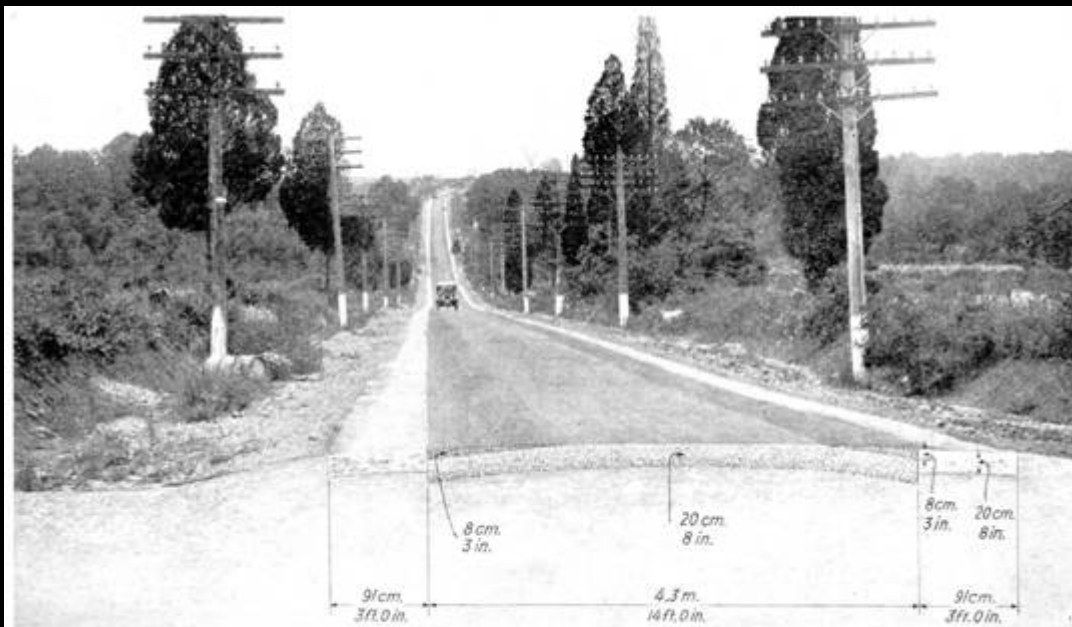
Before Treatment.



After Treatment.

(Courtesy of Standard Oil Company.)

FIG. 147.—The Dust Nuisance and Its Abolition.



BITUMINOUS MACADAM SURFACE, WIDENED WITH CONCRETE SHOULDERS

The old road has been entirely salvaged. In the resurfacing with modern material, the crown was reduced





CAREFUL CROSSING CAMPAIGN

**CROSS
CROSSINGS
CAUTIOUSLY**

JUNE 15 — SEPT. 30TH 1922 **AMERICAN RAILWAY ASSOCIATION**



"MEDIAL FRICTION"

To the traffic engineer the four crashes shown on this page are vivid symptoms of four specific disorders that afflict improperly controlled traffic. Causes and remedies are described in the diagrams on the two following pages.



"INTERSECTION FRICTION"



"MARGINAL FRICTION"



"INTERNAL STREAM FRICTION"

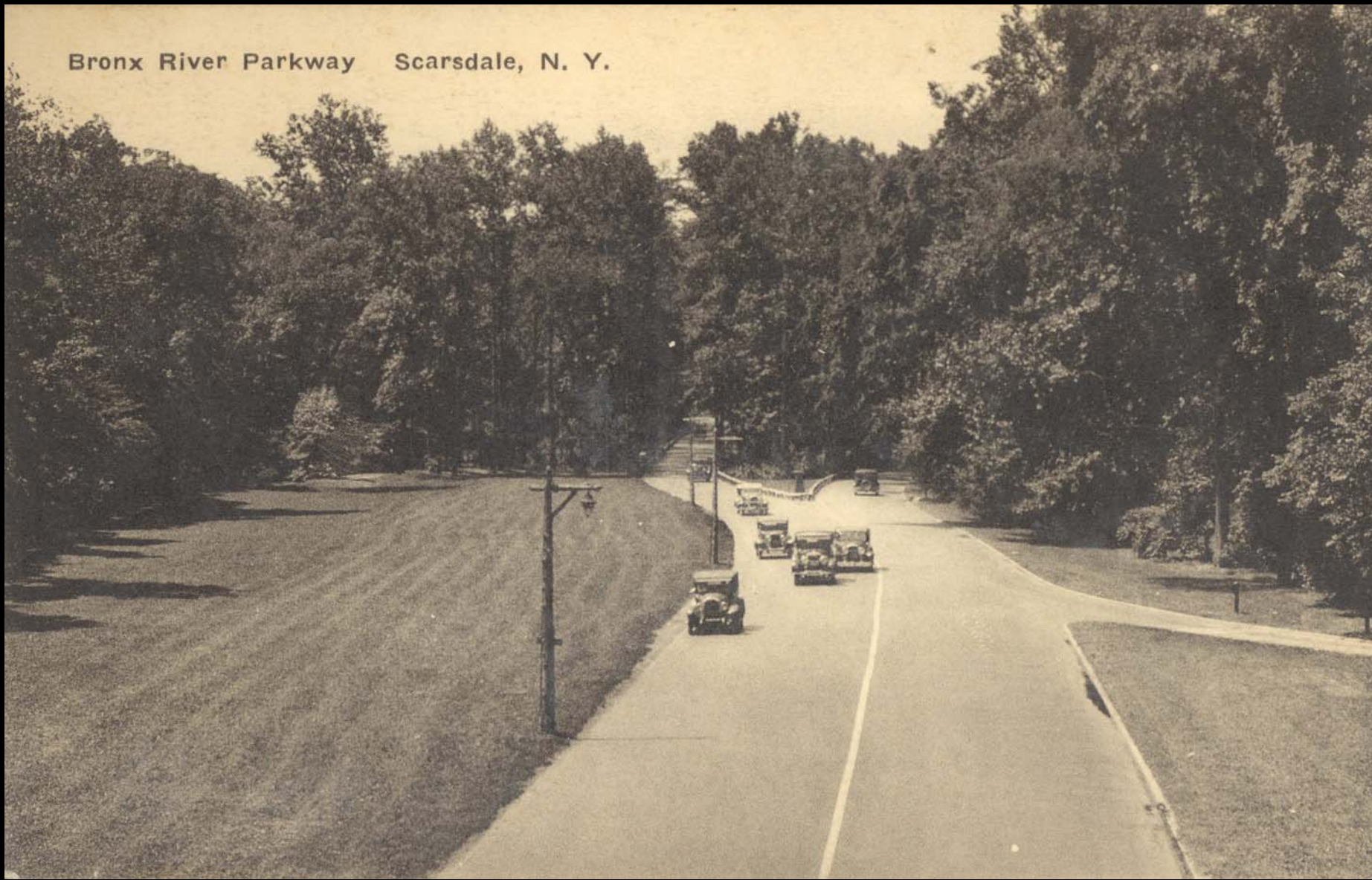
of the century, the taxpayers of federal, state, and county governments have spent on roads about \$15,000,000,000, for which they like to feel they have produced the world's finest highway system. So far as mere mileage is concerned, they acquired plenty of roads—more, in fact, than the country needs. But if the roads are supposed to be fit structures for present and future automobile traffic, the taxpayers was badly wrong.

When most of the roads were laid out, the more-concrete-road school of thought was impressively localizing in highway councils. The swaddling traffic engineer, with his traffic approximations, economic surveys, and traffic separations and segregations, was viewed as an intellectual who might have fancy ideas but no practical knowledge of the business of laying out a highway. In the spinning of the roads the emphasis lingered over a strong road structure, and road technology was concerned rather with such ideas as the Bates experimental road near Springfield, Illinois, which was pounded by army trucks to see what type of pavement stood up best. All of which was excellent in its way. But what the traffic-minded highway engineer saw and most of his colleagues did not see was that a strong slab was only the primer step in the making of a road. In inviting more traffic and speed, the road must simultaneously set up means to control it, or, as engineers phrase it, roadway, automatically correct for the driver's mistakes. Only a fraction of a per cent of the main U.S. roads begin to approach this fundamental law.

The reason is not hard to find. Considered in the bulk, the roads were built without plan, were fitted together piecemeal. The temptation now is to blame the highway engineers for not foreseeing the phenomenon of high-speed traffic. But he was not always at fault. The few engineers who did see what was coming and tried to anticipate it often found themselves hamstrung by politics, public apathy, and indifferent legislatures. And no better evidence of the haphazard evolution of the U.S. can be adduced than that the origins of the modern highway system were shaped by the prodigious bicyclists of the eighties and nineties, and the League of American Wheelmen especially.

From 1840—when the federal government stopped work on the Potomac National Pike from Cumberland, Maryland, to Vandy, Illinois—road construction in the U.S. fell sterile. For half a century people believed that railroads were the only roads they would ever need. The few dirt roads that were built were merely national connections. But the bicycle craze demanded roads, and various states, led by New Jersey and Massachusetts, fell to building roads for the bicyclists. Then the automobile came along, and

Bronx River Parkway Scarsdale, N. Y.





MARGIN OF BRONX RIVER BEFORE DEVELOPMENT OF PARKWAY



APPROXIMATELY SAME VIEWPOINT AS PRECEDING PICTURE



"BEFORE AND AFTER TAKING"

Two pictures from same view-point, White Plains



Bronx River, Greenacres
Scarsdale, N. Y.

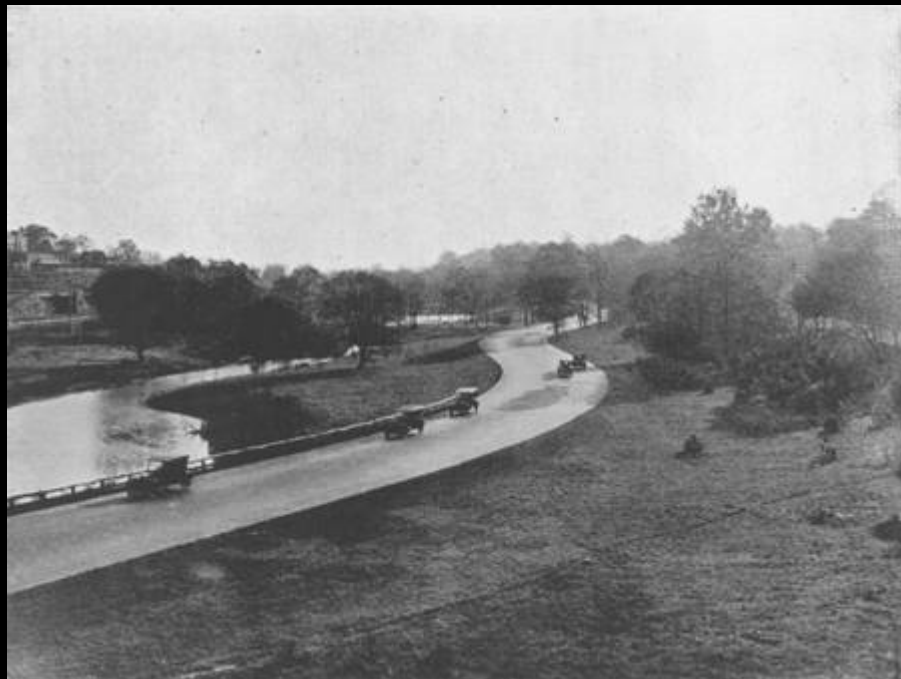


PARKWAY VIEWS.

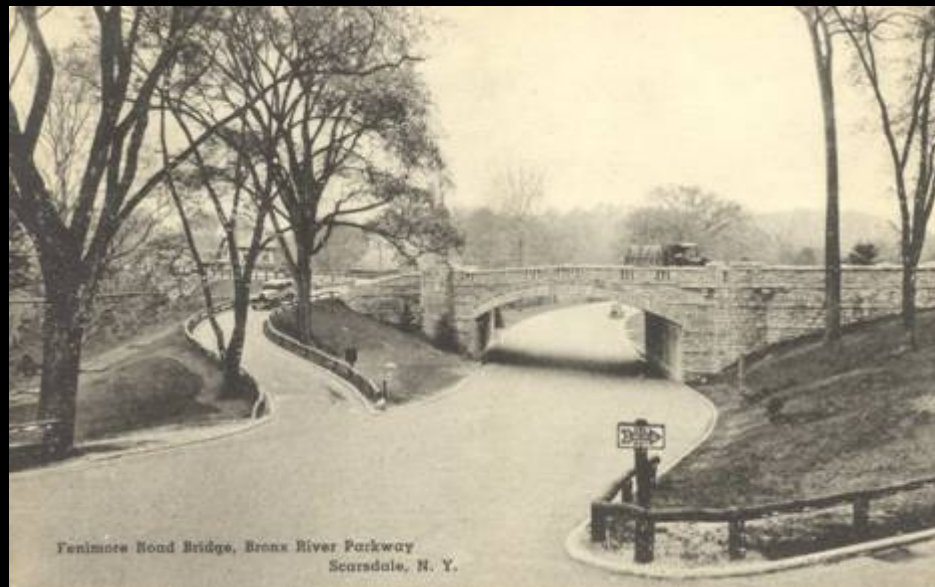
Westchester County



VARIED RECREATION IN PARKWAY RESERVATION



Bronx River Parkway Scarsdale, N. Y.



Fenimore Road Bridge, Bronx River Parkway
Scarsdale, N. Y.

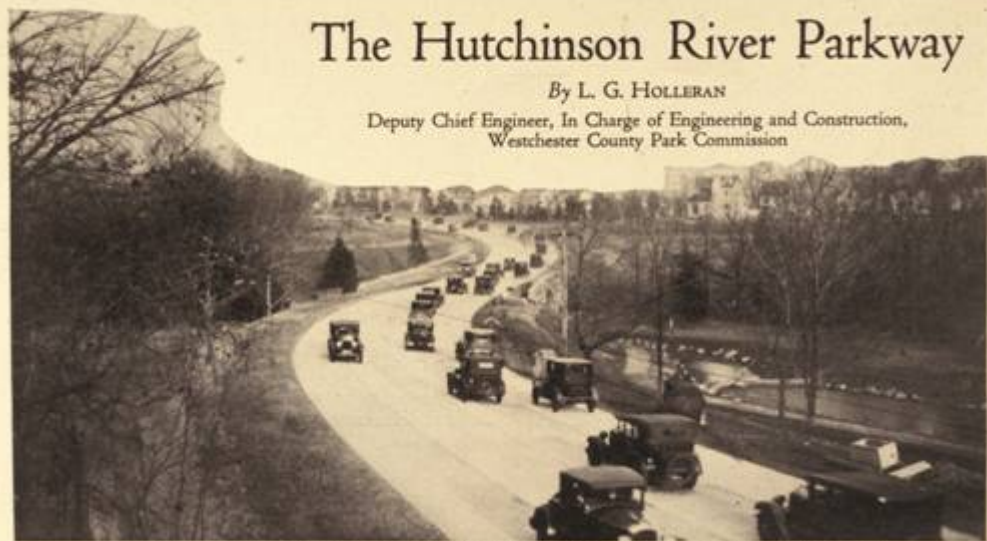


BRONX RIVER PARKWAY
*Broad Street Viaduct over which the Cross-County Parkway
from Yonkers to Rye Will Pass*



After





The Hutchinson River Parkway between Mt. Vernon and Tuckahoe showing typical Sunday traffic.



HUTCHINSON RIVER PARKWAY NEAR MOUNT VERNON, N. Y. 14



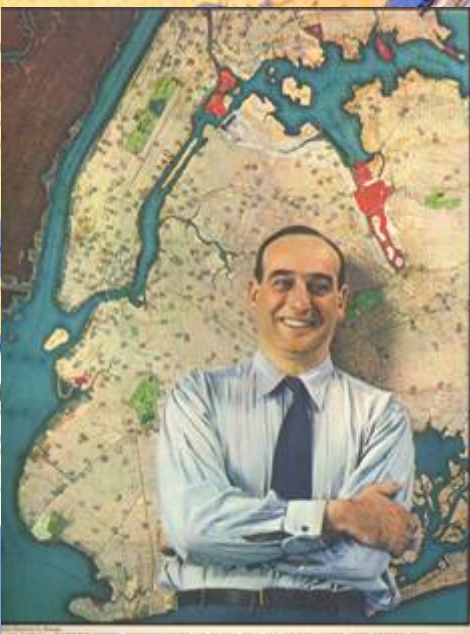
1A3048

HUTCHINSON RIVER PARKWAY BETWEEN PORT CHESTER AND MOUNT VERNON, N. Y. 15



1A3050





IN LEFT, ROBERT WOOD, COMMISSIONER OF PARKS, HAS ALL OF NEW YORK CITY BEHIND HIM





STATE PARKWAYS LEAD TO JONES BEACH





Courtesy of Worcester County Park Commission

PLATE X. FALLING STATION, HUTCHINSON RIVER PARKWAY, WORCESTER COUNTY PARK SYSTEM





Mt Vernon Avenue

TAKE THY SHOES FROM OFF THY FEET FOR THE GROUND ON WHICH THOU STANDEST IS HOLY.

FROM THE CAPITOL BY GRANTS STATUE, LINCOLN MEMORIAL, OVER THE MEMORIAL BRIDGE, BY ARLINGTON, THROUGH ALEXANDRIA—TO THE TOMB OF WASHINGTON.

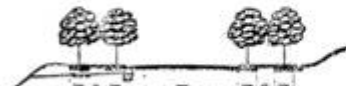
PUBLISHED BY AUTHORITY MT. VERNON AVENUE ASSN.
PREPARED BY ALFRED W. DOUGLAS

MOUNT VERNON AVENUE



Bridge Over Great Hunting Creek Memorial to Lafayette, DeKalb, Rochambeau and Other Foreigners Who Fought in the Revolution.

"In honoring Washington the American people honor their saviors"—Leland Stanford, of California.



A Section of the Avenue from Col. Haines' Report.



Bridge over Railroads, On Mt. Vernon Avenue—Col. Haines' Report.

ORIGIN OF THE IDEA.

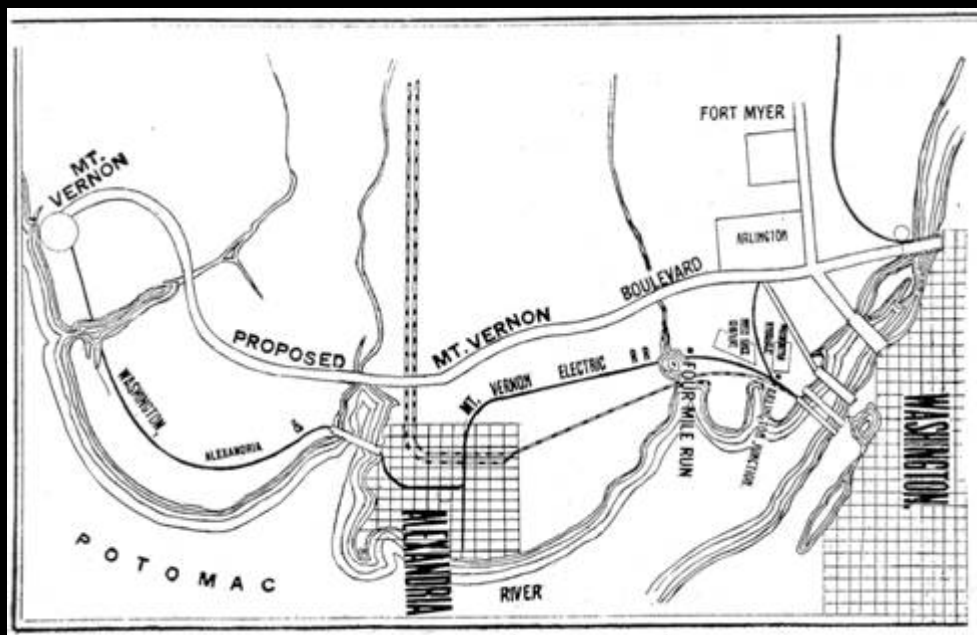
Mr. M. S. Harlow, in 1886, then Treasurer of Alexandria, Va., conceived the idea that the people of Virginia and the United States should unite in erecting a tribute to the memory of the founder of this nation, further believing that the most useful, lasting and beneficial memorial which could be built to the memory of Washington, as President, Soldier and Statesman, would be to link the city, which he laid out, with his tomb by a great highway, combining the idea of the Apian Way at Rome and of London's Westminster Abbey; with bridges

over the various streams along the route; Memorials to the great foreign soldiers who fought to aid the American revolutionists.


Section for Each State.

The highway, with a section for each State, will be seventeen miles in length with a proposed width of two hundred and fifty feet, which is to be divided into fifty sections, one for each State; thus giving each an area of about one acre on which to build.

Mr. Harlow also suggested that the States should erect







1732 1932

Tributes to WASHINGTON

*Pamphlet Number 3
of the series*

HONOR TO GEORGE WASHINGTON

*Edited by
Dr. Albert Bushnell Hart*

*Authorized by
THE CONGRESS OF THE UNITED STATES*

*Published under the direction of
GEORGE WASHINGTON
BICENTENNIAL COMMISSION*

Washington Bldg. Washington, D.C.

R.B.L.

*Aerial Photo-
graphic Map
Showing Terri-
tory from Lin-
coln Memorial,
D. C., to
Mount Vernon,
Virginia*



*For Continuation of This View,
See Opposite Page*

An American Appian Way

*The Most Beautiful Highway In America Will Be Built
from the National Capital to the Home of Washington*

WEDNESDAY, MAY 23, 1928 - FORTY-FOUR PAGES.



MOORE BILL
FOR
MOUNT VERNON
BOULEVARD
PLAN
OK Cong Lead


YOU SURE
HAVE MY
SINCERE
THANKS

D.C.

OFF Banker Abandon's
Wife as Sentiment A'S BEAT GRIFFMEN



The MOUNT VERNON
MEMORIAL HIGHWAY



D.C. PUBLIC LIBRARY
WASHINGTONIAN DIVISION

DESCRIPTION PREPARED
FOR INSPECTION TRIP
OF DELEGATES TO
SIXTH INTERNATIONAL
ROAD CONGRESS
OCTOBER 8, 1930

WASHINGTON, D.C.
BUREAU OF PUBLIC ROADS
DEPARTMENT OF AGRICULTURE

SEP 1930



ROADSIDE IMPROVEMENT

U.S. DEPARTMENT
OF AGRICULTURE
MISCELLANEOUS
PUBLICATION No. 191

ANALYSIS OF A RIGID FRAME CONCRETE ARCH BRIDGE



THE WELLINGTON UNDERPASS
the Vernon Memorial Highway

PUBLIC LIBRARY
SEP 1938
WASHINGTON

U.S. DEPARTMENT OF AGRICULTURE
MISCELLANEOUS PUBLICATION NO. 184

ISSUED SEPTEMBER 1934



A. THE APPROACH TO WASHINGTON OVER THE OLD ROAD FROM THE SOUTH; B. VIRGIN TERRITORY WITHIN A SHORT DISTANCE OF THE FIRST PICTURE AND ON THE NEW LOCATION OF THE MOUNT VERNON MEMORIAL HIGHWAY. C. THE COMPLETED HIGHWAY AT SAME LOCATION NOW USED BY PASSENGER VEHICLES APPROACHING WASHINGTON.



STAGES IN TRANSITION FROM A TANGLED WOODLAND TO AN ATTRACTIVE ROADSIDE. NATURALNESS IS THE KEYNOTE OF THIS TREATMENT.



A. FINE SPECIMEN TREE SAVED TO BEAUTIFY THE ROAD. IN B. GROUND COVER PLANTS ARE BECOMING ESTABLISHED ON THE AREA AT THE RIGHT AND WILL MAKE A MASS OF GREEN THROUGHOUT THE YEAR.



BRIDGES DESIGNED TO BE IN HARMONY WITH LANDSCAPED SURROUNDINGS. GRADING AND LANDSCAPING NOT YET COMPLETED.

SB
Landschafts-
gestaltung
an der
Strasse

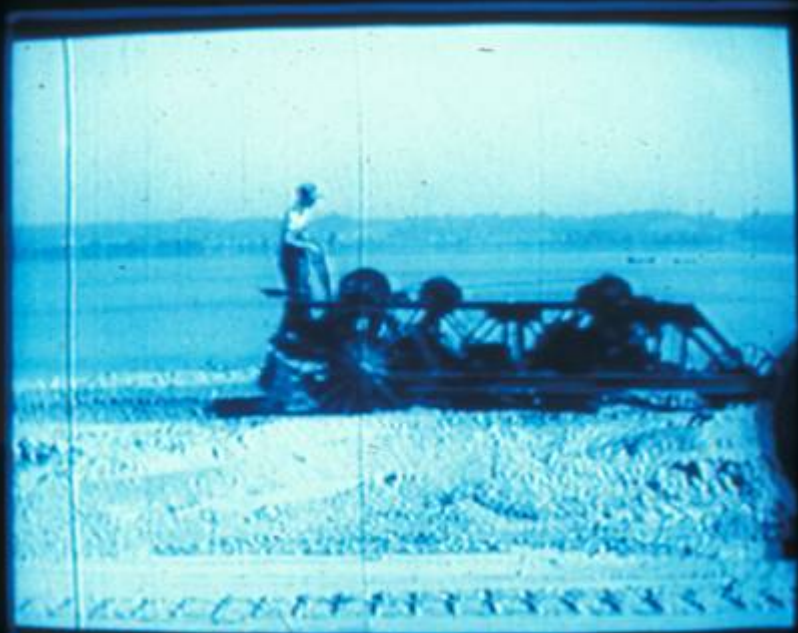
SCHRIFTENREIHE DER
„STRASSE“ HEFT 2

ROADSIDE IMPROVEMENT

Gekürzte
Wiedergabe einer
Veröffentlichung
des
U. S. Department
of Agriculture,
Bureau of
Public Roads

VOLK UND REICH-VERLAG-BERLIN

Small text at the top left of the page, partially obscured.



The completed road is a memorial not only to our first president but also to the progress made in highway engineering since 1775.

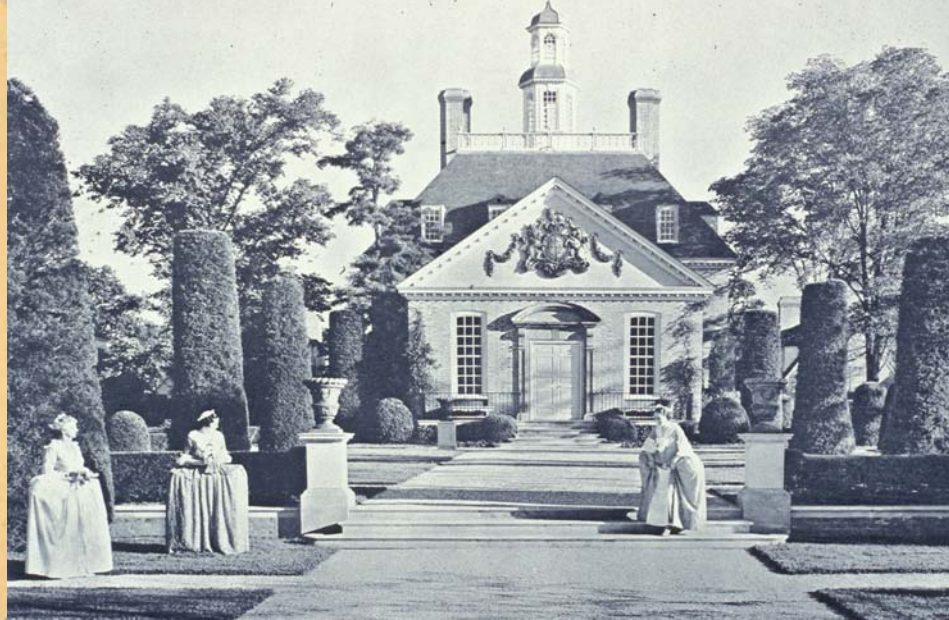


View on Colonial National Parkway



COPYRIGHT BY COLONIAL PARK COMPANY, INC., YORKTOWN, VIRGINIA

NATIONAL PARK SERVICE PHOTO



Highway Scene
COLONIAL NATIONAL MONUMENT
 near Yorktown, Va.





Building for base of a garage built on the site of the original Mt. Vernon Hotel. Erected under the plan of the U.S. Bureau of Public Roads.

THE MOUNT VERNON HIGHWAY

Photographs and Map by U. S. Bureau of Public Roads

CONCEPTION of a highway from Washington, D. C. to Mount Vernon, Va., as it is shown in George Washington's map of 1791. And now, in the twentieth century, the highway of the 18th of Washington approaches.



When the National Pike was completed in 1902, the Washington Monument was the first building to be seen from the highway.



The building at Washington, D.C., which was the first building to be seen from the highway.

the plan was well under way to complete the road. In 1902, the road was completed. The road is now the most perfect road in the world. The U.S. Bureau of Public Roads has appropriated \$4,000,000 to pay the project through by 1910.





March, 1932

OFFICIAL PUBLICATION DISTRICT OF COLUMBIA DIVISION **AAA**

DISTRICT OF COLUMBIA EDITION—AMERICAN MOTORIST—June, 1930 67

WHAT COULD BE A FINER TRIBUTE TO WASHINGTON'S MEMORY?

A \$4,500,000 highway—Washington to Mount Vernon. A memorial to General Washington.

By ISABEL LIKENS GATES

What could be a finer tribute to his memory? What could afford more pleasure to the hundreds of thousands that yearly visit this shrine?

The conception of it originated in 1886. In 1888 the Mount Vernon Avenue Association was incorporated in Alexandria; and in 1889 Brig. Gen. Peter C. Hains, Corps of Engineers, U. S. Army, in compliance with an act of Congress, made and reported a survey of three routes. Although warmly supported by different Presidents, Secretaries of War and members of Congress, the project was held in abeyance for 35 years. In 1924 a commission was appointed to prepare for a celebration of the 200th anniversary of the birth of George Washington.

What more appropriate than a highway to his home? So on May 23, 1925, an act was passed by Congress authorizing the commission to select, construct and maintain a Mount Vernon Highway, and an appropriation of \$4,500,000 was made therefor. To the Bureau of Public Roads, Department of Agriculture, was delegated the task of selecting the route and surveying the highway.



The Lee Mansion at Arlington

the farther end will begin the memorial to George Washington, thereby associating for all time the two greatest of Americans—George Washington, the father of his country, and Abraham Lincoln, the savior of it. The memorial highway will be about 15½ miles in length and 200 feet wide, except in Alexandria, where, passing through Main Street, the width will be narrowed. It will be



We have perpetuated George Washington's memory by a boulevard of which he would be proud from a practical, patriotic and picturesque point of view.



Puckett Cabin - Blue Ridge Parkway, Va

3-E-97

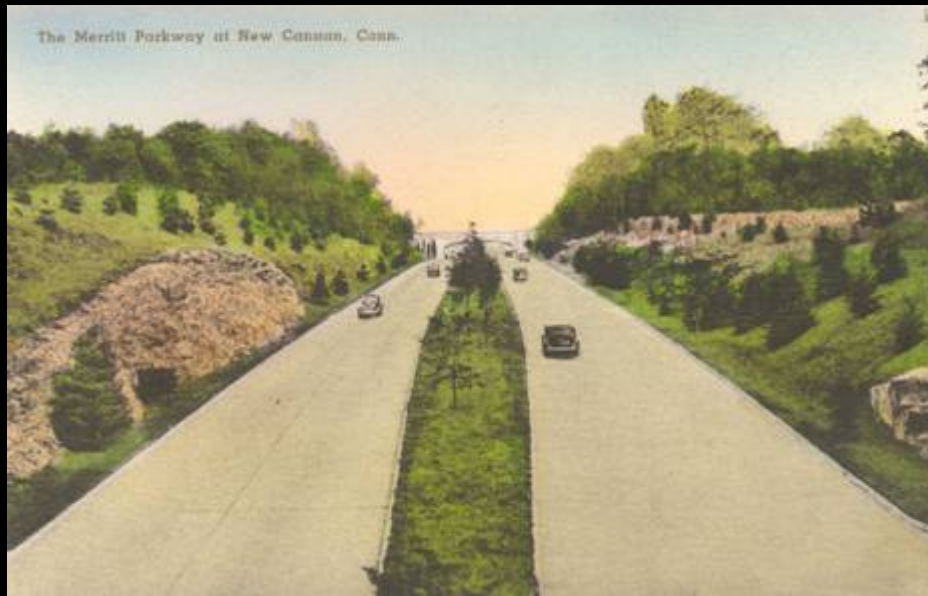


History Mill - Blue Ridge Parkway, Virginia



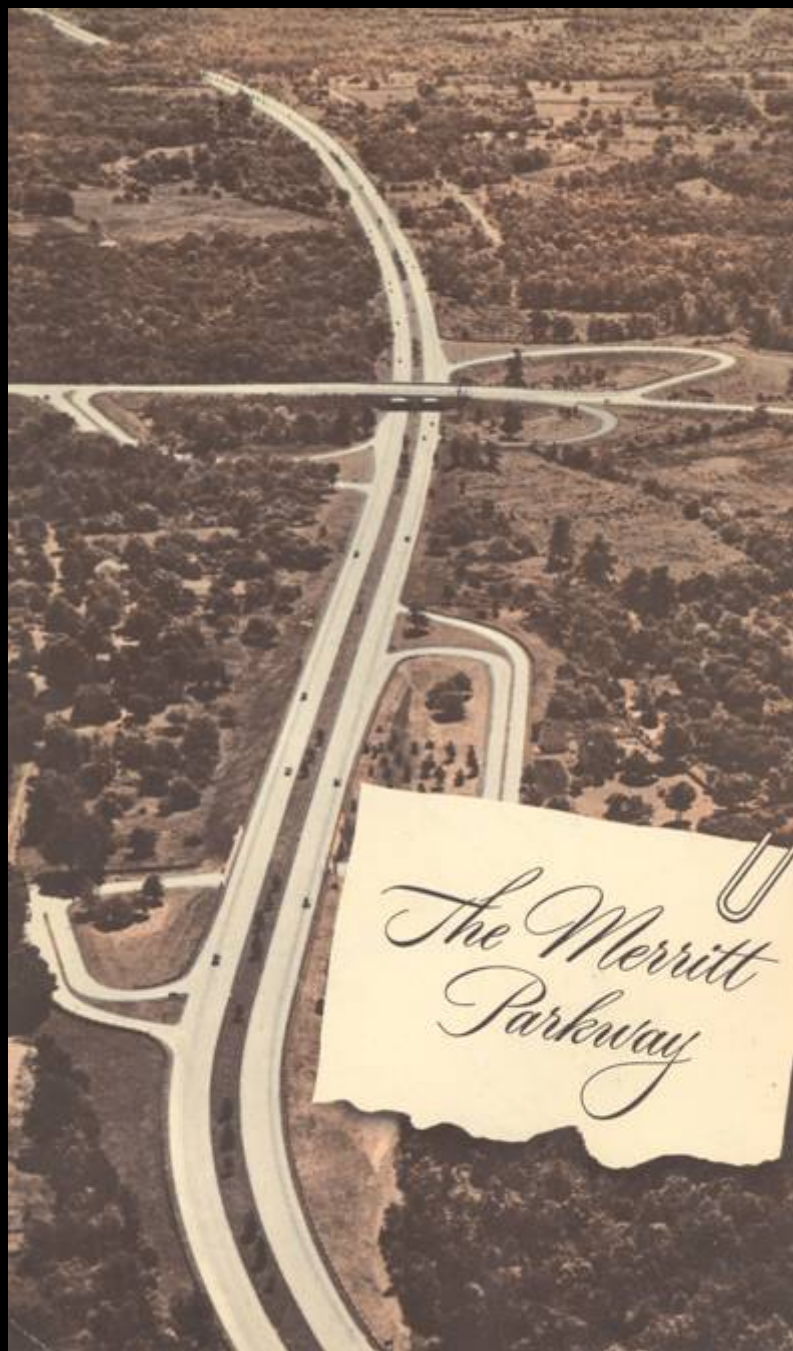
P-17 Highland Meadows and Rhododendron at the Bluffs Blue Ridge Parkway, North Carolina

The Merrill Parkway at New Canaan, Conn.

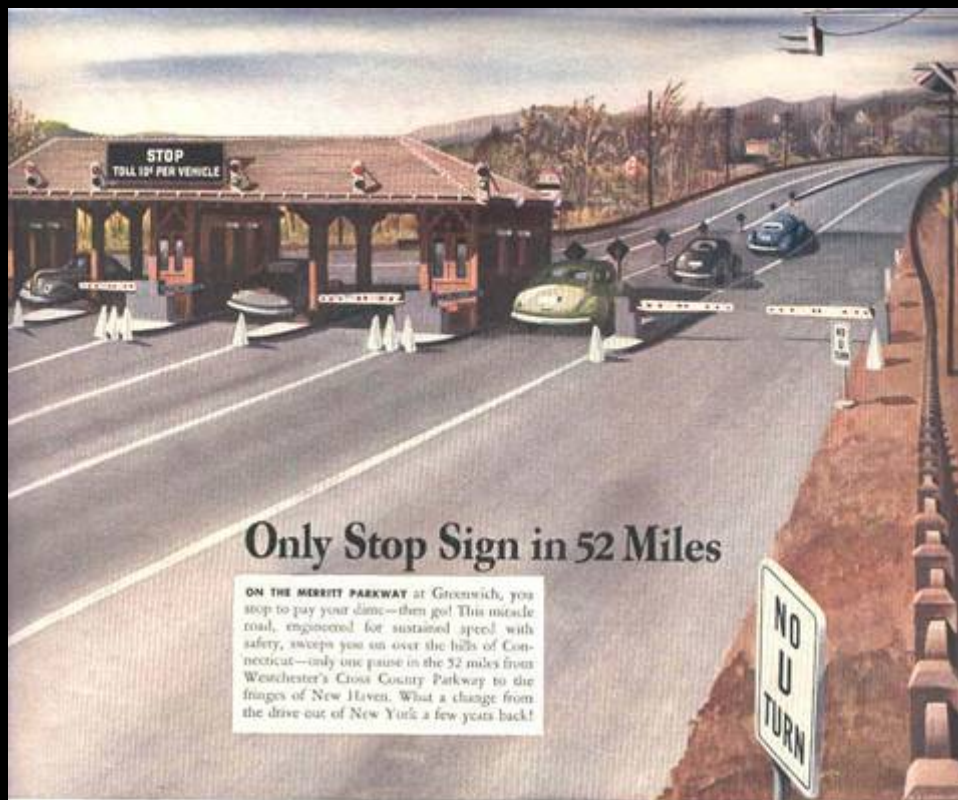


Along the Parkway 2





The Merritt Parkway



Only Stop Sign in 52 Miles

ON THE MERRITT PARKWAY at Greenwich, you stop to pay your dime—then go! This inside road, engineered for sustained speed with safety, sweeps you on over the hills of Connecticut—only one pause in the 52 miles from Westchester's Cross Country Parkway to the fringes of New Haven. What a change from the drive out of New York a few years back!

"ROADS OF TOMORROW" here today—prove need for **"X"** safety factors in Motor

MOTOR TRAVEL is emerging from the dark ages of narrow, twisting roads and ineliminable "Main Streets." It by-passes the towns—cuts through the hills. Tens of thousands of miles of Super-Highways and fine "open-country" highways are now open.

Sustained-speed driving is a thrilling experience—but it intensifies the punishment your motor oil must take. Under sustained speed, chemical changes may take place in oil, lessening its protection. Motor damage, or a severe loss in performance, may be the result.

Until recently, no oil—even "the best money can buy"—was made to meet these new extreme conditions. For 3 years, scien-

tists at the "University of Petroleum," Shell's \$5,500,000 research laboratories, have been at work in anticipation of this new lubrication problem.

Now they have the answer—Shell X-100—the new super-lubricant for extreme conditions. Extra safety factors—the "X" factors of Shell X-100—enable this oil to resist chemical changes under sustained speed.

This may be a safer oil than you need. Excellent oil for ordinary driving can be bought for less. But if you drive out "Roads of Tomorrow"—if you sometimes call on your late-model car for the performance of which it is capable—DRAIN AND RE-FILL NOW WITH SHELL X-100. It's safety insurance for your motor—now at all Shell dealers.



FOR SUSTAINED SPEED AND EXTREME CONDITIONS



NOT ALLOWED ON PARKWAY—Business Vehicles, Trucks, Buses



NO PARKING ON TRAFFIC LANES



DISABLED VEHICLES MUST BE MOVED TO GRASS AREA

OB
EY
THESE
RULES
OF THE
MERRITT
PARKWAY
COMMISSION



DO NOT MAKE U-TURNS



DO NOT SPEED IN EXCESS OF POSTED LIMIT

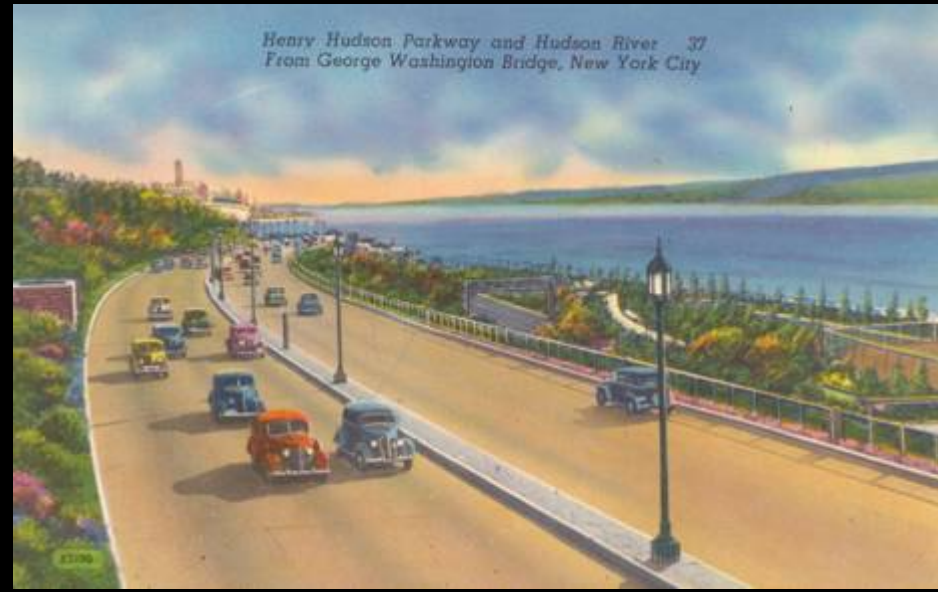
The Merritt Parkway
CONNECTICUT'S
all year gateway to New England

Connecticut is proud to have you as her guest. We want you to enjoy your visit and come back soon and often.

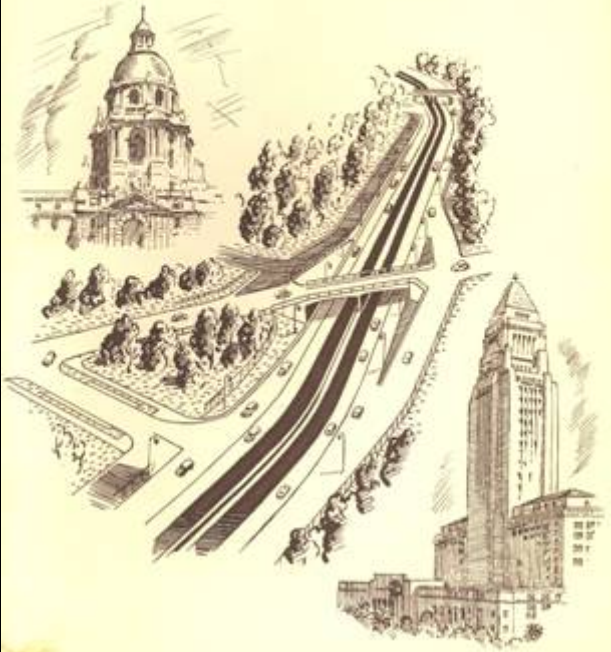
James L. McConaughy
Governor



Henry Hudson Parkway and Hudson River 37
From George Washington Bridge, New York City



The ARROYO SECO PARKWAY





23.9.1933 Erster Spatenstich
23.9.1936 1000 km Autobahn fertig



Ort: Bannertal, Aufnahme der Jungfrau am Isenbergsattel. Pflanzung der Laubbäume. Die schone Straße ist das und unser Verdienst mit einem ersten Preis ausgezeichnet.

FUTURAMA

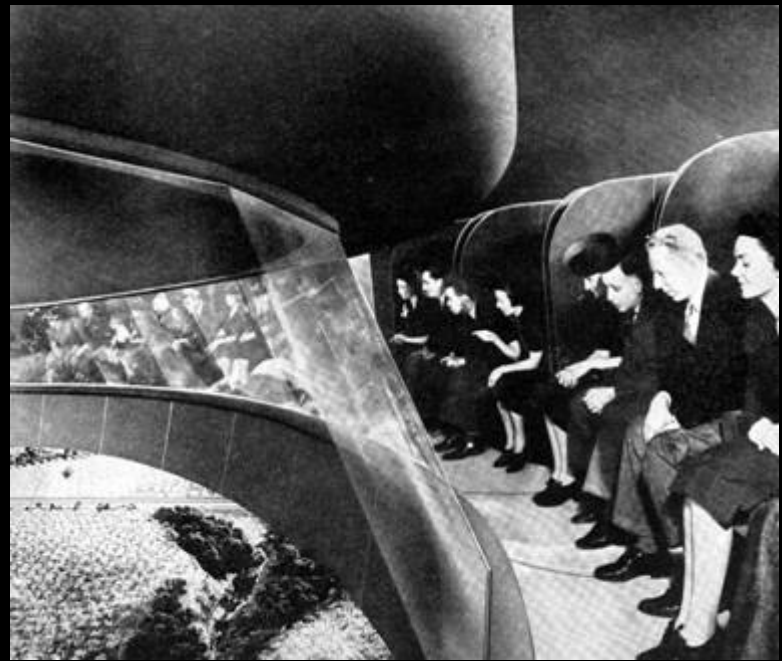
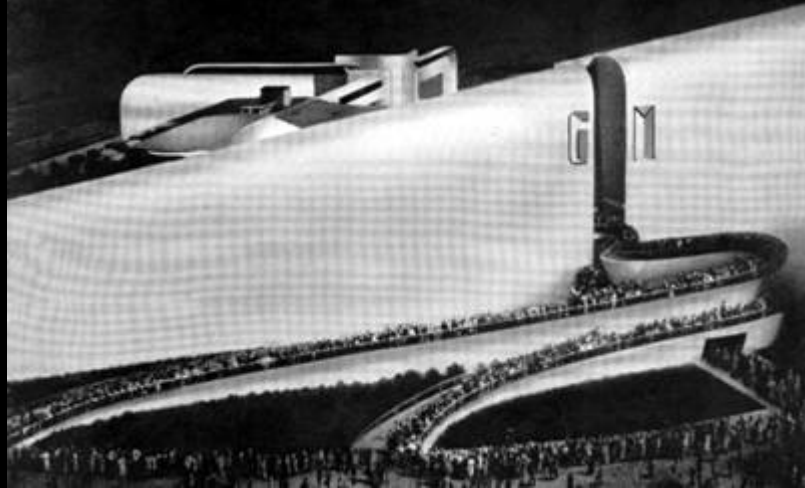




PLATE 30.—A four-lane toll highway in a suburban and urban area, showing relation to existing streets.



PLATE 31.—A typical grade separation, access roads, and toll booths for a four-lane road.

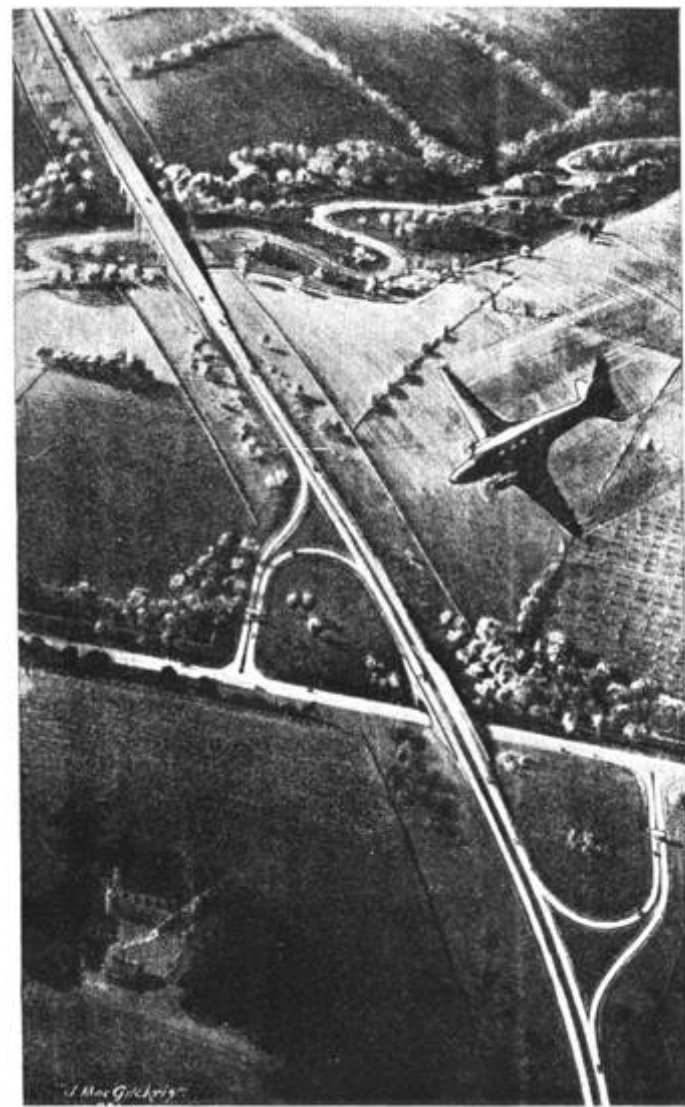
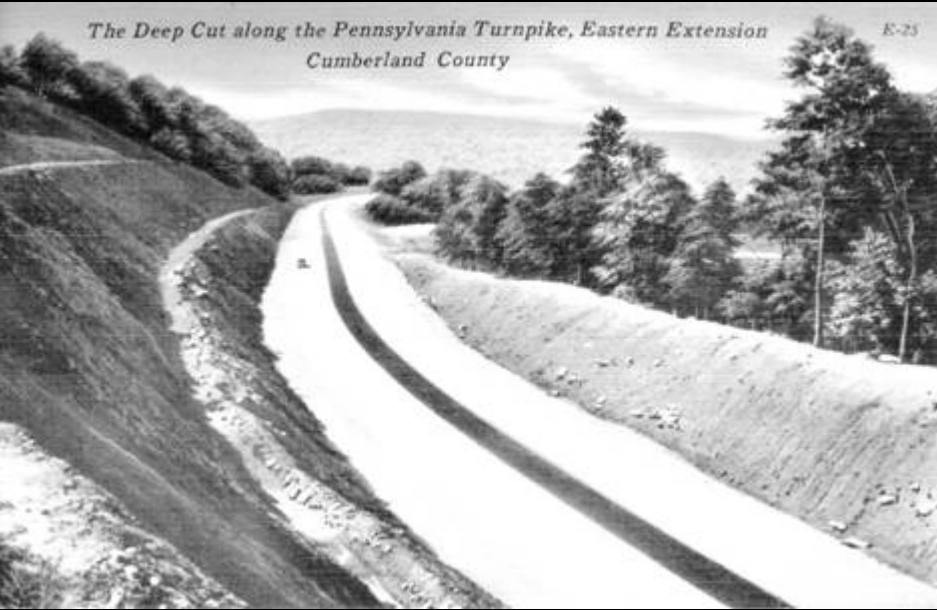


PLATE 32.—A typical grade separation, access roads, and toll booths for a two-lane road widened to three lanes at the approach to an access point by addition of a central lane of contrasting color and surface texture.

The Deep Cut along the Pennsylvania Turnpike, Eastern Extension
Cumberland County

E-25



13 MILE TANGENT OF THE PENNSYLVANIA TURNPIKE IN
CUMBERLAND COUNTY

21069



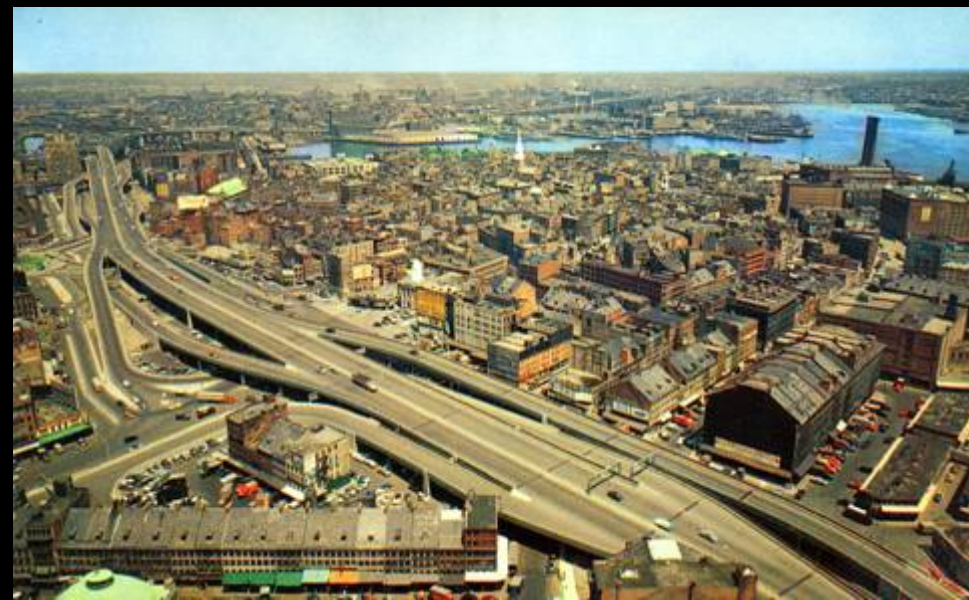
PA-128

PA-114—America's Dream Highway Entrance



Longest Stretch on Pennsylvania Turnpike and Toll Gate, near Carlisle and Harrisburg, Pa.

MINSKY BROS. & CO.



Shore Bound Traffic on the Garden State Parkway of New Jersey.



Southbound Roadway of Garden State Parkway near Asbury Park, N.J.



TACONIC STATE PARKWAY EXTENSION



ISSUED ON THE OCCASION OF THE OPENING
OF A 21 MILE EXTENSION OF THE TACONIC
STATE PARKWAY IN DUTCHESS COUNTY . . .

TACONIC STATE PARK COMMISSION
NEW YORK STATE DEPARTMENT OF PUBLIC WORKS



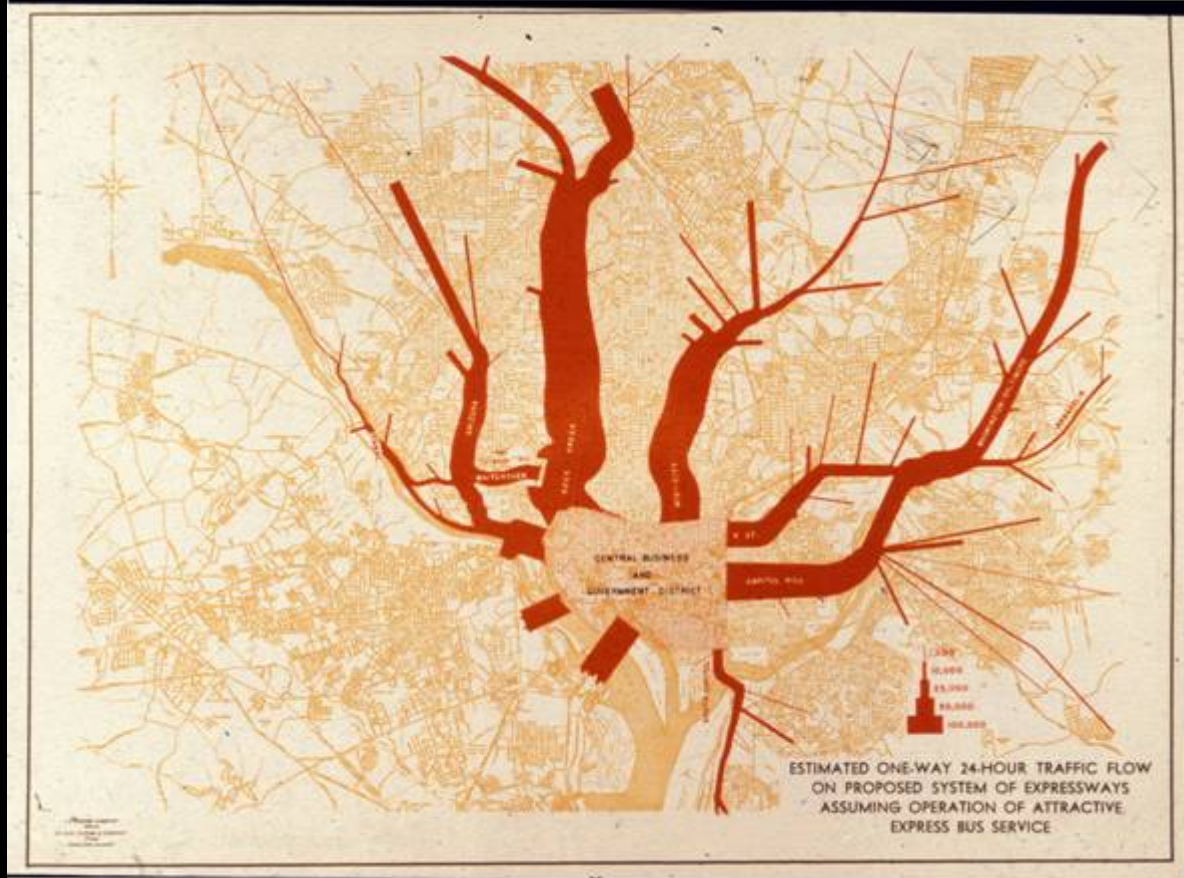
PUBLIC ROADS ADMINISTRATION

EASTERN STATE PARKWAY, DUTCHESS COUNTY, NEW YORK

The wide median strip between opposing lanes of traffic eliminates cross glare of headlights. Construction on different levels reduces the height of cuts and fills, and makes it possible to fit the road into the topography without leaving scars on the roadside.

The ultimate harmony of art
and nature: Taconic State
Parkway.









(50) The George Washington Memorial Parkway, an example of superb marrying of the road to the landscape. By running roadways independently, grading is kept to a minimum.









SAVING HISTORIC ROADS

Design & Policy
Guidelines

Paul Daniel Marriott

Preserving the Historic Road in America

Plan to attend the fourth national conference on historic roads
April 22 - 25, 2004, in Portland, Oregon

westchestergov.com
77
BRONX RIVER
RESERVATION
America's 1st
Parkway



The Henry Hudson Parkway Scenic Byway Initiative



Welcome to The Henry Hudson Parkway Scenic Byway Initiative website, created and maintained by the Henry Hudson Parkway Task Force. We are a group of dedicated individuals and local organizations who want to keep the **Park** in Parkway.

- :: ABOUT THE HENRY HUDSON PARKWAY
- :: WHY A SCENIC BYWAY?
- :: CONTROVERSIES
- :: UPDATES
- :: ABOUT US

Funding for this website was provided by the J.M. Kaplan Fund, New York Community Trust and Con Edison

PHOTOGRAPHS BY MASSIMO STRINO, JON BENFATTI, ELIZABETH RITTER, AND HILARY KITASEI

2003 Henry Hudson Parkway Task Force *All Rights Reserved* :: contact us :: site map

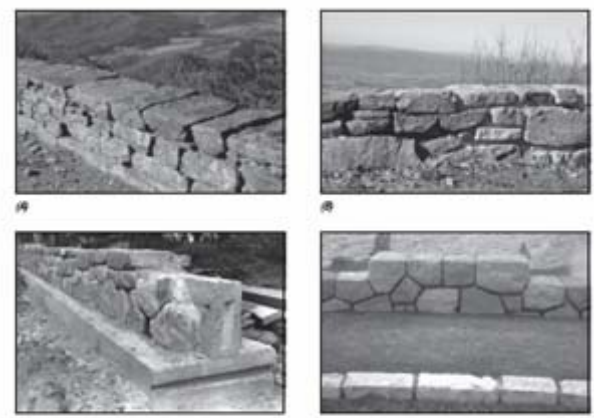
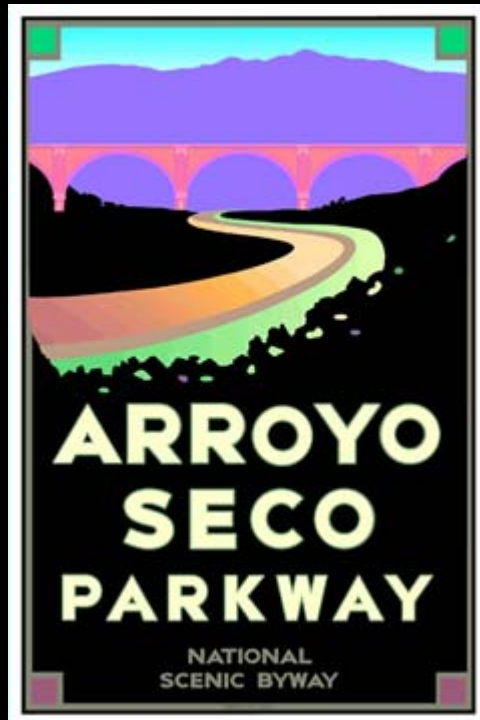


Figure 20. Masonry treatment options: A) The preferred treatment for deteriorated stone walls is to repair or replace in-kind with compatible materials and workmanship; B) Wall has been gut repaired with locally accurate dry laid stonework; (Robert Page 1992); C) Masonry repair and masonry patterns; (Robert Page 1992); D) Stone faced reinforced concrete core guardrails can meet contemporary safety standards while maintaining a masonry appearance; (Clevé 1994); E) Newly cast-in-place hand-laid stone guard wall and curb at river overlook, Yellowstone National Park, (Clevé 1994); F) Structural stone was employed on Yosemite Park's El Portal

LANDSCAPE LINES

Historic Roads

Prepared by Timothy Dwyer, Lead Scientist, National Park Service, with Charles Henderson and Robert Langston, Program

INTRODUCTION

Roads have long played a prominent role in shaping the national park experience. In addition to providing access to natural and cultural resources, park roads often comprise compelling landscapes in their own right. Their scenic layout, vegetation views, route, guardrail and post-and-rail fences make them highly attractive, especially when contrasted to most ordinary roads and highways. In many cases, the distinctive characteristics of historic park roads serve as defining elements of the National Park System, creating a sense of continuity from park to park and providing cherished memories of leisurely excursions through America's most beloved landscapes. The appeal of park roads is not limited to the classic "natural" parks and parkways. Roads play important roles in national military parks, as well, and contribute to the cultural landscape of many historical parks. Even in newer parks, where the influence of traditional landscape aesthetics may not be as readily apparent, roadways exemplify changing patterns of park design and resource management.

The consistently compelling character of America's historic national park roads and parkways is by no means accidental, nor is it entirely given. Historic park roads such as Claker's Going-to-the-Sun Road, Yellowstone's Grand Loop, and Sequoia's General Highway reflect the collective efforts of generations of engineers, landscape architects, and park administrators. Similar skills and collaborations helped create the sublime scenery and winding road winds of National Military Parks and the rapidly designed carriage road systems described in the National Park System in plans for Acadia National Park, Marsh-Billings-Robertson National Historical Park, and Washington, D.C.'s Rock Creek Park. While there is growing appreciation for their significance, many historic

completions and/or after the conclusion of routine maintenance during its designated period of significance. Whether these changes were the result of natural processes, intentional actions, or unplanned activities, the existing condition survey will serve as the basis for evaluations of historic integrity and the development of cultural landscape treatment plans. Deviations from original conditions should be clearly noted on a feature by feature basis as well as for the overall resources.

A Guide to Cultural Landscape Reports provides additional information on existing condition survey formats and terminology. Sidebar 2 provides suggestions for evaluating historic park roads through the CLR's standard framework of the four landscape characteristics. Best applications of these techniques are not mandatory, however, and the existing condition survey should employ terms and categories that are broad enough to be inclusive under observation.

SIDEBAR 2: EVALUATION OF LANDSCAPE CHARACTERISTICS FOR ROADS

Natural Systems and Features

Describe the natural systems (geomorphology, geology, hydrology, ecology, climate, vegetation, etc.) that influence road development and the physical form of the road corridor.

- Describe the local natural character of the region or regions through which the road passes (flora, fauna, river flows, coastal, etc.) and discuss the impact of these characteristics on design, construction, and operation (how or why series will produce a different landscape character and require different engineering measures than a temperate elevated plain or region of high elevation)
- Identify any distinctive natural features that affect the road's location and disposition. The process to document an attractive lake or park, the road is the advantage of a mountain pass or a cross a canyon or river, the presence of other natural structures or disturbances.)
- Discuss how local climatic conditions or other natural processes influenced the road's development and whether the road is economically sustainable with a road, for instance, or the construction management of road and vegetation to better meet road
- The road should be done in the main side of the road's general location and the various sides of the design and historical industrial features and roadway segments

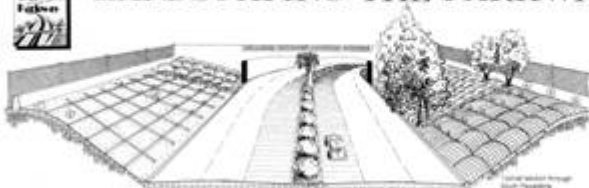
Spatial Organization

Describe the three-dimensional organization of the road corridor's physical form, emphasizing the ways in which these characteristics define the spatial and visual character of the roadway landscape.

- Document the road's location and clearly identify any features that may have been altered, bypassed or destroyed
- Document the boundaries that will be used for CLR purposes (specifically, this will be a cross-section including the road surface, shoulders, and all landscaping near the four corners of grading planting, and other structures bordering to may the include contiguous roadsides and the highest physical natural points, including tall vegetation or other structures that are included in the road corridor or considered independently, depending on their design and development history in some cases, especially with parkways, historic park roads, or roads in any context with NPS property lands)
- Document views and looksheds should be identified and analyzed for their impact on the road's location, design, and road experience, but generally should not be included within the boundaries of the historic road CLR
- Document the road in terms of the profile and section, demonstrating how the alignment and roadway plan shape the physical and experiential character of the park road landscape. Describe the character and frequency of the road's curves and straightaways (tangents), identify the nature and extent of grades in the road corridor (by or NPS) to the profile, construction, grade, including banking and curbing? Document the dimensions and direction of the road grades, including road surface, shoulders, side drape and median
- Show main park road corridor boundaries relative to spatial structure and geometry in both plan and section in clearly representative roadway segments and document their distinguishing characteristics in terms of plan profile, section, and cross-section
- Identify changes that have occurred since the original design or period of significance
- Any horizontal expansion of the road surface, shoulders or median clear zone should be carefully noted, changes in profile and alignment should also be clearly indicated
- Spatial, scale, and sight distance are critical elements of a park road's spatial organization. Changes in any of these variables should be carefully noted, since they can have important impacts on the experiential character of a park road landscape



LANDSCAPING THE PARKWAY



- SELECTIONS FROM ORIGINAL PLANTING PALETTE**
- WETLANDS, WOOD**
- TREE**
- Arctostaphylos
 - Callunetum
 - Hypericum
 - Juniperus
 - Quercus
 - Salix
 - Spartanum
 - Taxus
 - Thuja
 - Yucca
- SHRUB**
- Arctostaphylos
 - Callunetum
 - Hypericum
 - Juniperus
 - Quercus
 - Salix
 - Spartanum
 - Taxus
 - Thuja
 - Yucca



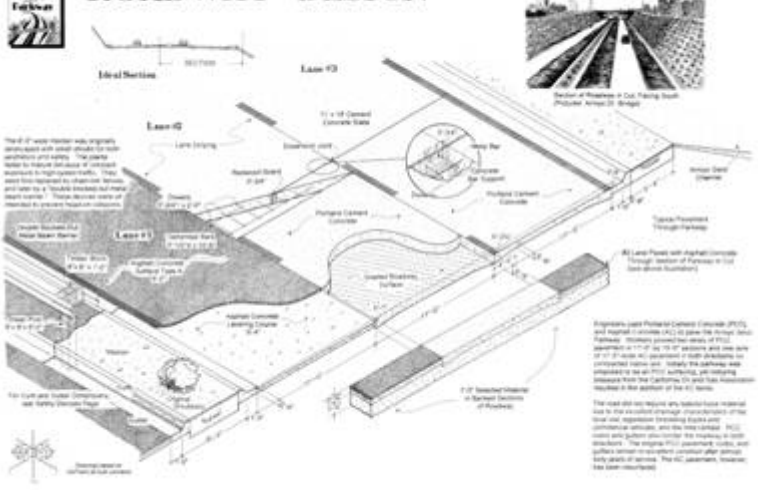
- PROCESSES**
1. Assess site conditions (soil, slope, etc.)
 2. Select plants for site conditions
 3. Prepare site (mulch, drainage, etc.)
 4. Plant and maintain
- GROUNDCOVER**
- Arctostaphylos
 - Callunetum
 - Hypericum
 - Juniperus
 - Quercus
 - Salix
 - Spartanum
 - Taxus
 - Thuja
 - Yucca
- VINE**
- Arctostaphylos
 - Callunetum
 - Hypericum
 - Juniperus
 - Quercus
 - Salix
 - Spartanum
 - Taxus
 - Thuja
 - Yucca

Landscaping the Parkway

The goal of the Parkway is to create a scenic, functional, and sustainable landscape. The design process involves selecting plants that are native to the area, drought-tolerant, and low-maintenance. The landscape is designed to provide shade, reduce noise, and improve air quality. The Parkway is a key element of the overall design, providing a sense of place and identity.



ROADWAY DESIGN



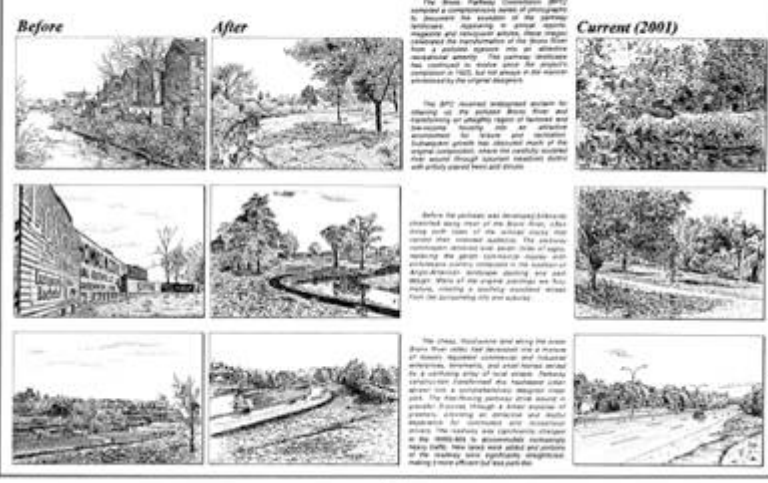
The roadway design is a key element of the overall design, providing a sense of place and identity. The design process involves selecting plants that are native to the area, drought-tolerant, and low-maintenance. The landscape is designed to provide shade, reduce noise, and improve air quality. The Parkway is a key element of the overall design, providing a sense of place and identity.

CHARACTERISTIC ROAD DETAILS



The design process involves selecting plants that are native to the area, drought-tolerant, and low-maintenance. The landscape is designed to provide shade, reduce noise, and improve air quality. The Parkway is a key element of the overall design, providing a sense of place and identity.

THE EVOLVING PARKWAY LANDSCAPE



The design process involves selecting plants that are native to the area, drought-tolerant, and low-maintenance. The landscape is designed to provide shade, reduce noise, and improve air quality. The Parkway is a key element of the overall design, providing a sense of place and identity.

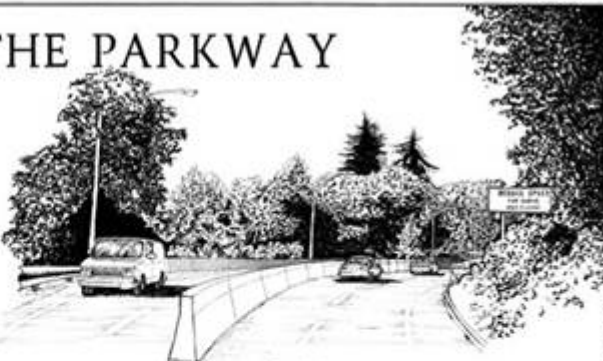
MANAGING THE PARKWAY

Maintenance

Efforts to make the parkway conform to modern engineering standards have resulted in the elimination or alteration of many historic features. Street barriers have replaced the original log guide rails. Concrete and steel median dividers have been added throughout much of the parkway. Modern street fixtures have replaced the historic street light poles. Large, high-visibility signs have been posted. These changes depart from the parkway's historic integrity and neighborhood appearance.

Reassignment

Much of the Bronx River Parkway's pavement has been realigned since the original roadway was completed in 1925. Most of these modifications were intended to improve traffic flow and increase motorist safety. These changes have significantly changed the character of the existing scenic road.



Revegetation

Maintaining the carefully diversified landscape composition envisioned by the parkway's designers requires continuous time and expense. Many of the original meadows, clearings, and ridges have been obliterated by rapidly growing shrubs and trees, significantly altering the open park-like landscape that once extended throughout a much larger portion of the parkway reservation.

Siltation

The Bronx River still serves a major local drainage function. The heavy runoff caused by surrounding commercial and residential development compounds the natural process of siltation, which erodes soil it deposits in slow-moving portions of the river. Parkway managers actively engaged in a policy of remedial dredging, but this approach has not been successful in several places. Consequently, some of the carefully designed water features are being filled in with sand slimes and mucklets.



Invasive Plants and Animals

Nonnative plants are displacing many of the native species favored by the parkway's designers. Exotic species have changed the parkway's appearance, reduced biodiversity, and upset the natural balance required for healthy wetlands, forests, and meadows. Most of these exotic are plants and trees, but the introduction of Canada geese requires similar efforts. Geese often eat native birds and fish larvae and compete with their droppings.



AMERICA'S NATIONAL PARK ROADS AND PARKWAYS

Drawings from the Historic American Engineering Record



Edited by Timothy Davis, Todd A. Connors, and Christopher W. Whitten

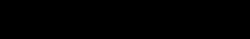
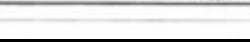
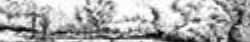
MORE THAN A MOTORWAY

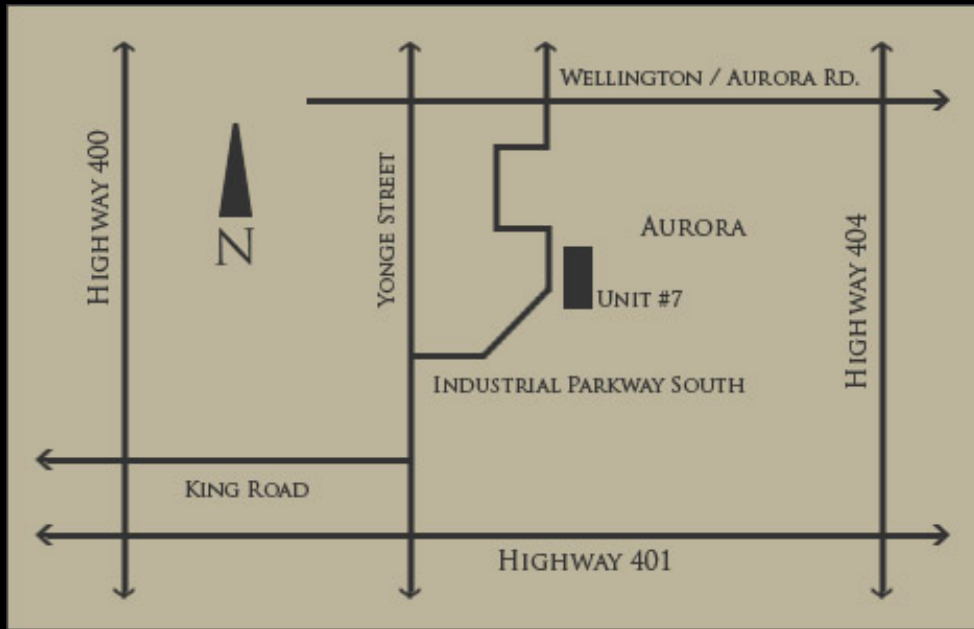
The Bronx River Parkway has always been more than a motorway. In the eyes of its original creators, the parkway's primary purpose was to transform a polluted river valley into an attractive linear park full of recreational opportunities and attractive scenery. The Bronx Parkway Commission developed a variety of recreational facilities aimed at appealing to a wide range of tastes and social preferences.

Many of these activities centered around the Bronx River, which also provided the primary source of public recreation. The parkway's designers provided a number of swimming points along the river and encouraged swimming, boating, and water activities. Bath houses were placed in newly cleared areas to offer more convenient and sanitary options. Some cleared areas of a more elite audience. Holiday events were also held in the parkway's open areas and the City of New York was able to build a water catch to support their museum. A varied array of horse trails, horsepaths, and paved areas afforded opportunities for equine and more active parkway or neighborhood-based pursuits.

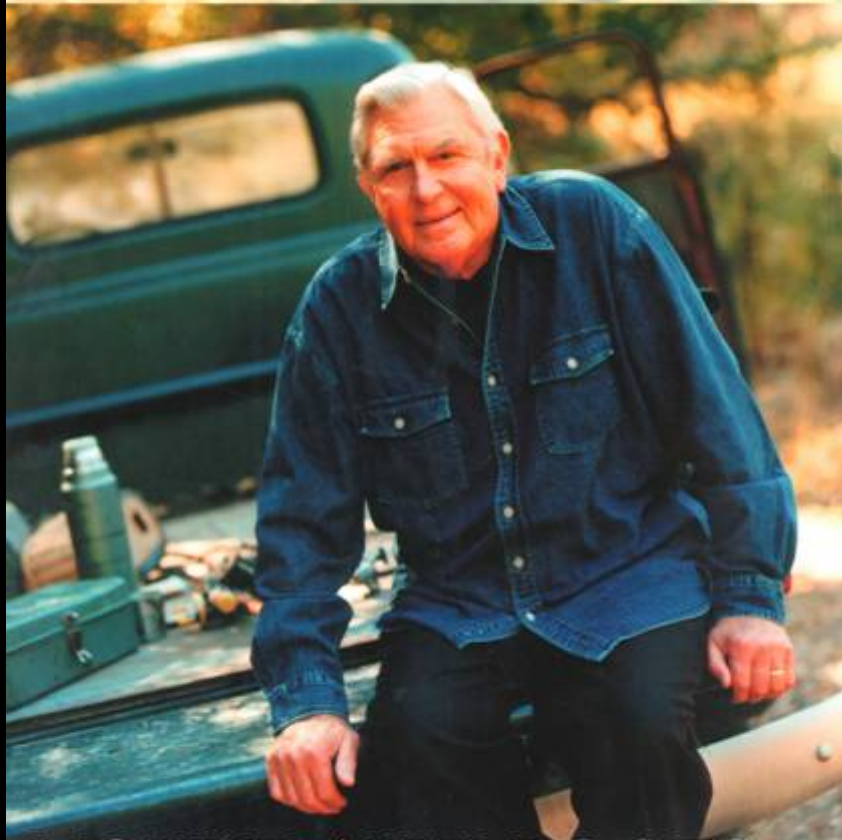
The Bronx River Parkway continues to serve as a vital scenic landscape. Later residents and visitors enjoy a primarily diverse range of activities today, though the number of open lawns changed over time. Interim uses may not be as diverse and the Bronx River no longer serves as a primary location for swimming or boating, but other activities have blossomed or grown in popularity. Boating is now popular, there are more fishing pits, many other activities, and many other forms of active public recreation are on the rise, including picnicking, bird watching, and the increasing enjoyment of nature or nature in more urban environments in the parkway's scenic corridor.

In 1974 the Massachusetts County Department of Parks, Recreation and Conservation began a series of cleanup projects of the main parkway, which is now known as the Bronx River Parkway. The major roads of the parkway, which are subject to the strictest zoning and development controls, the parkway's light-colored soil is a 100-foot wide recreational corridor.





ANDY'S ROAD



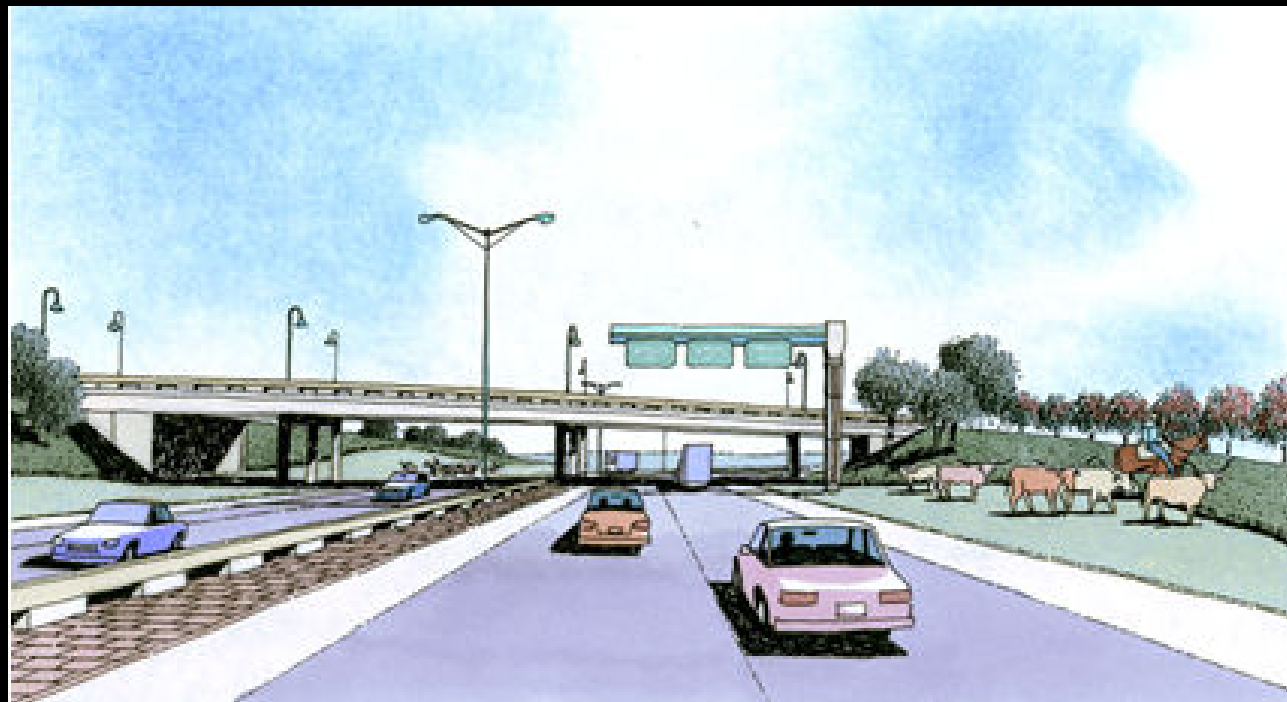
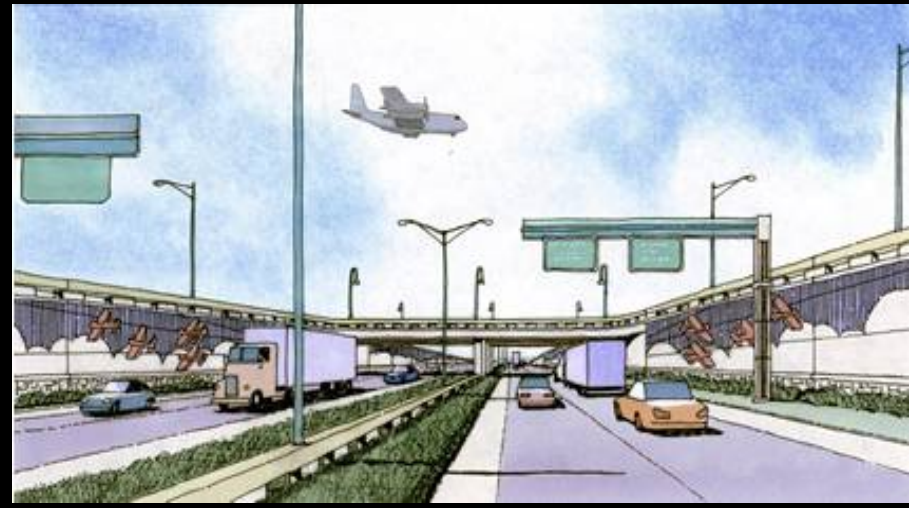
MOUNT AIRY ROOTS
...worldwide admiration

DEDICATION OF THE ANDY GRIFFITH PARKWAY
MOUNT AIRY, NORTH CAROLINA
WEDNESDAY, OCTOBER 16, 2002



WAYNE GRETZKY PARKWAY

DOLLY PARTON PKWY





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