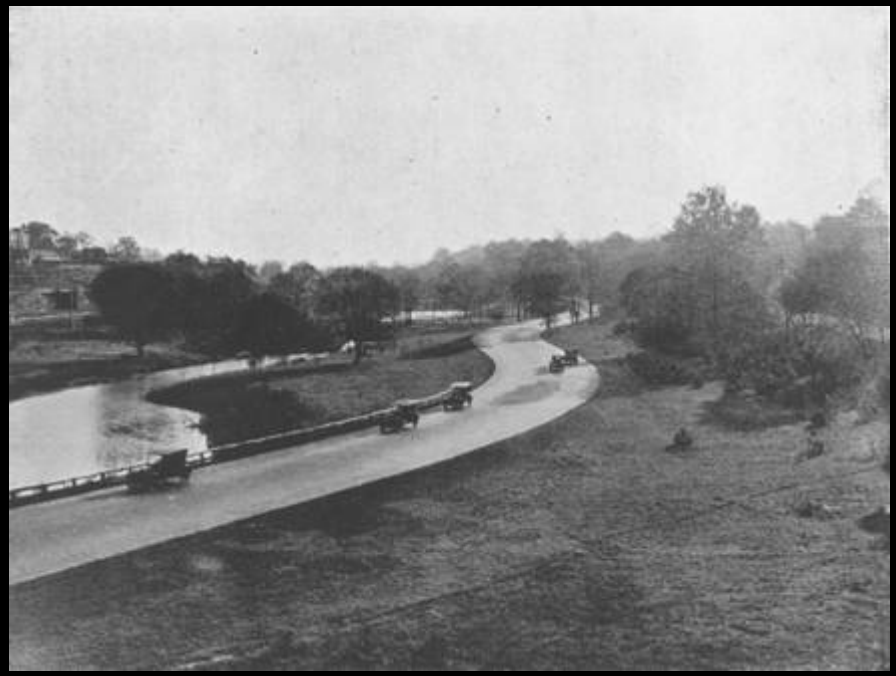
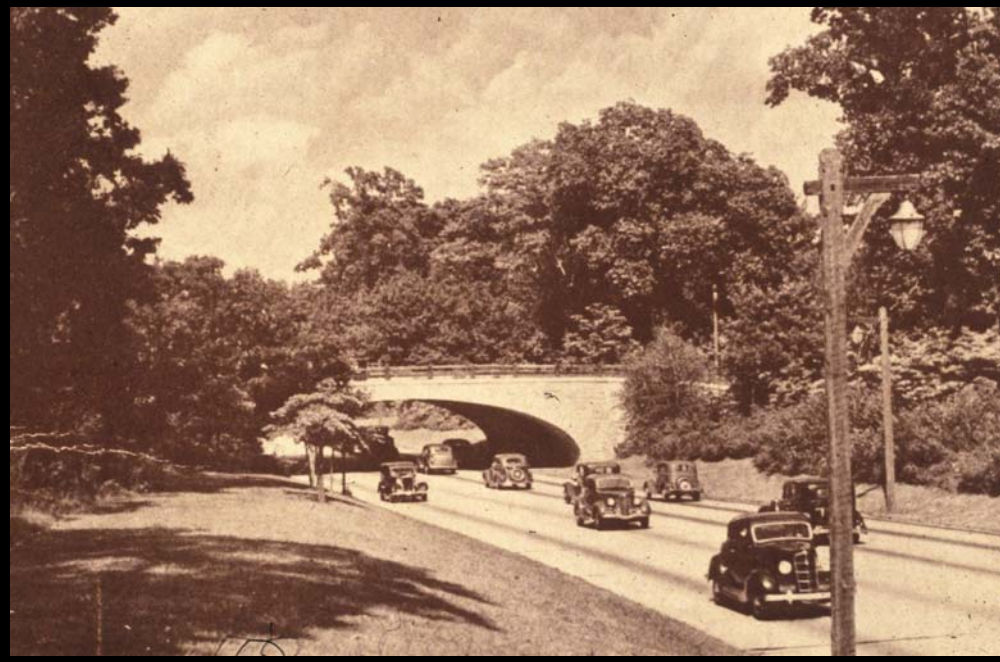
The Rise, Decline and Potential Rebirth of the American Parkway

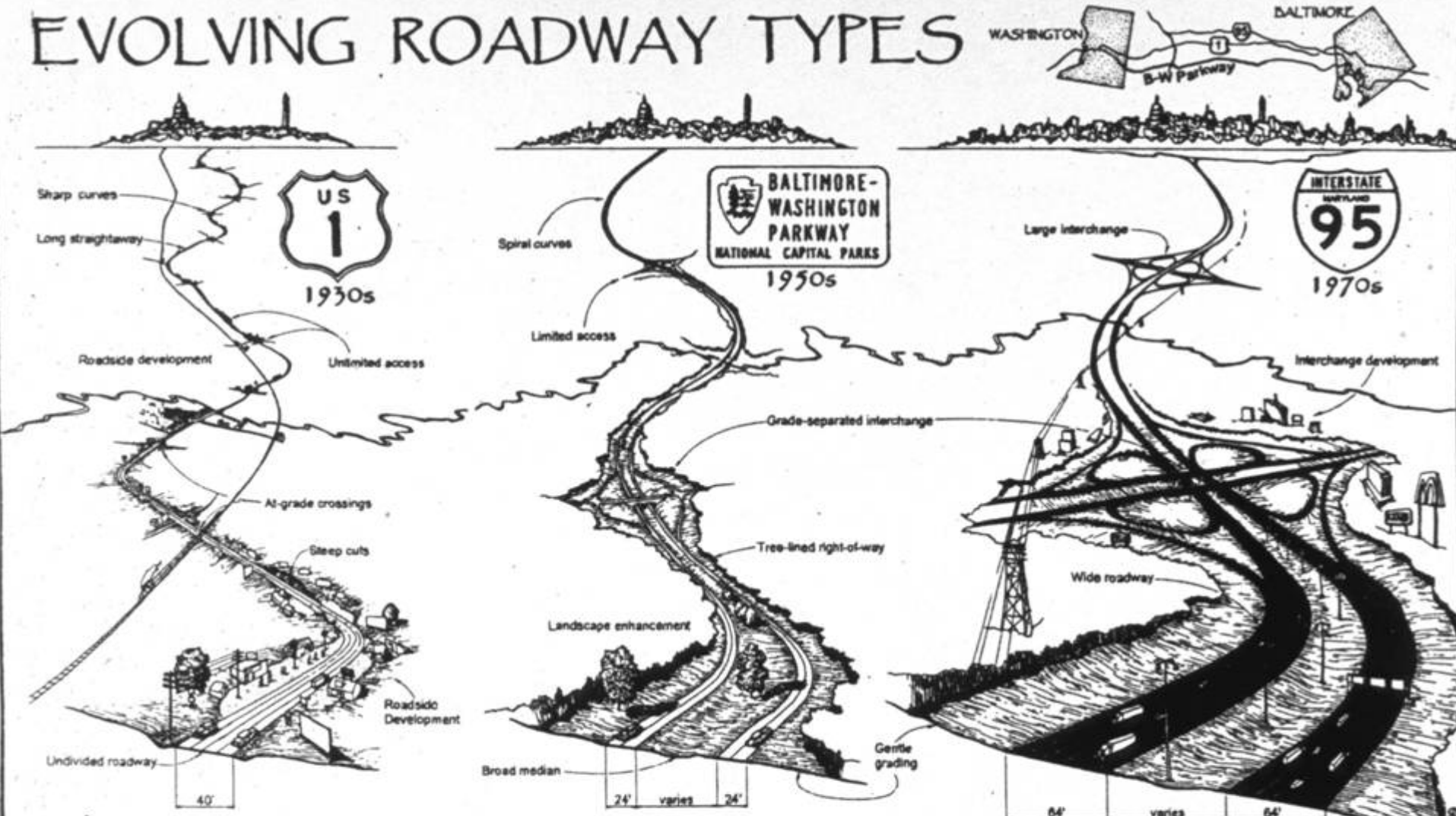
- Timothy Davis, Ph.D.
  - U.S. National Park Service
  - Historian
  - Tim_Davis@nps.gov






Central New Jersey Scene along the Garden State Parkway of New Jersey
17

EVOLVING ROADWAY TYPES

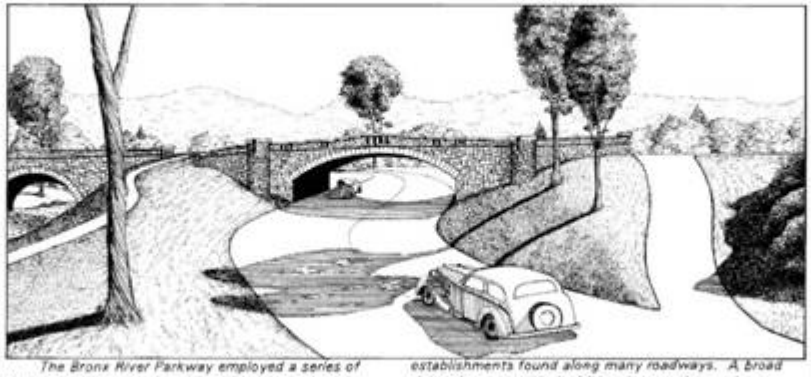


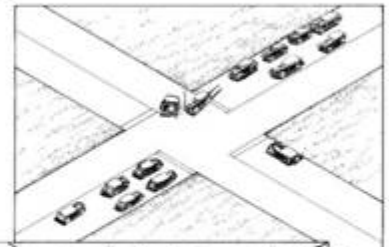
U.S. Route 1 typified the problems associated with ordinary highways. While it was paved with modern asphalt and concrete, most design features were unchanged from horse and buggy days. The road itself was a haphazard mix of sharp curves, long straightaways and uneven grades. Multiple at-grade intersections, 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 tightly 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.

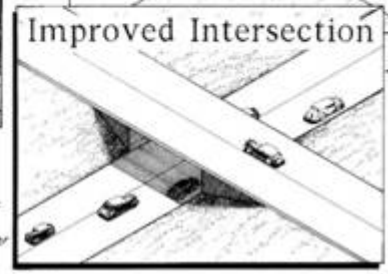
PARKWAY PRINCIPLES





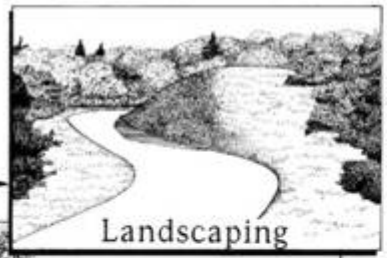
Limited Access

Improved Intersection

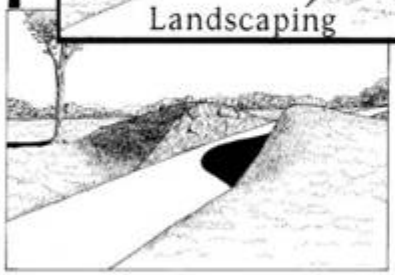


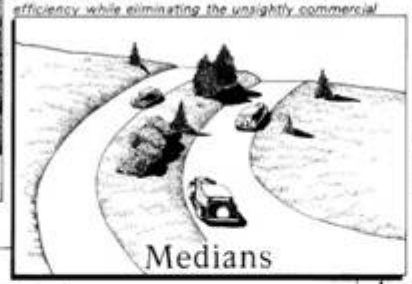
The Bronx River Parkway employed a series of design features that became hallmarks of parkway development throughout the nation. Since most of these enhancements improved safety and efficiency as well as aesthetics, the basic design principles embodied in the Bronx River Parkway were adopted by mainstream 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 motorist an updated version of traditional park scenery.

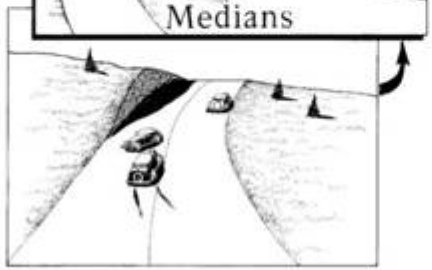


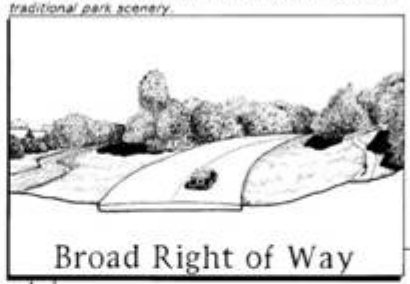
Landscaping



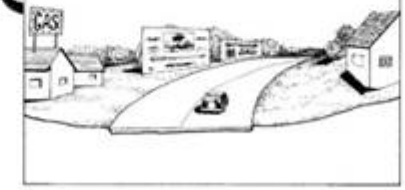


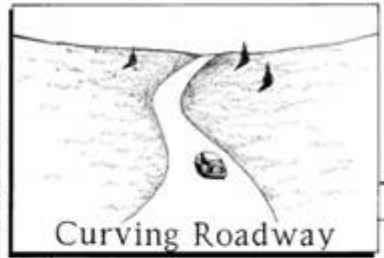
Medians





Broad Right of Way





Curving Roadway

BRONX RIVER PARKWAY RESERVATION
THE BRONX RIVER PARKWAY
WESTCHESTER COUNTY

WHITE PLAINS VICINITY

NEW YORK

SHEET 7 OF 22

HAER NY-327

Brandon Ardour, 2001

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

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

HUTCHINSON RIVER PARKWAY

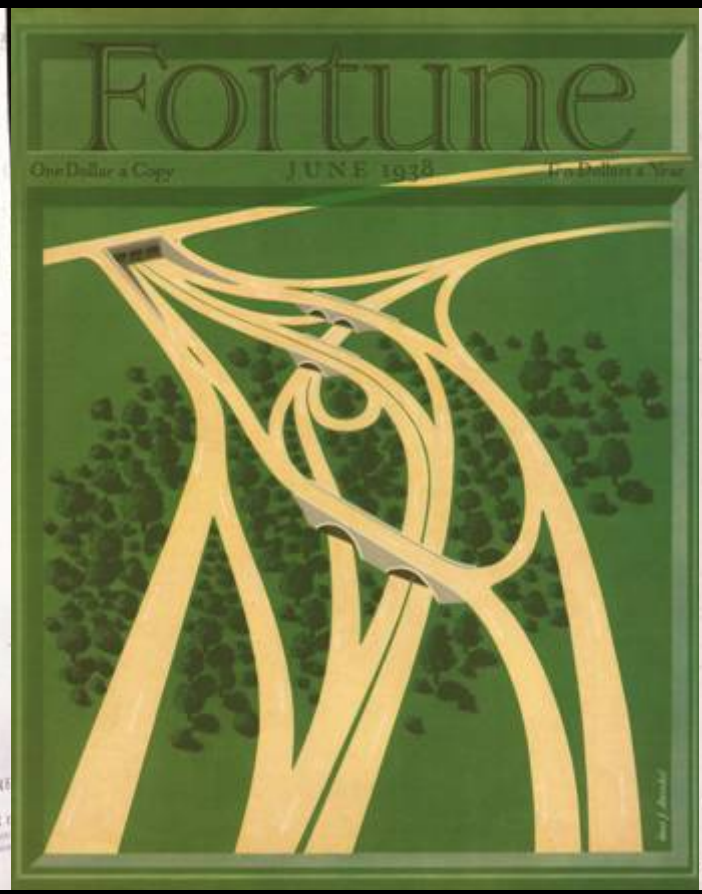
ECHO LAKE PICNIC AREA
Bronx Parkway Extension

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 Hutchinson 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



MODERN MOTOR WAYS

The highway, as an artery for through traffic, must now be supplanted by the parkway and the freeway. Ever since the advent of the automobile, we have used roads which are the relics of horse and carriage days, except that we may have modified sharp curves and widened old rights-of-way at tremendous expense to receive a doubtful measure of safety. The charm of many of our old highways has gone, never to return, and the reason may be attributed to a lack of intelligent planning for the increasing volume of motor traffic.

Not only have our highways been rendered inefficient so far as through traffic is concerned, and the borders of these highways been despoiled, but in addition broad areas paralleling them have been blighted. Take any one of our famous "Post 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 tawdry type of building construction to house hot dog emporiums, gas dispensaries and cheap shops, and to supply spaces for miles of billboards. There is little or no evidence of decent architectural development and land usage; instead this ribbon 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 vitally interested in preserving the appeal of this wasteful process and in the rehabilitation of the areas that have already been despoiled. 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 freeways for trucks, buses, and passenger cars. 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 winding country roads.

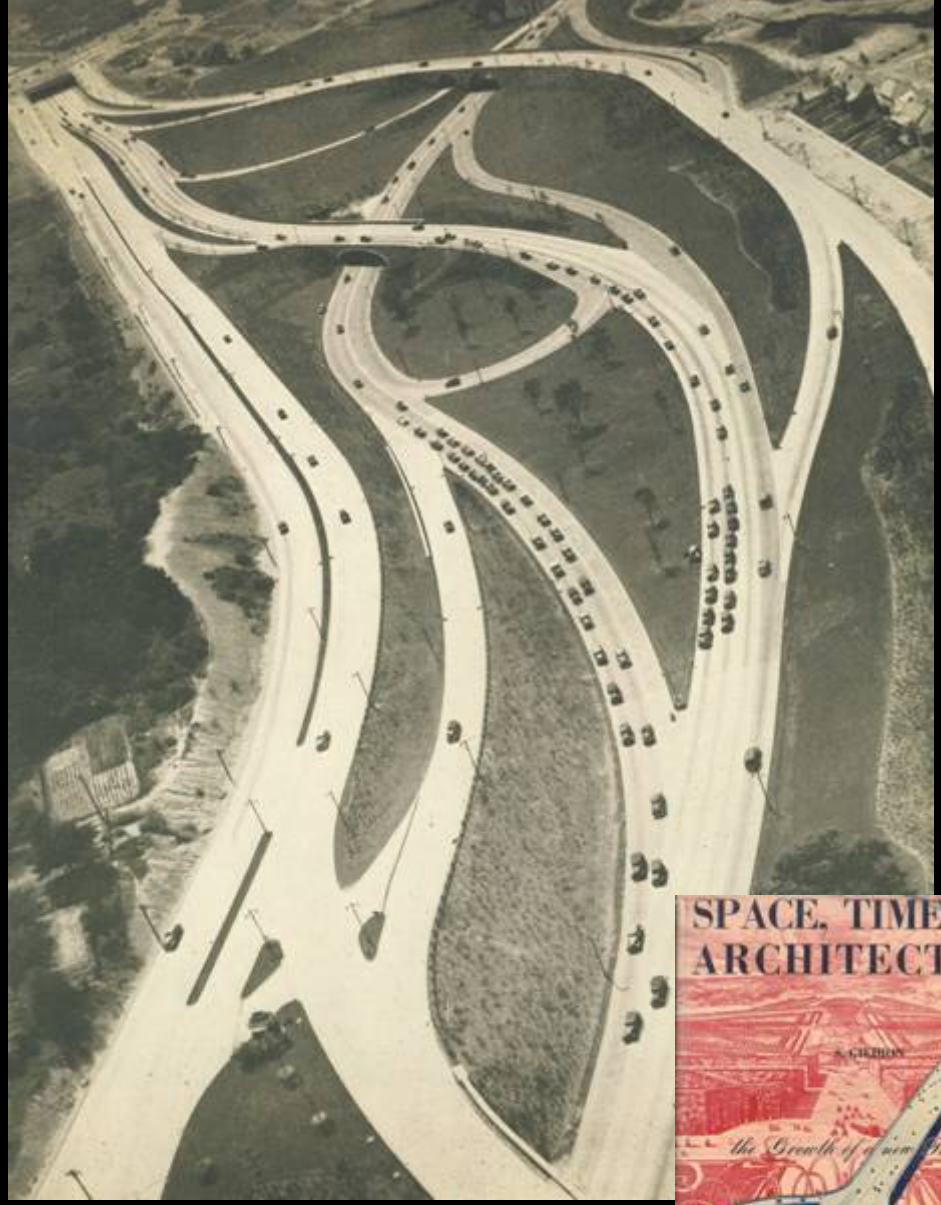
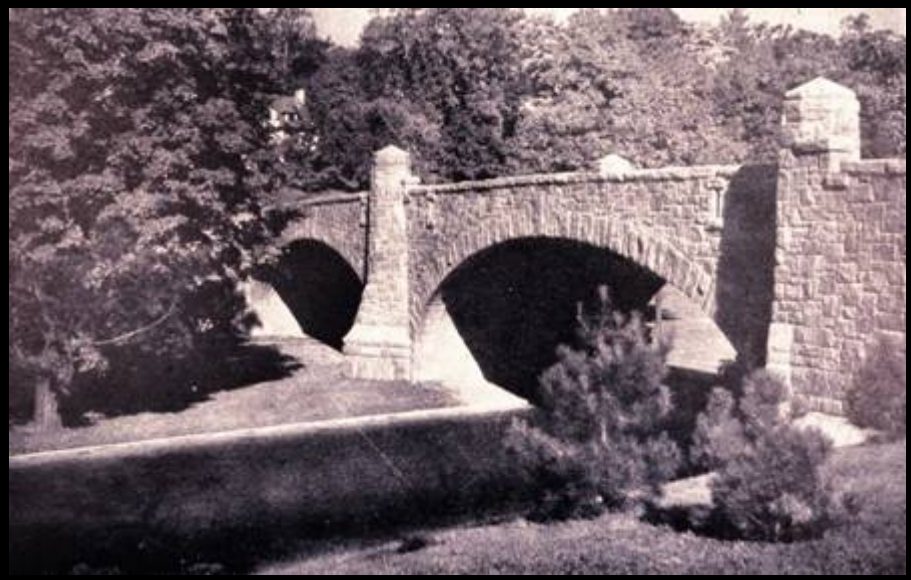


Fig. 4. Umberto Boccioni, Unique Forms of Continuity in Space, 1913.


"Follow THAT CAR!"
Filmosound
138




SOUTHERN STATE PARKWAY, LONG ISLAND, N. Y. S. P. 10


128

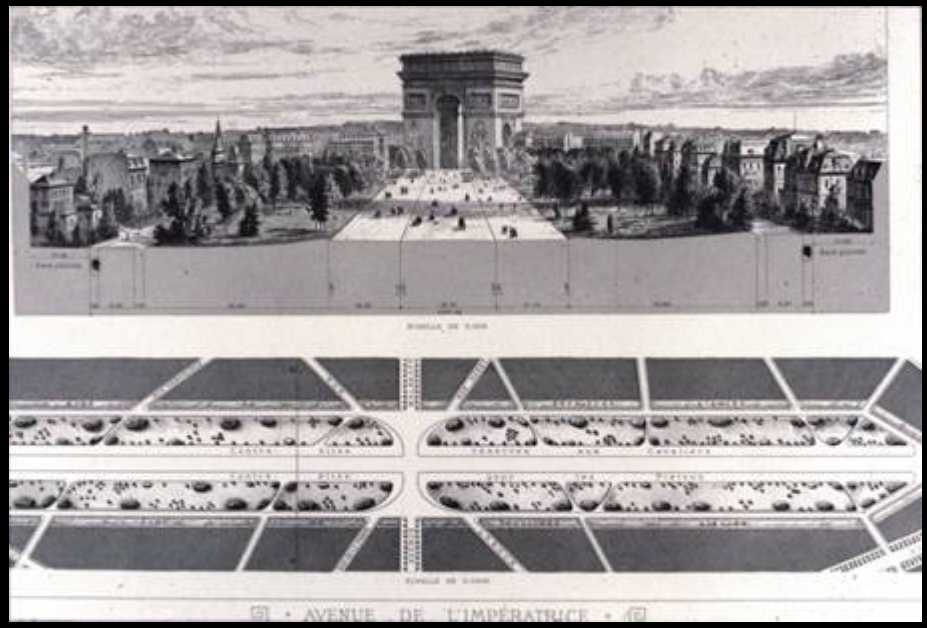

HOWARD JOHNSON'S
HOWARD JOHNSON'S


SLOW
YOU ARE
APPROACHING
MT. VERNON


BUCKETT CABIN


Parkway Vista at Rocky Knob - Blue Ridge Parkway, Virginia


Parkway Vista at Rocky Knob, Blue Ridge Parkway, Virginia



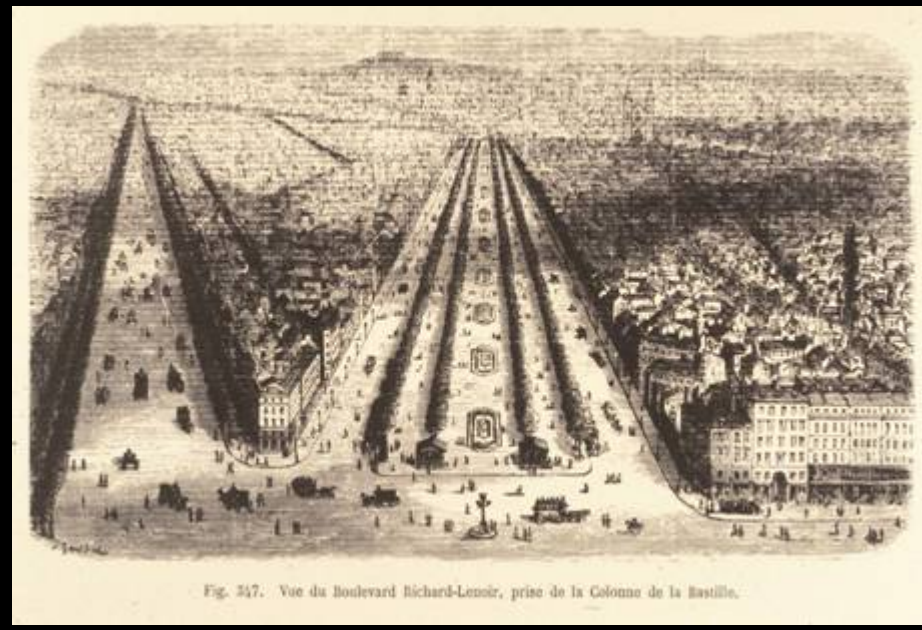
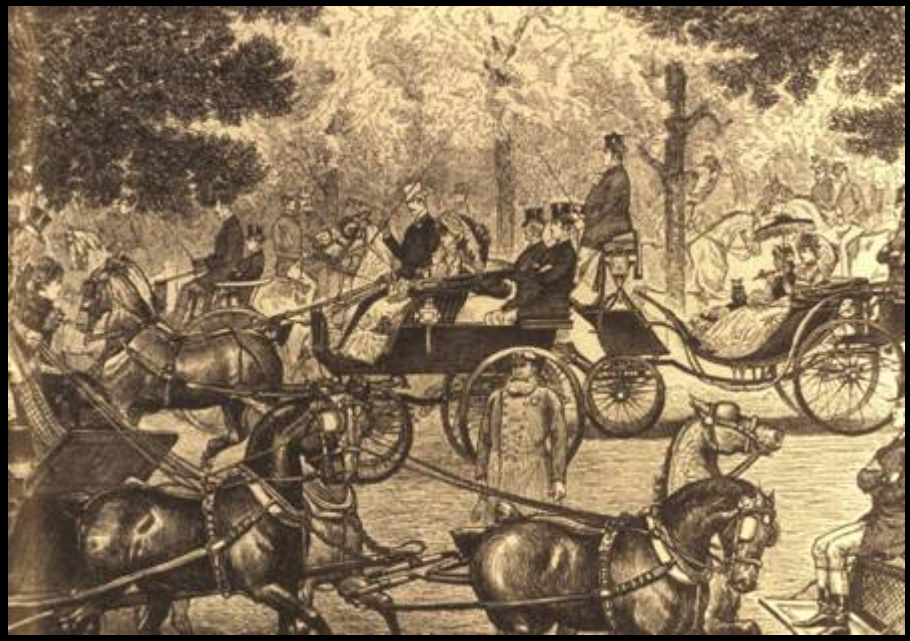
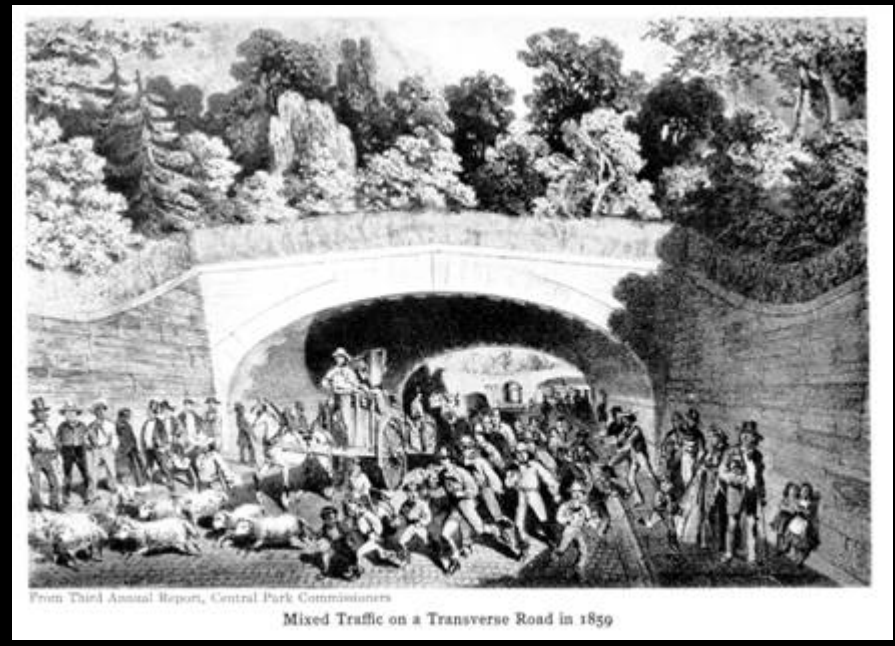


Fig. 347. Vue du Boulevard Richard-Lenoir, prise de la Colonne de la Bastille.


CENTRAL PARK.

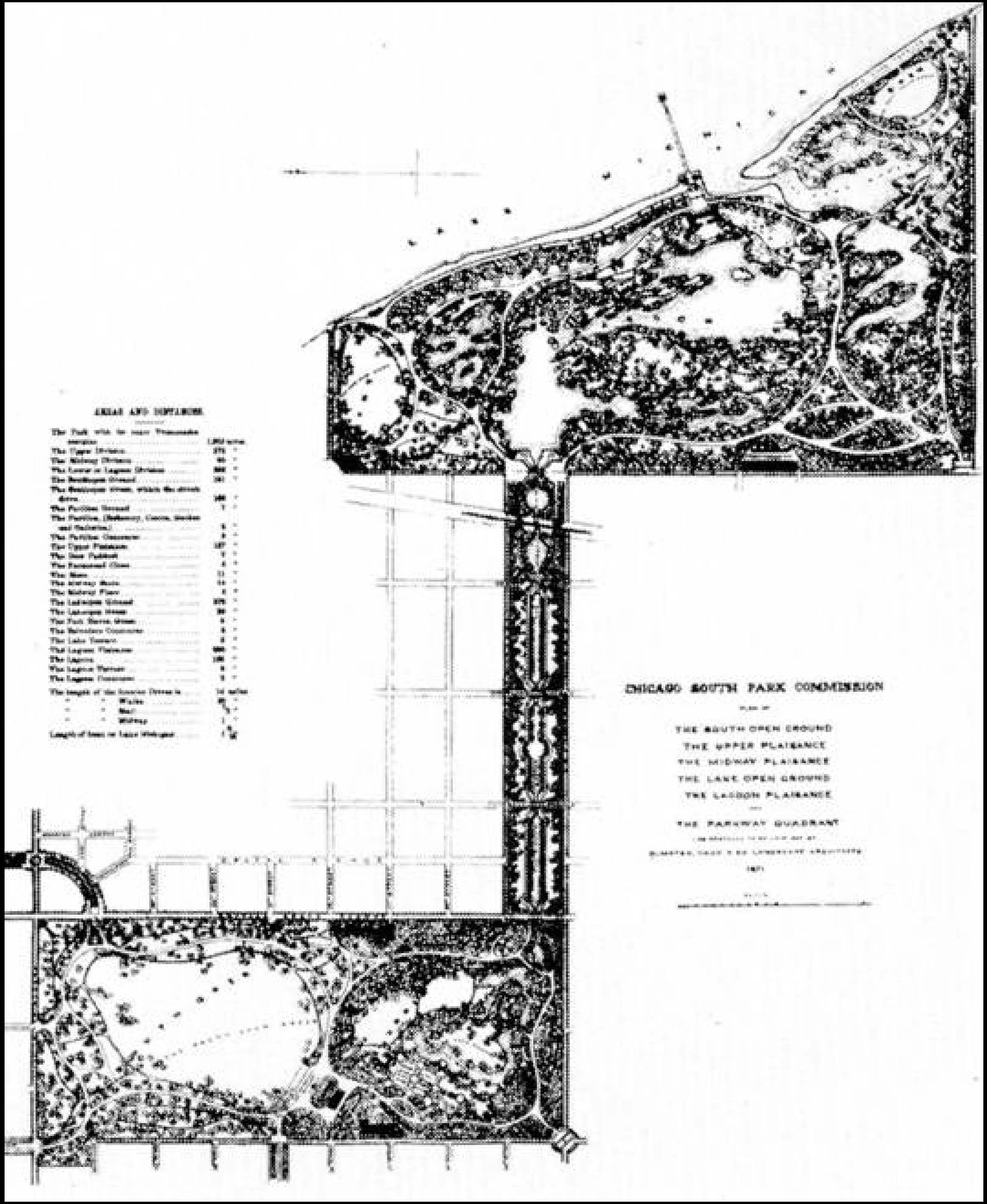

Drive in Central Park, New York.



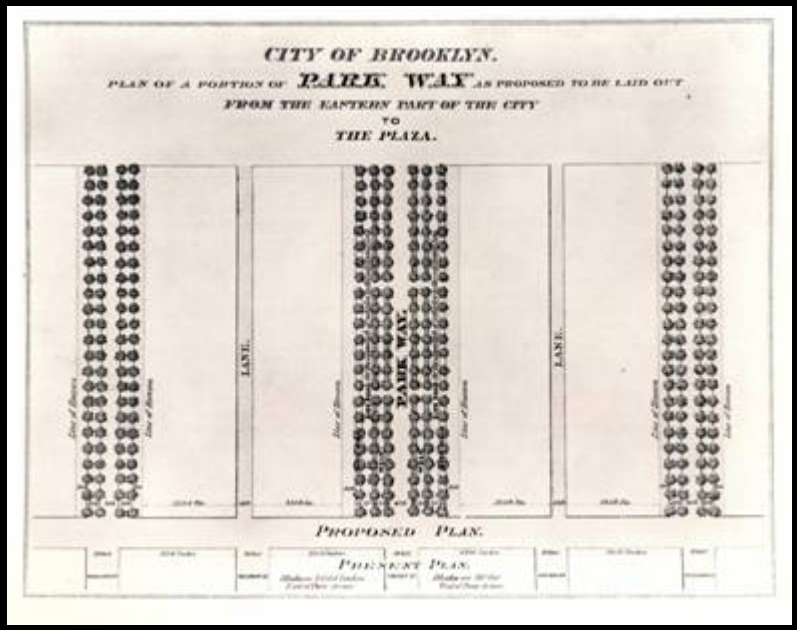


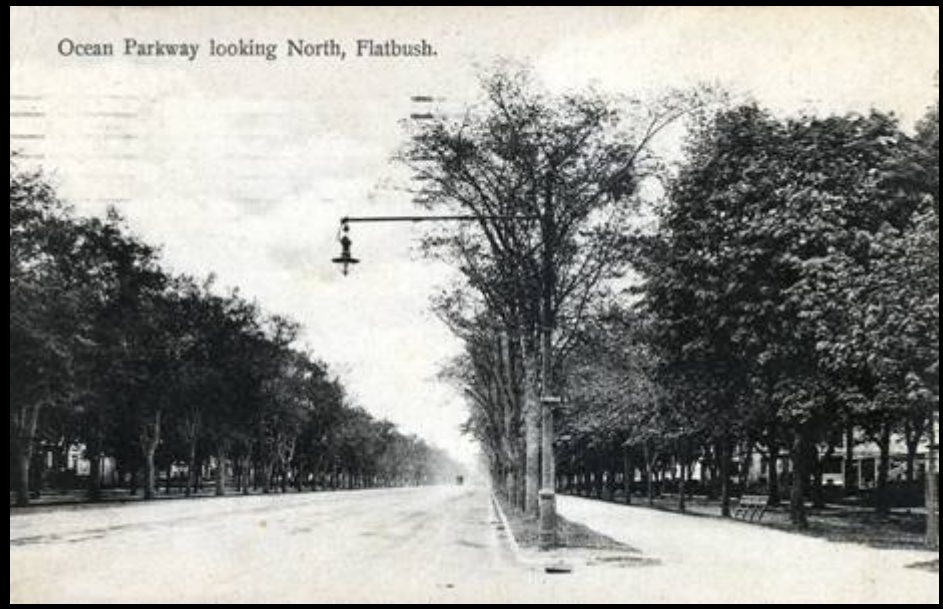
From Third Annual Report, Central Park Commissioners

Mixed Traffic on a Transverse Road in 1859



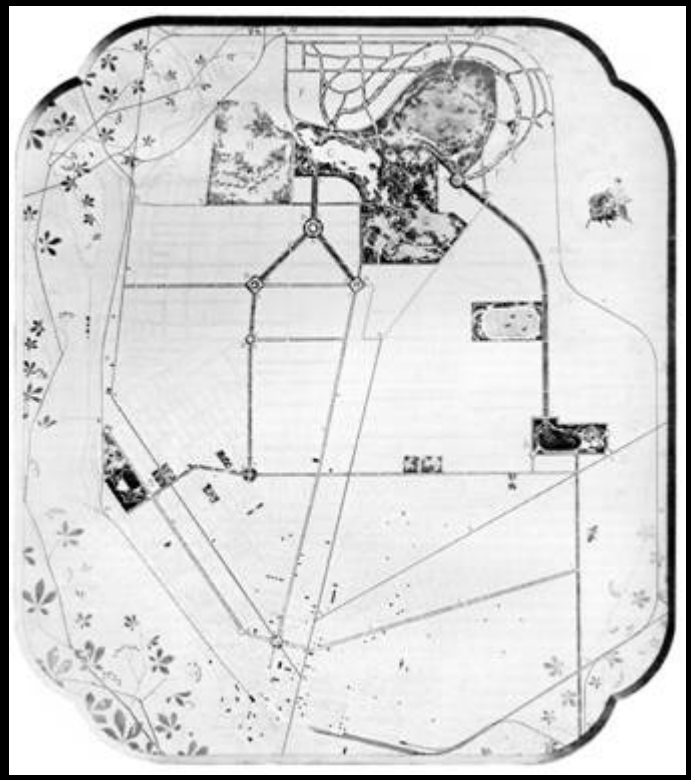
AREAS AND DISTANCES
CHICAGO SOUTH PARK COMMISSION
THE SOUTH OPEN GROUND
THE UPPER PLAISANCE
THE MIDWAY PLAISANCE
THE LAKE OPEN GROUND
THE LAGOON PLAISANCE
THE PARKWAY QUADRANT
1871


CITY OF BROOKLYN.
PLAN OF A PORTION OF PARK WAY AS PROPOSED TO BE LAID OUT
FROM THE EASTERN PART OF THE CITY
TO
THE PLAZA.
LANE.
PARK WAY.
LANE.
PROPOSED PLAN.
PRESENT PLAN.


Ocean Parkway looking North, Flatbush.


Eastern Parkway and New York Avenue,
Brooklyn, N. Y.

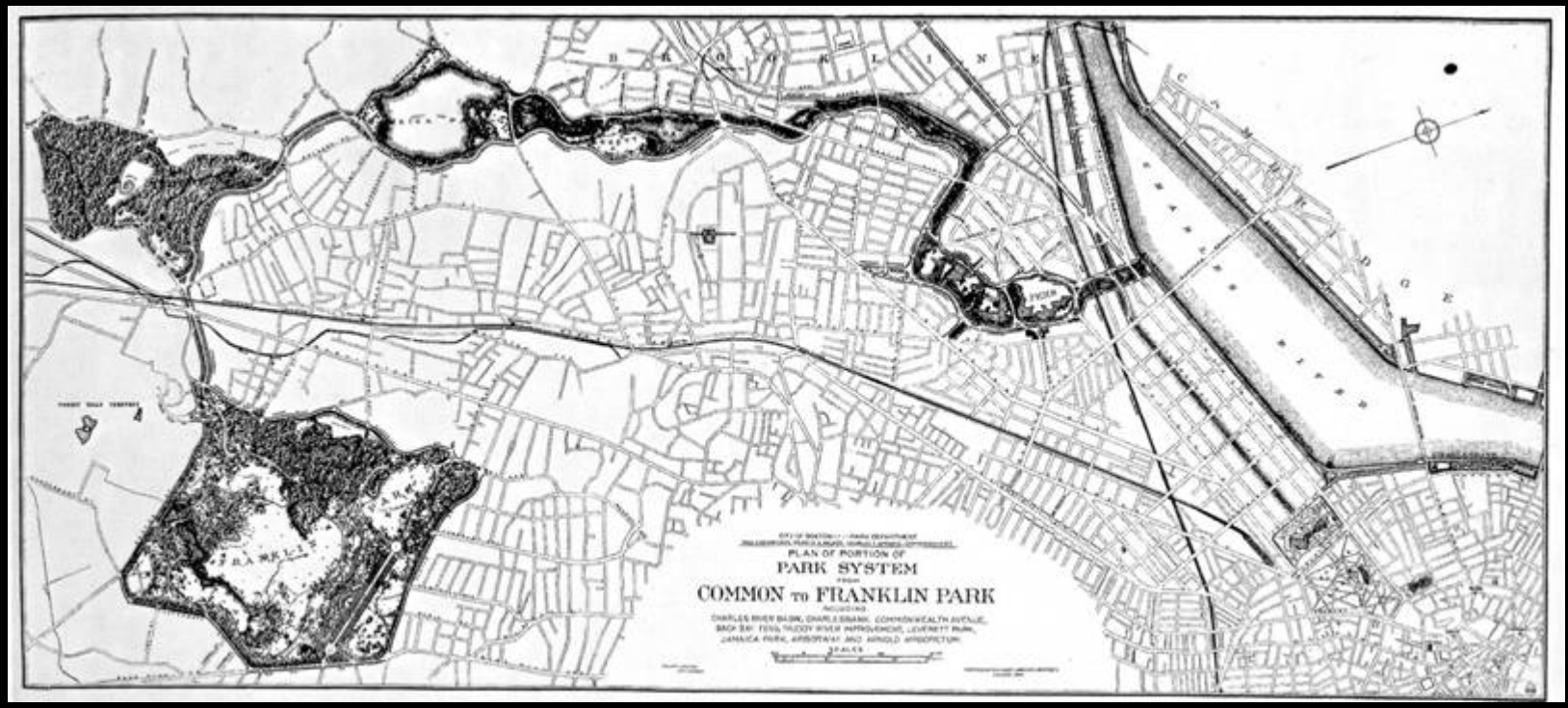

View Along Eastern Parkway, Brooklyn, N.Y.
63055




Scene on Lincoln Parkway.
Buffalo, N. Y.


Cycle Path, Lincoln Parkway, Buffalo N. Y.


383 - BIDWELL PARKWAY, BUFFALO, N. Y.


PLAN OF PORTION OF
PARK SYSTEM
COMMON TO FRANKLIN PARK


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


Matter's Park, Marion, Ind.


© MAX RIGOT


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

ON THE WISSAHICKON DRIVE.

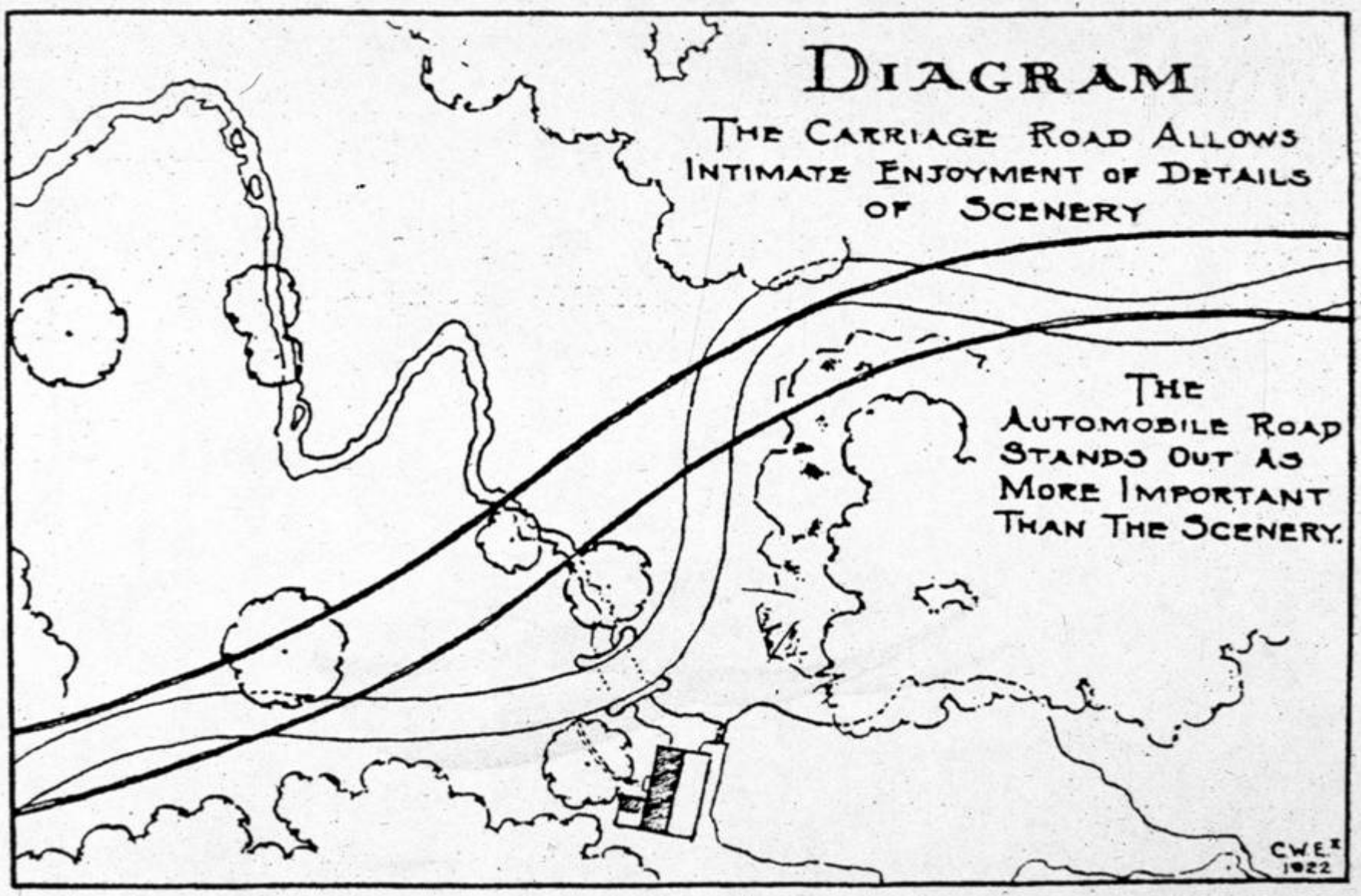
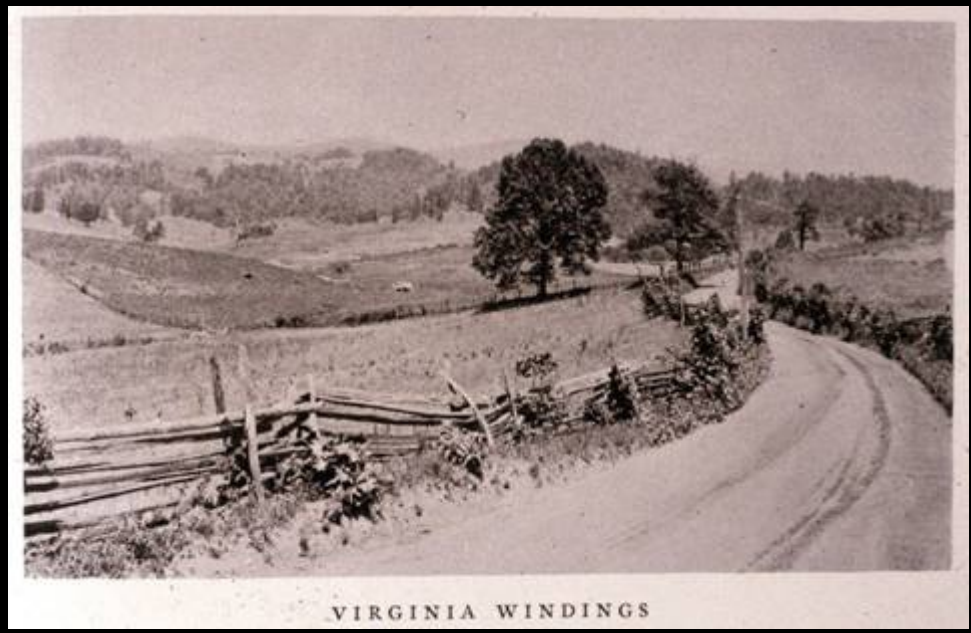


DIAGRAM
THE CARRIAGE ROAD ALLOWS INTIMATE ENJOYMENT OF DETAILS OF SCENERY
THE AUTOMOBILE ROAD STANDS OUT AS MORE IMPORTANT THAN THE SCENERY.
CWE
1922


MOTORING

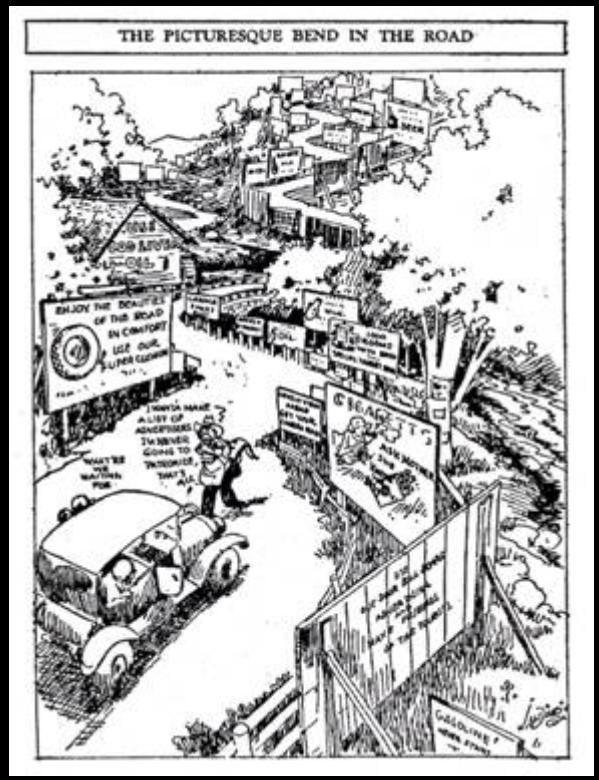

F
stands for Family--also for Fun;
Get them together! Get out in the sun!
Picnics and fresh air and far-distant places
Make healthy children, and happy,
bright faces.

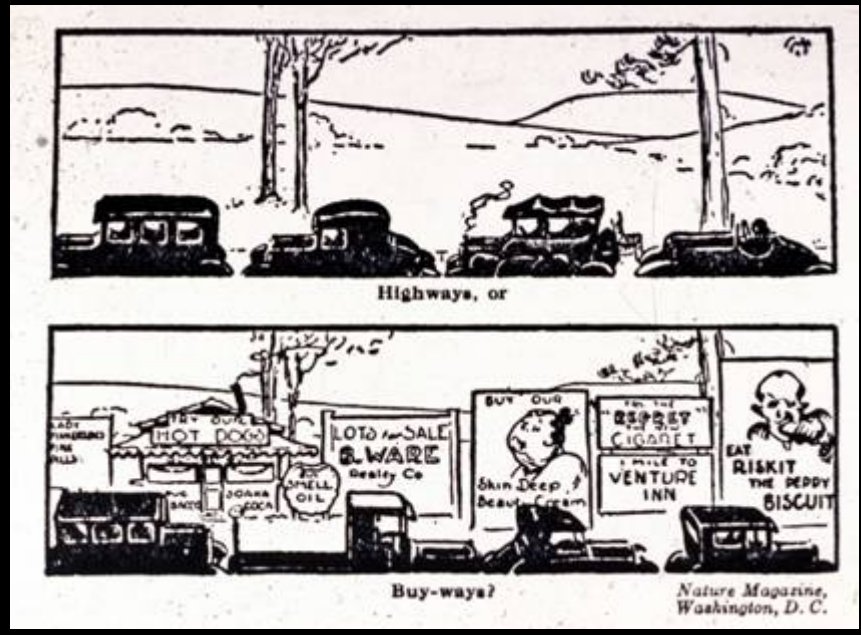

The
ABC
of
MOTOR
CAMPING
THE HOME
OF
RAMBLER PRODUCTS
Modell's
AMERICAS LEADING OUTDOOR OUTFITTERS
191 FULTON STREET N.Y.



VIRGINIA WINDINGS

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





(*From Good Roads Magazine.*)

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

(*From Good Roads Magazine.*)

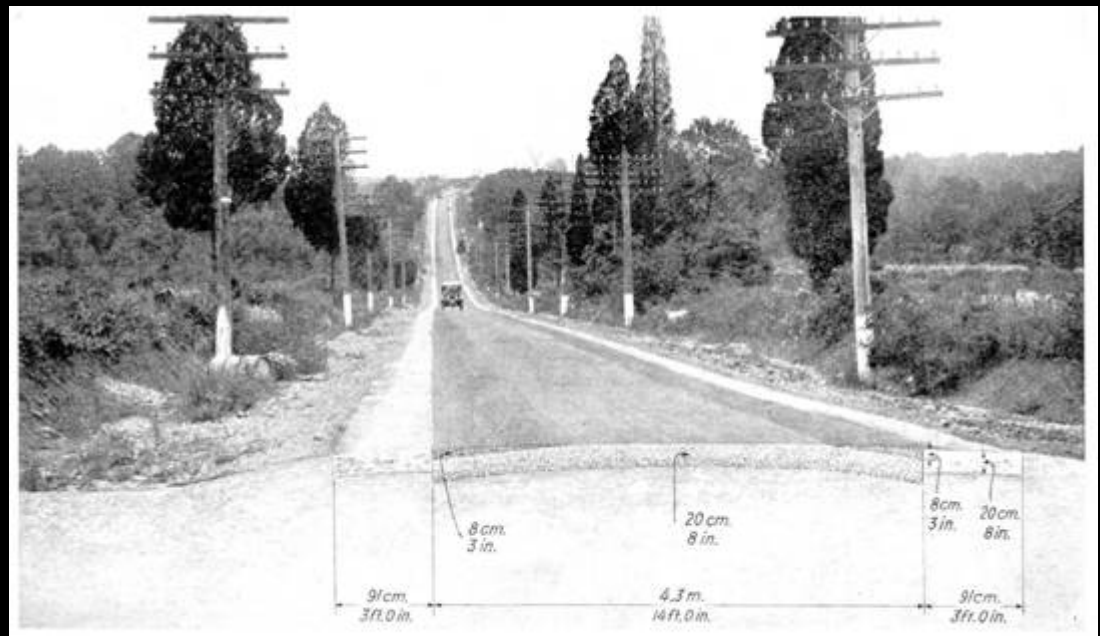
FIG. 144.—Section of same Road after Improvement.

Before Treatment.

(*Courtesy of Standard Oil Company.*)

After Treatment.

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

"MEDIAL FRICTION"

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

"INTERSECTIONAL FRICTION"

"MARGINAL FRICTION"

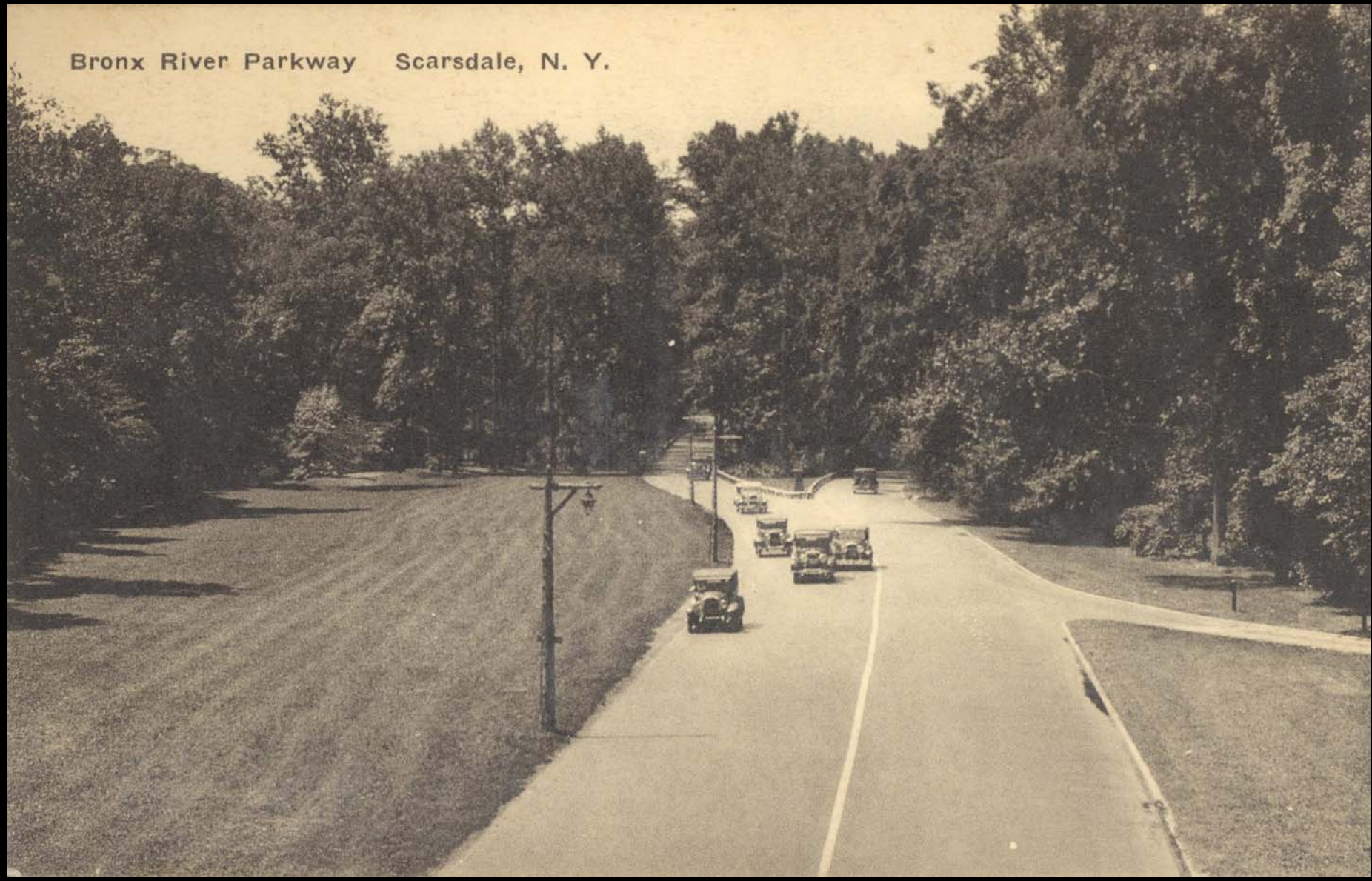
"INTERNAL-STREAM FRICTION"

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 systems. 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 taxpayer was badly stung.

When most of the roads were laid out, the more-concrete-roads school of thought was impressively vocalizing 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 nowadays, automatically correct for the driver's mistakes. Only a fraction of 1 per cent of the main U.S. roads begins 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 engineer 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 $6,000,000 National Pike from Cumberland, Maryland, to Vandalia, 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 mostly railroad 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

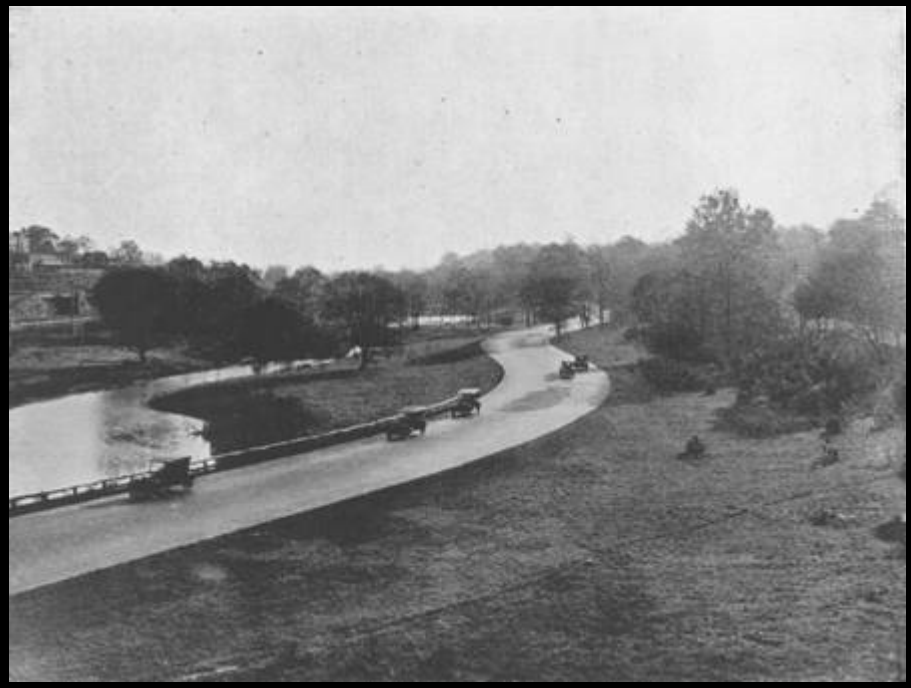
APPROXIMATELY SAME VIEWPOINT AS PRECEDING PICTURE

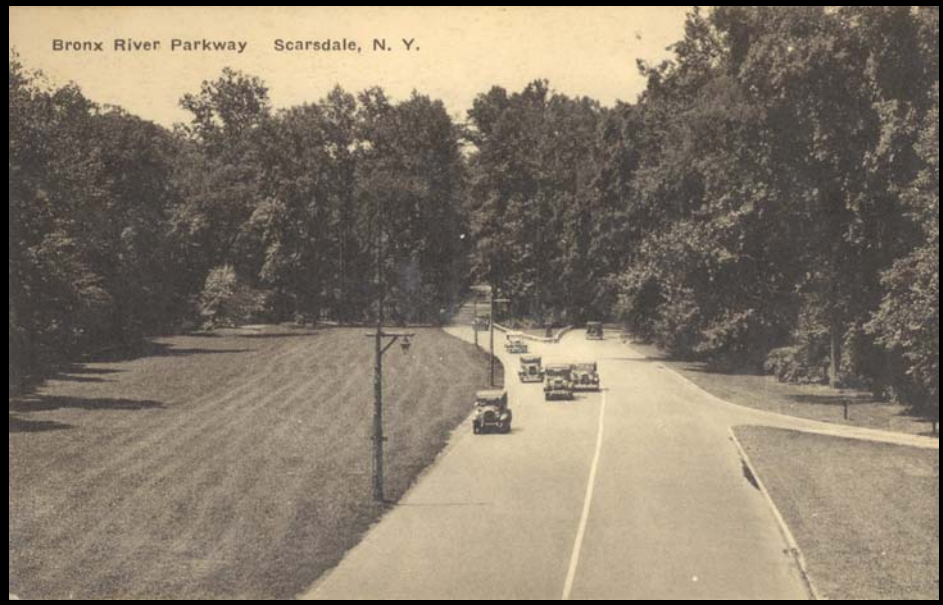
"BEFORE AND AFTER TAKING"

Two pictures from same view-point, White Plains

PARKWAY VIEWS Westchester County

VARIED RECREATION IN PARKWAY RESERVATION




Bronx River Parkway Scarsdale, N. Y.

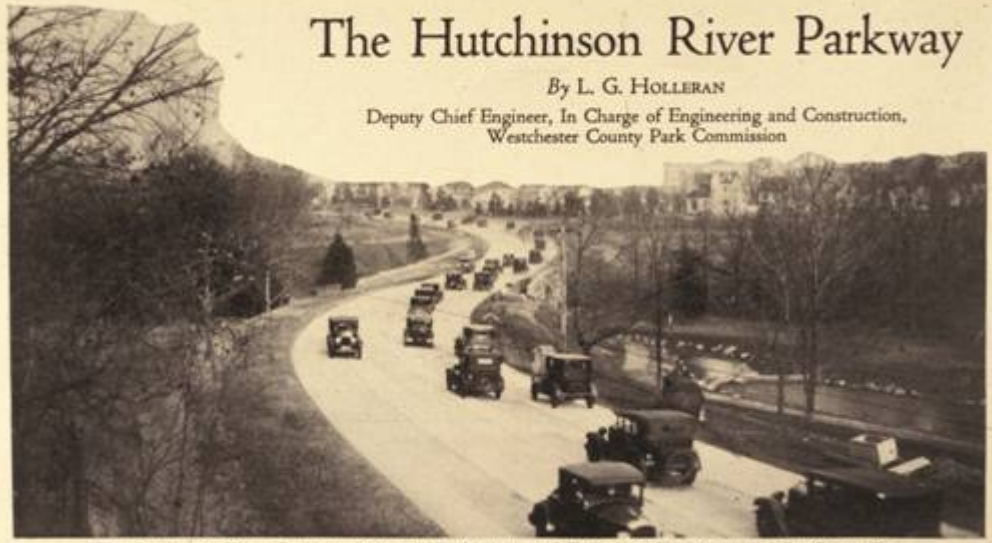

Fenimore Road Bridge, Bronx River Parkway
Scarsdale, N. Y.

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

After

The Hutchinson River Parkway

By L. G. HOLLERAN
Deputy Chief Engineer, In Charge of Engineering and Construction,
Westchester County Park Commission



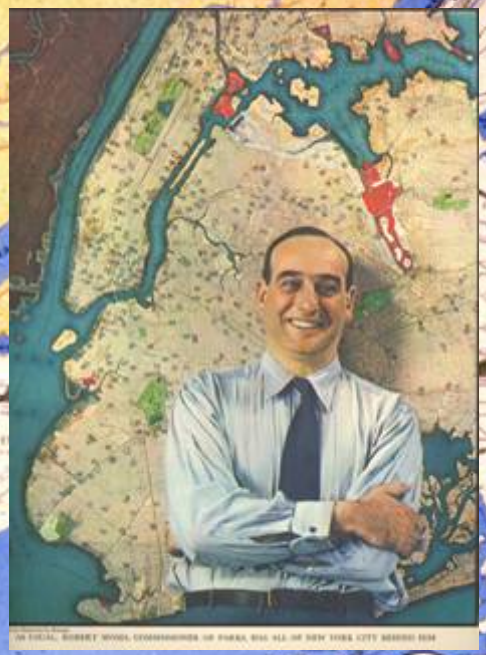
The Hutchinson River Parkway between Mt. Vernon and Tuckahoe showing typical Sunday traffic.


HUTCHINSON RIVER PARKWAY NEAR MOUNT VERNON, N. Y. 14
1A3049

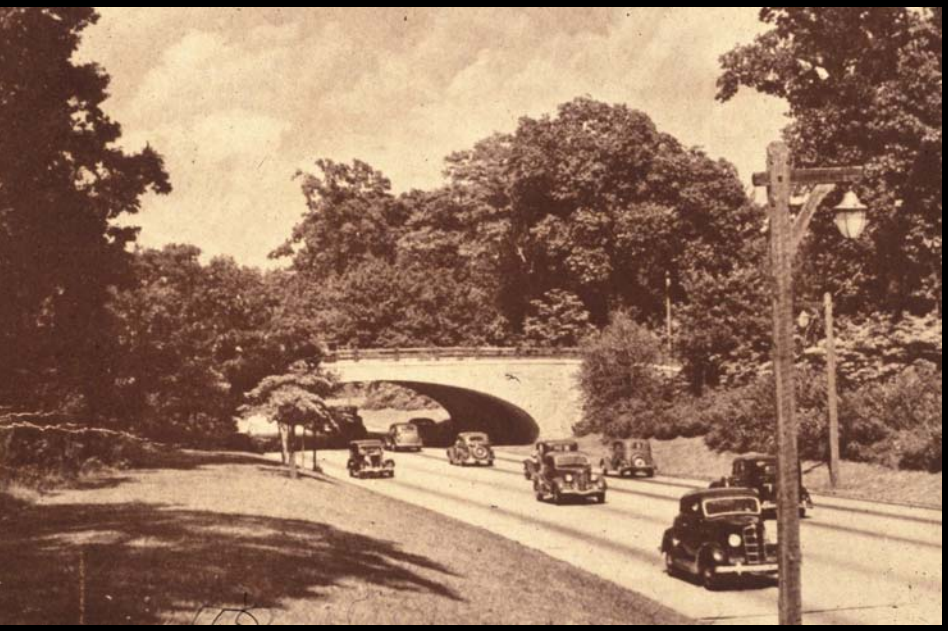

HUTCHINSON RIVER PARKWAY BETWEEN PORT CHESTER AND MOUNT VERNON, N. Y. 15
1A3050


PLAN OF DEVELOPMENT
HUTCHINSON RIVER PARKWAY
FROM PELHAM BAY PARK TO NEW ROCHELLE ROAD
WESTCHESTER COUNTY PARK SYSTEM
WESTCHESTER COUNTY PARK COMMISSION
BRONXVILLE N.Y.
APRIL 1925

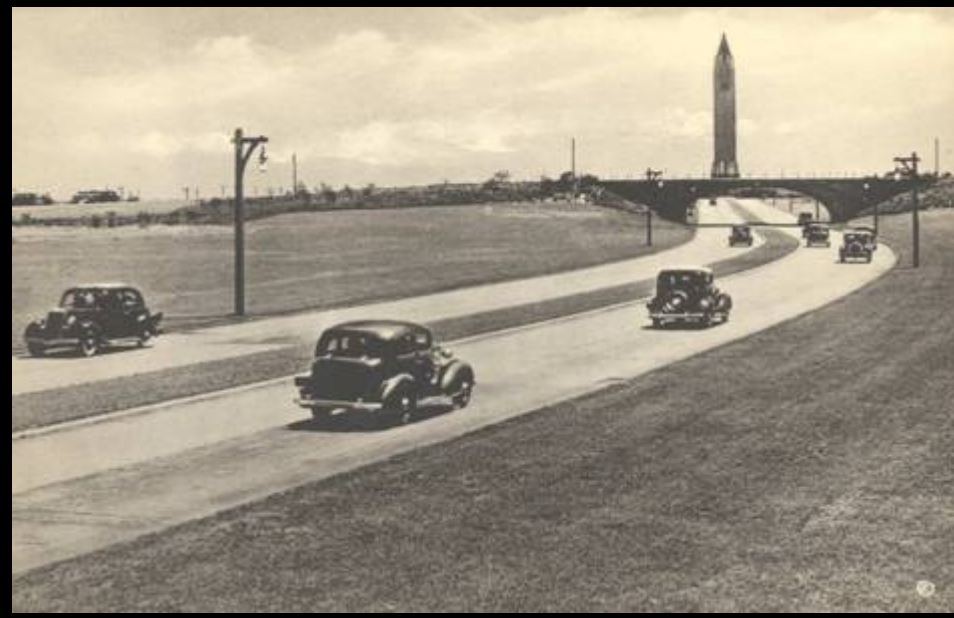

FISHING ALONG HUTCHINSON PARKWAY
RYE, N.Y.



PARKWAYS
IN
METROPOLITAN REGION
AND
LONG ISLAND
1936-39



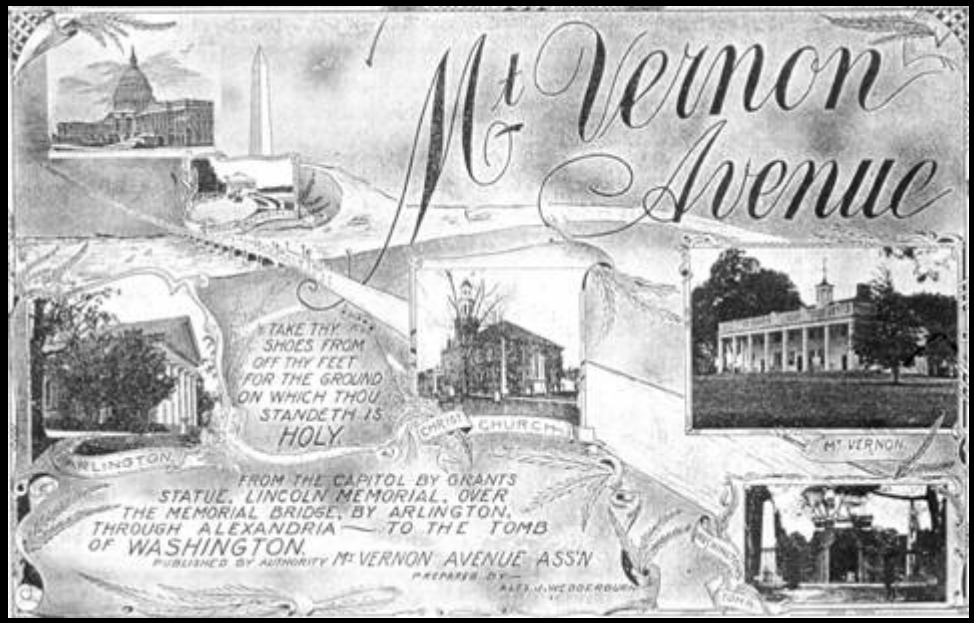
STATE PARKWAYS LEAD TO JONES BEACH



Courtesy of Westchester County Park Commission

PLATE X. FILLING STATION, HUTCHINSON RIVER PARKWAY, WESTCHESTER COUNTY PARK SYSTEM


SLOW
YOU ARE
APPROACHING
MT. VERNON



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 themselves."—Leland Stanford, of California.

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

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

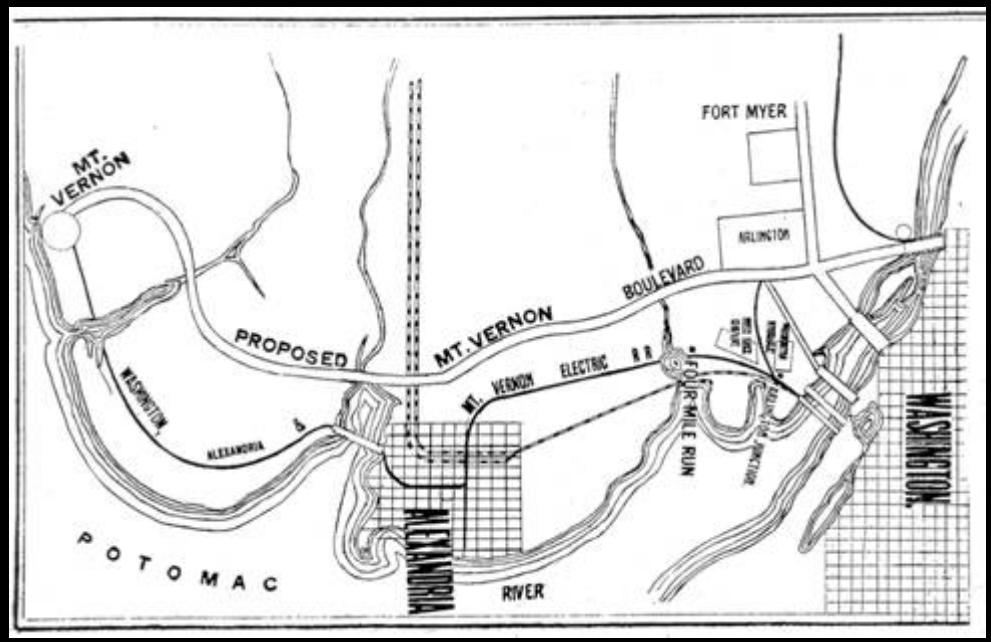
ORIGIN OF THE IDEA.

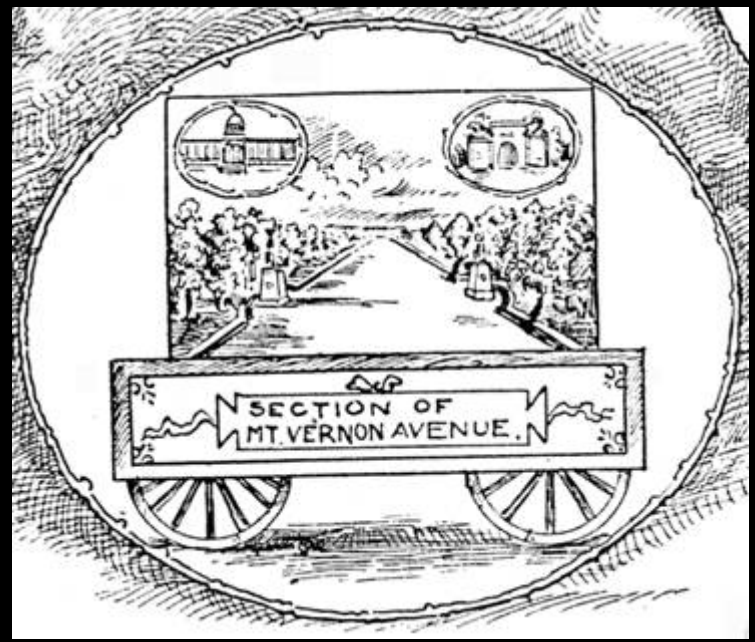
Mr. M. S. Harlow, in 1886, then Treasurer of Alexandria, Va., conceived the idea that the people of Virginia and the United States should unite in erecting a tribute to the memory of the founder of this nation, further believing that the most useful, lasting and beneficial memorial which could be built 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.

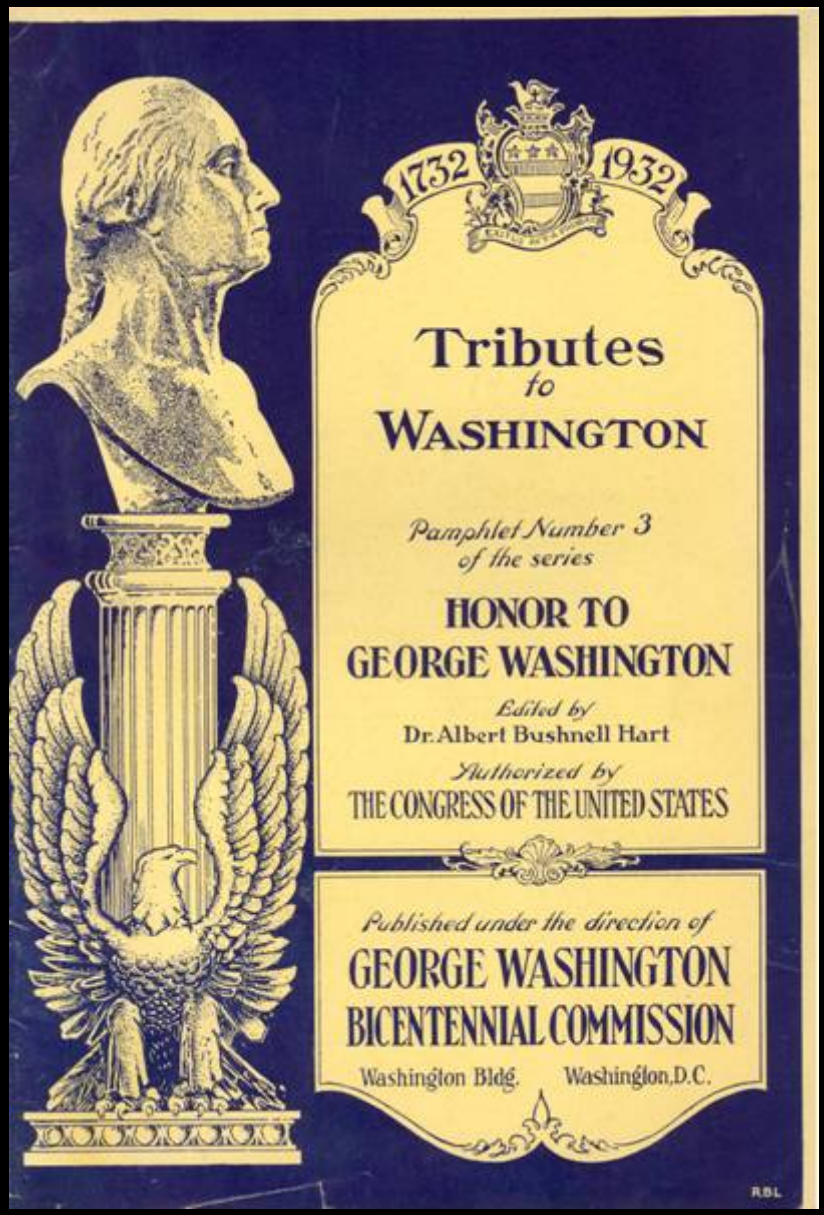
Section for Each State.

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





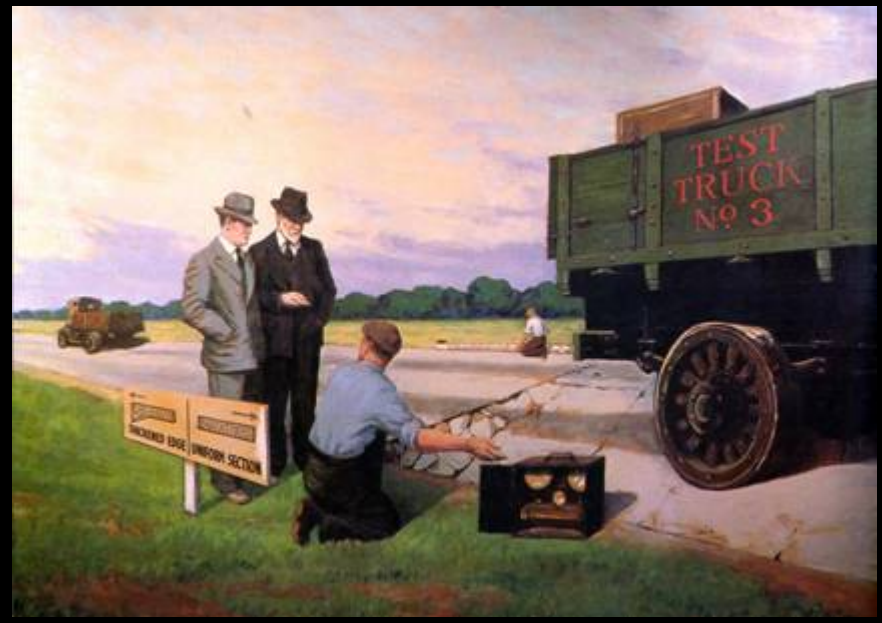


Aerial Photographic Map Showing Territory from Lincoln Memorial, D. C., to Mount Vernon, Virginia

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



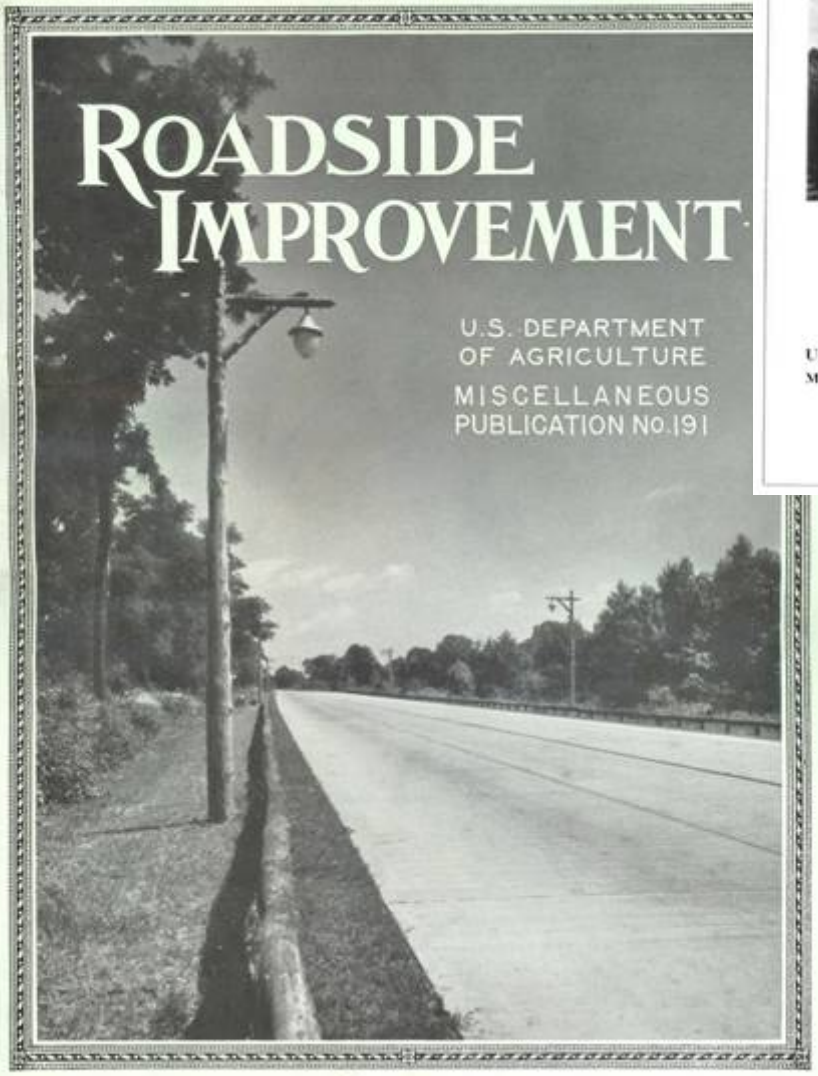
The MOUNT VERNON MEMORIAL HIGHWAY

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

ROADSIDE IMPROVEMENT

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



ANALYSIS OF A RIGID FRAME CONCRETE ARCH BRIDGE

THE WELLINGTON UNDERPASS
Mt Vernon Memorial Highway

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

ISSUED SEPTEMBER 1940

A

B

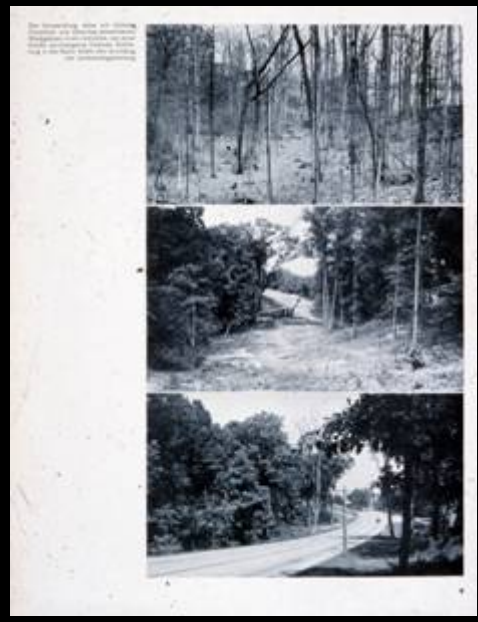
C

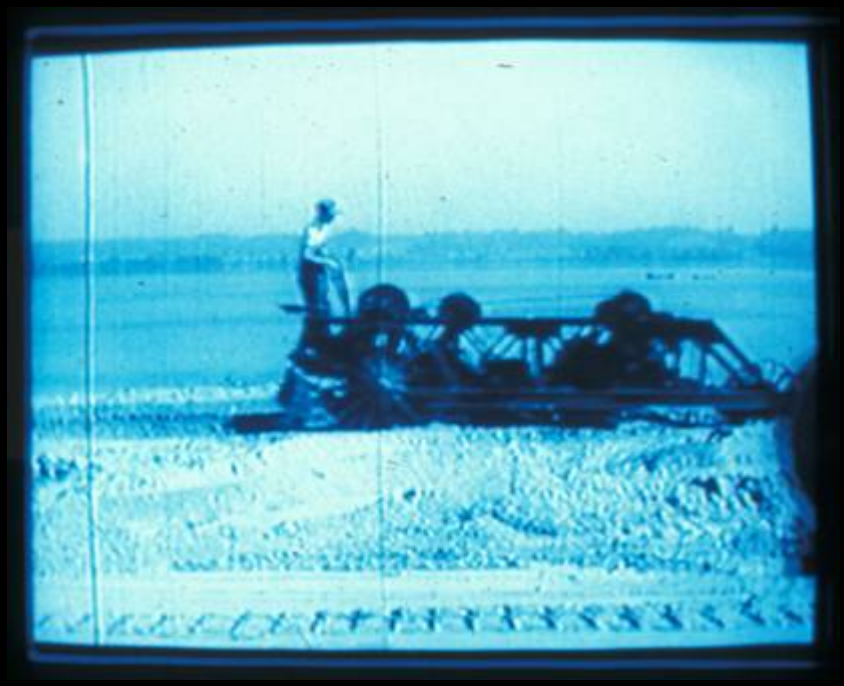
A, THE APPROACH TO WASHINGTON OVER THE OLD ROAD FROM THE SOUTH; *B*, VIRGIN TERRITORY WITHIN A SHORT DISTANCE OF THE FIRST PICTURE AND ON THE NEW LOCATION OF THE MOUNT VERNON MEMORIAL HIGHWAY; *C*, THE COMPLETED HIGHWAY AT SAME LOCATION NOW USED BY PASSENGER VEHICLES APPROACHING WASHINGTON.

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.

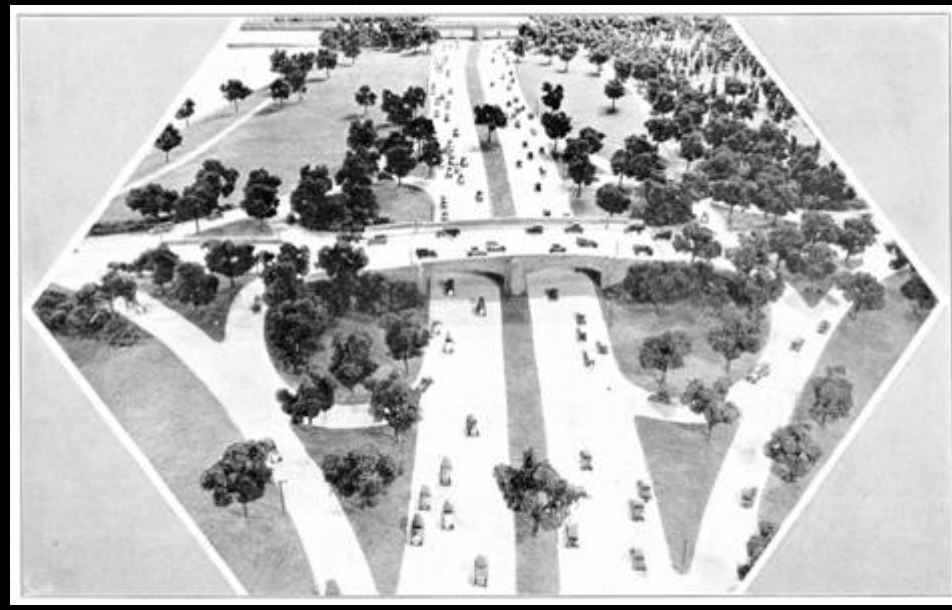
BRIDGES DESIGNED TO BE IN HARMONY WITH LANDSCAPED SURROUNDINGS. GRADING AND LANDSCAPING NOT YET COMPLETED.






ER
PARK
MOUNT
VERNON
HIGHWAY TO RICHMOND


The completed road
is a memorial not only
to our
also to the progress made
in highway engineering




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.


THE MOUNT VERNON HIGHWAY


SLOW
YOU ARE
APPROACHING
MT. VERNON

1932

AMERICAN MOTORIST

ADVENTURE · RECREATION · INFORMATION
FOR THOSE WHO TRAVEL

U. S. POSTAGE
2c PAID
WASHINGTON, D. C.
Permit No. 284

March, 1932

OFFICIAL PUBLICATION DISTRICT OF COLUMBIA DIVISION

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

By ISABEL LIKENS GATES

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

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, 1928, 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.

On January 24 of the following year, the commission reported upon the selection of the river route, approxi-

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

The Lee Mansion at Arlington

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
ckett Cabin - Blue Ridge Parkway, Va.
3-E-97

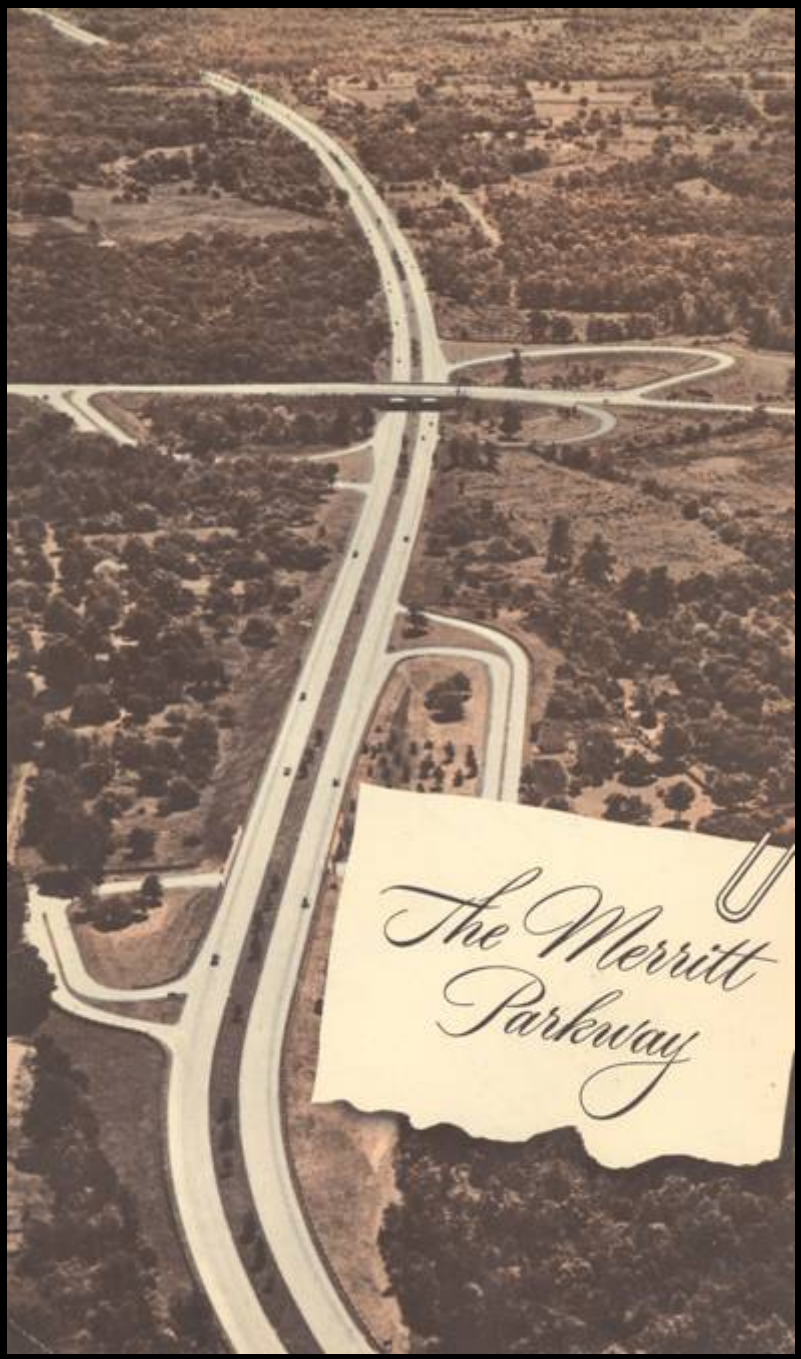

Mabry Mill - Blue Ridge Parkway, Virginia

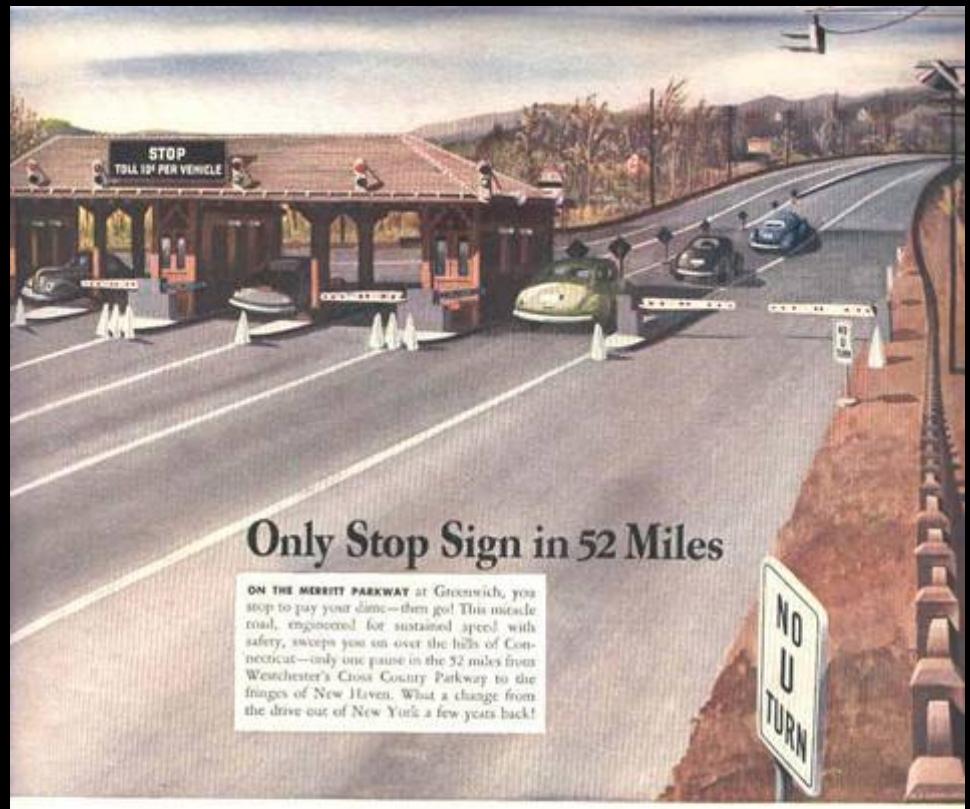

P-17 Highland Meadows and Rhododendron at the Bluffs, Blue Ridge Parkway, North Caroli


The Merritt Parkway at New Canaan, Conn.


Along the Parkway 2


MERRITT PARKWAY APPROACHING
FAIRFIELD, CONN.





Only Stop Sign in 52 Miles

ON THE MERRITT PARKWAY at Greenwich, you stop to pay your dime—then go! This miracle 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!

ADS OF TOMORROW" here today—prove need for "X" safety factors in Moto

MOTOR TRAVEL is emerging from the dark ages of narrow, twisting roads and interminable "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 5 years, scientists 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

OBEY THESE RULES OF THE MERRITT PARKWAY COMMISSION

The Merritt Parkway

CONNECTICUT'S

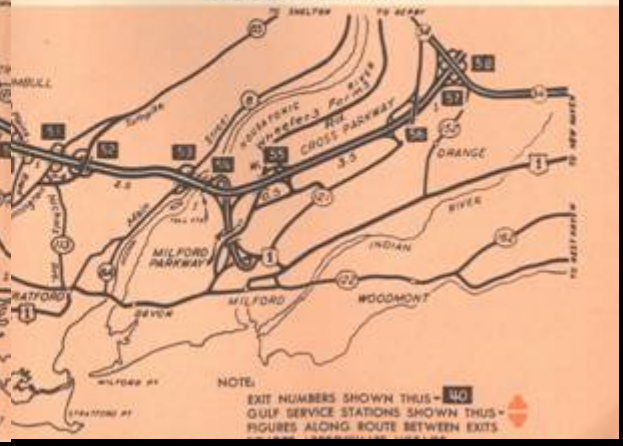
all year gateway to New England

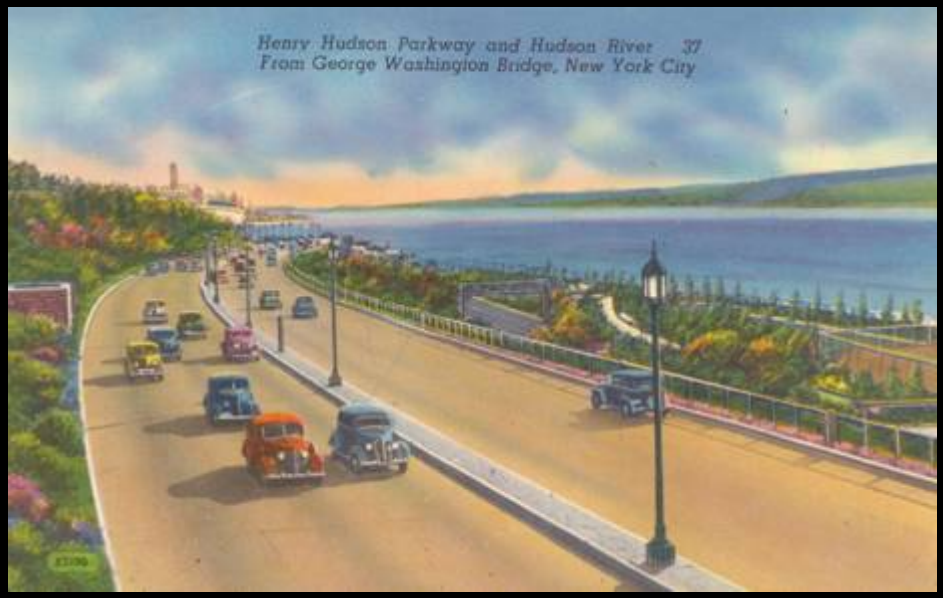
Connecticut is proud to have you as her guest. We want you to enjoy your visit and come back soon and often.

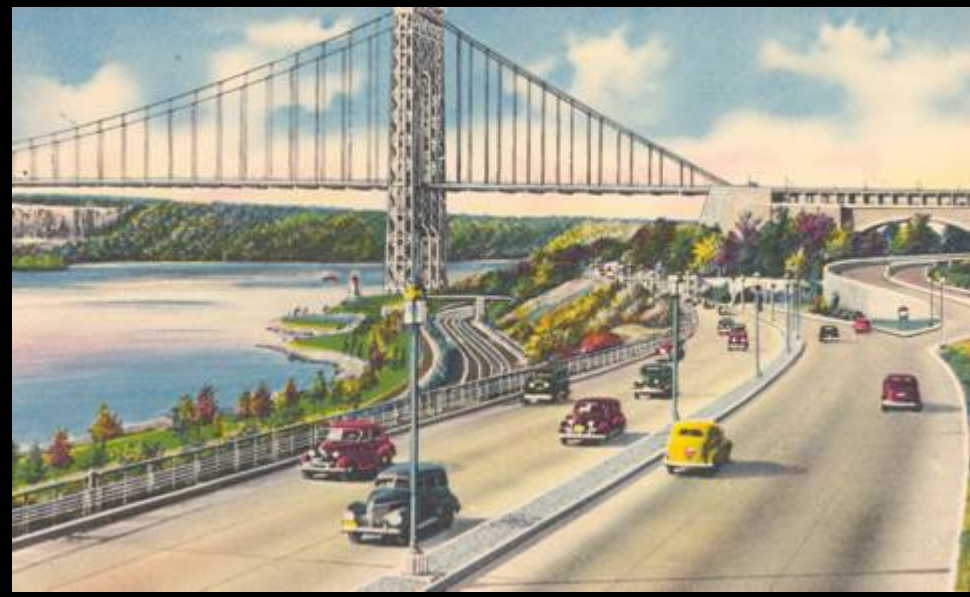
James L. McConaughy
Governor

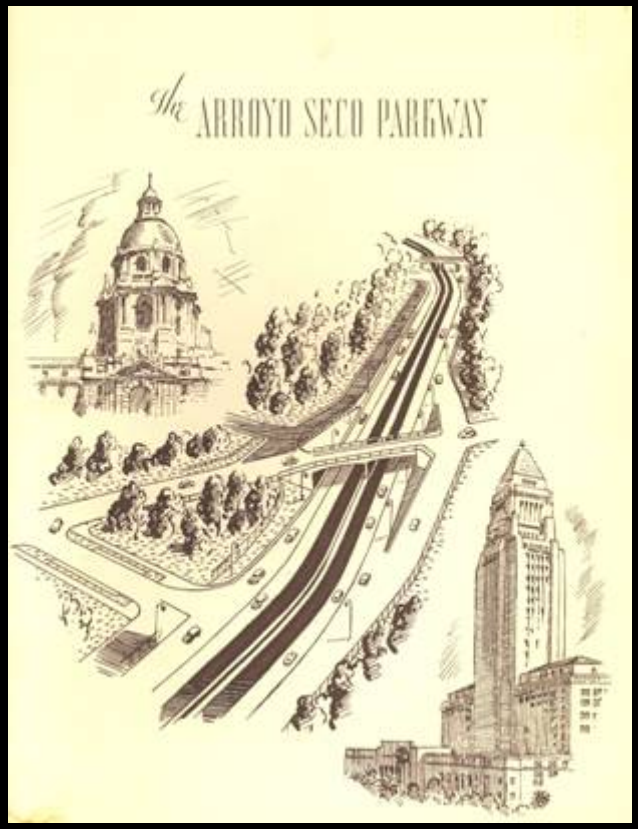
DO NOT MAKE U-TURNS

DO NOT SPEED IN EXCESS OF POSTED LIMIT




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


FUTURAMA
GM

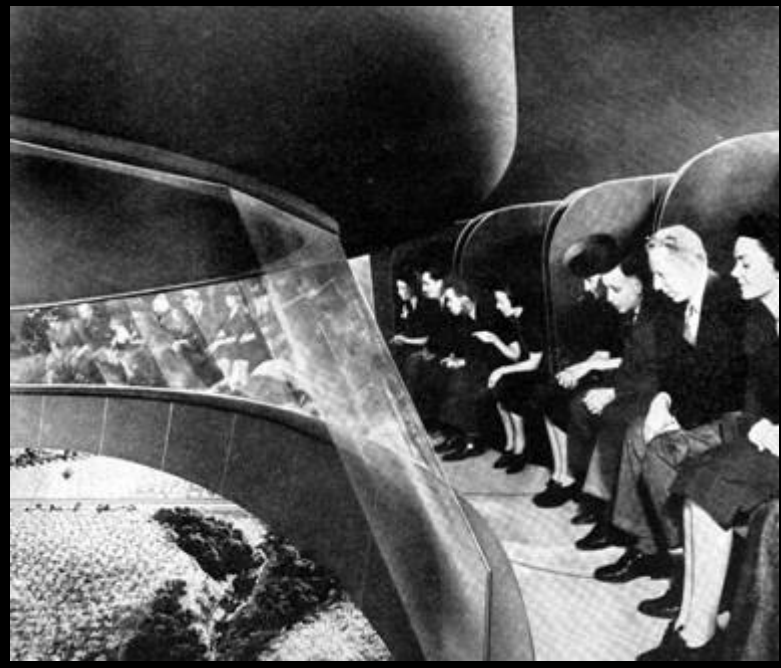


PLATE 30.—A four-lane toll highway in a suburban and urban area, showing relation to existing streets.

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

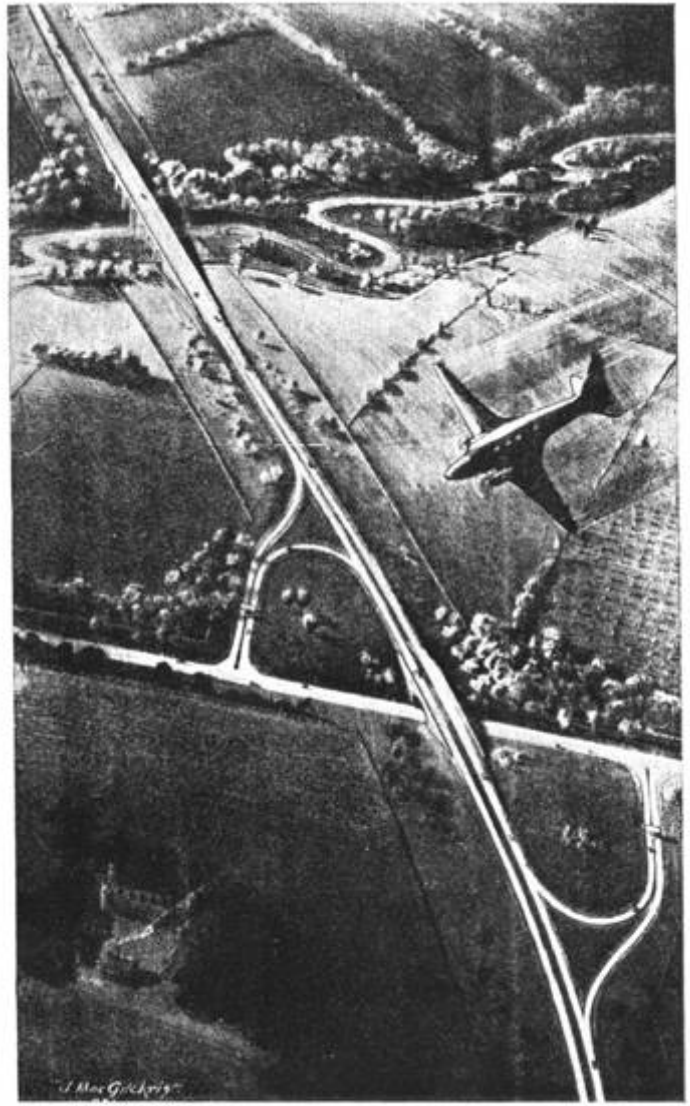
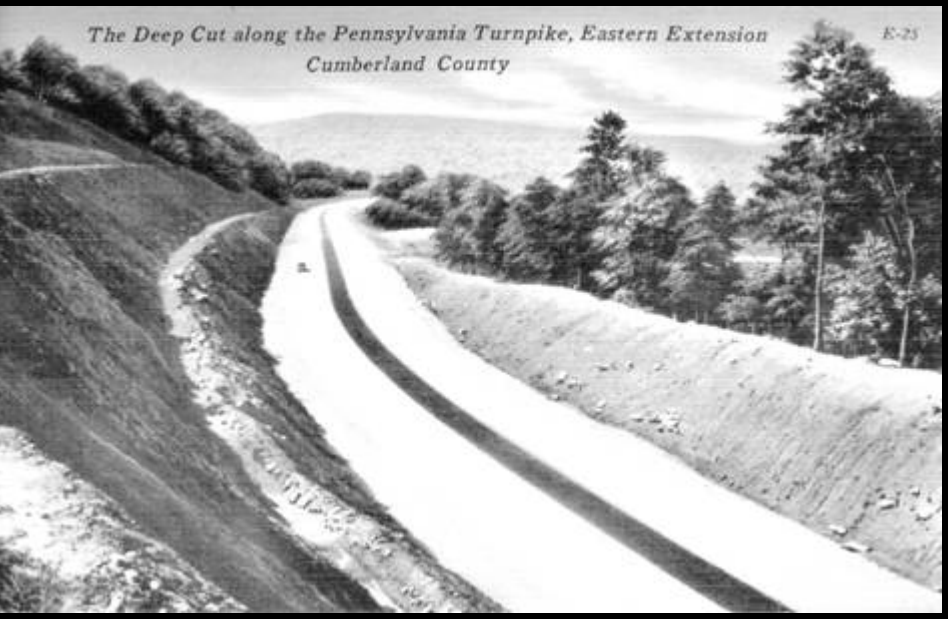
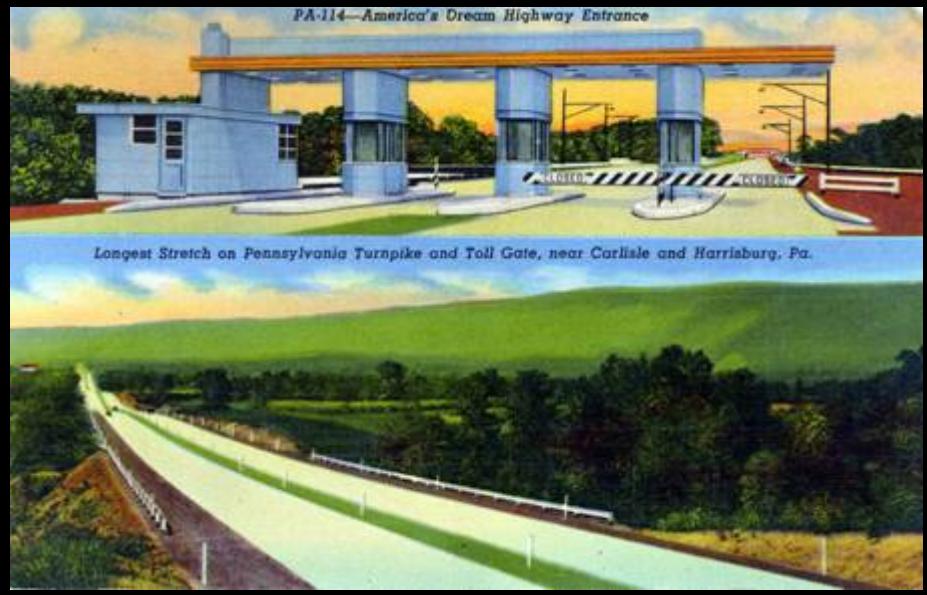


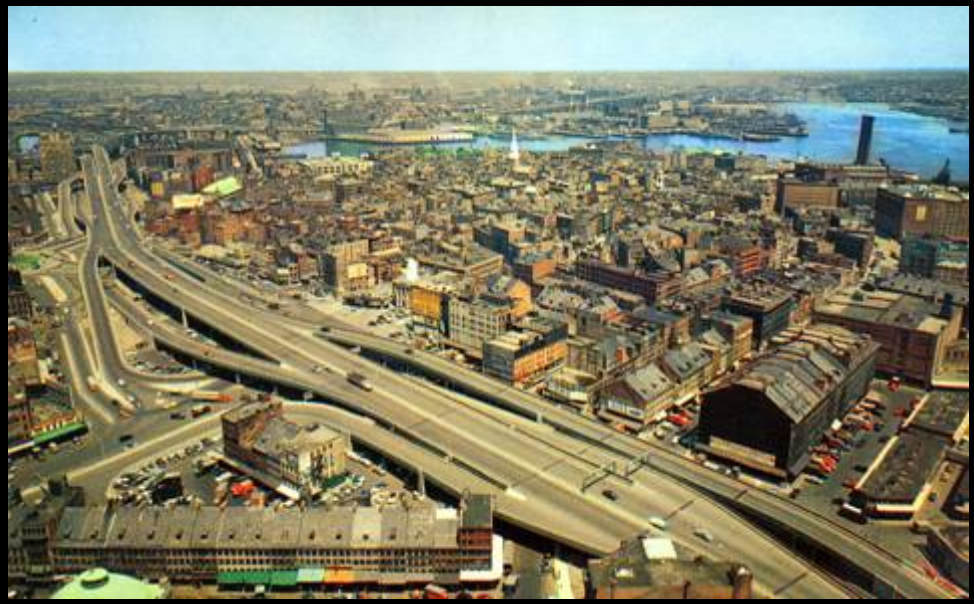
PLATE 32.—A typical grade separation, access roads, and toll booths for a two-lane road widened to three lanes at the approach to an access point by addition of a central lane of contrasting color and surface texture.


The Deep Cut along the Pennsylvania Turnpike, Eastern Extension
Cumberland County
E-25


13 MILE TANGENT OF THE PENNSYLVANIA TURNPIKE IN CUMBERLAND COUNTY
21069


GREETINGS
from
"AMERICA'S
SUPER HIGHWAY"
PENNA.
TURNPIKE
PA-128


PA-114—America's Dream Highway Entrance
Longest Stretch on Pennsylvania Turnpike and Toll Gate, near Carlisle and Harrisburg, Pa.




"MAN-DIG THOSE CRAZY
LOS ANGELES FREEWAYS"


Interstate 80 "Main Street of America"


May 21, 1960
THE
Price 25 cents
NEW YORKER


Shore Bound Traffic on the Garden State Parkway of New Jersey.
15


Southbound Roadway of Garden State Parkway near Asbury Park, N.J.
19

TACONIC STATE PARKWAY EXTENSION

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

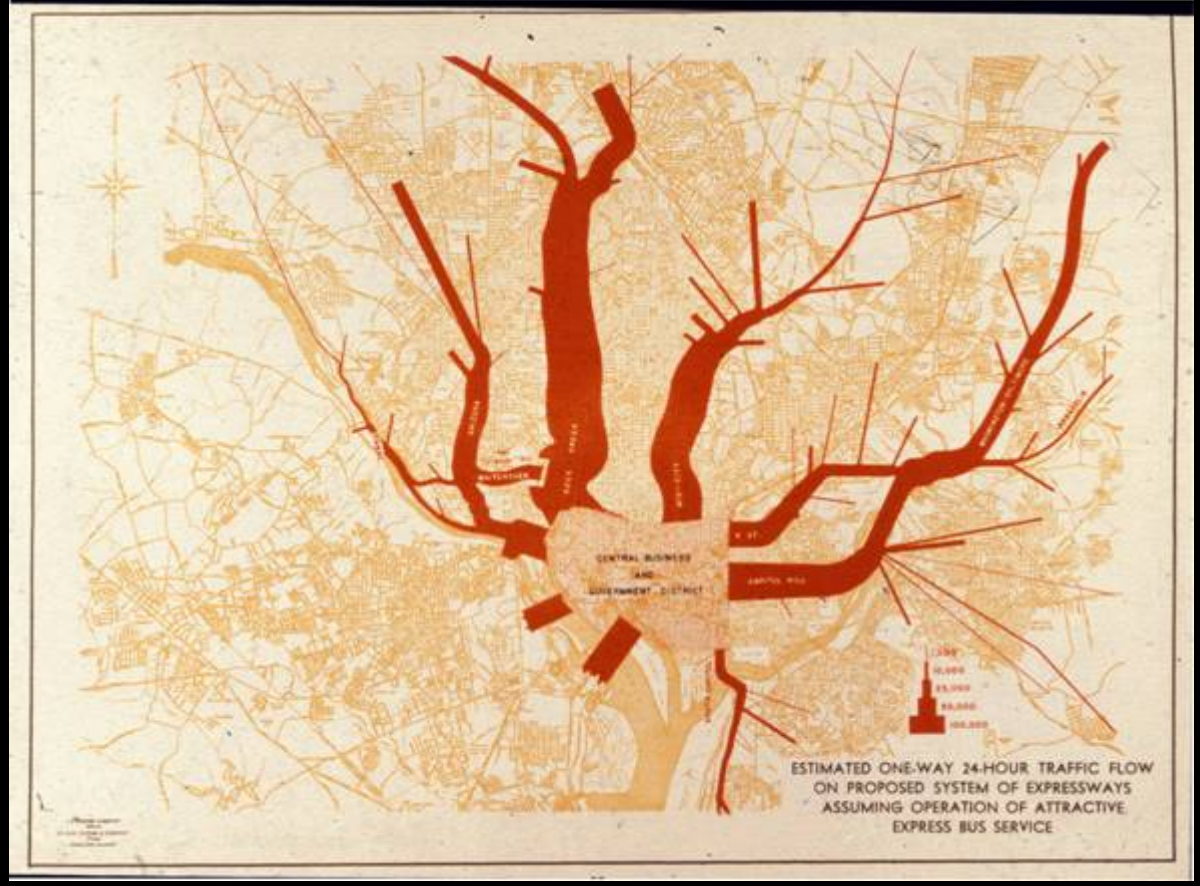
TACONIC STATE PARK COMMISSION
NEW YORK STATE DEPARTMENT OF PUBLIC WORKS

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.


CENTRAL BUSINESS
AND
GOVERNMENT DISTRICT
ESTIMATED ONE-WAY 24-HOUR TRAFFIC FLOW
ON PROPOSED SYSTEM OF EXPRESSWAYS
ASSUMING OPERATION OF ATTRACTIVE
EXPRESS BUS SERVICE


EXIT 10
E 233 St
EXIT 9
Gun Hill Rd

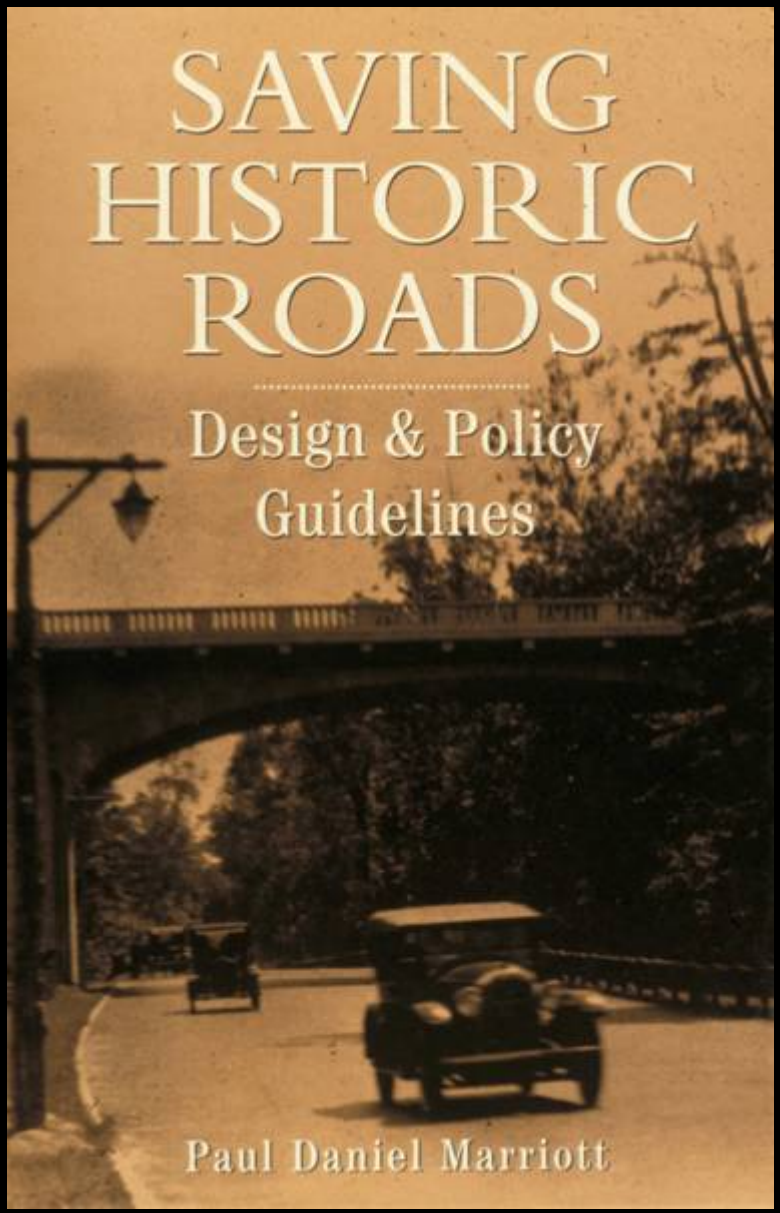
(50) The George Washington Memorial Parkway, an example of superb marrying of the road to the landscape. By running roadways independently, grading is kept to a minimum.

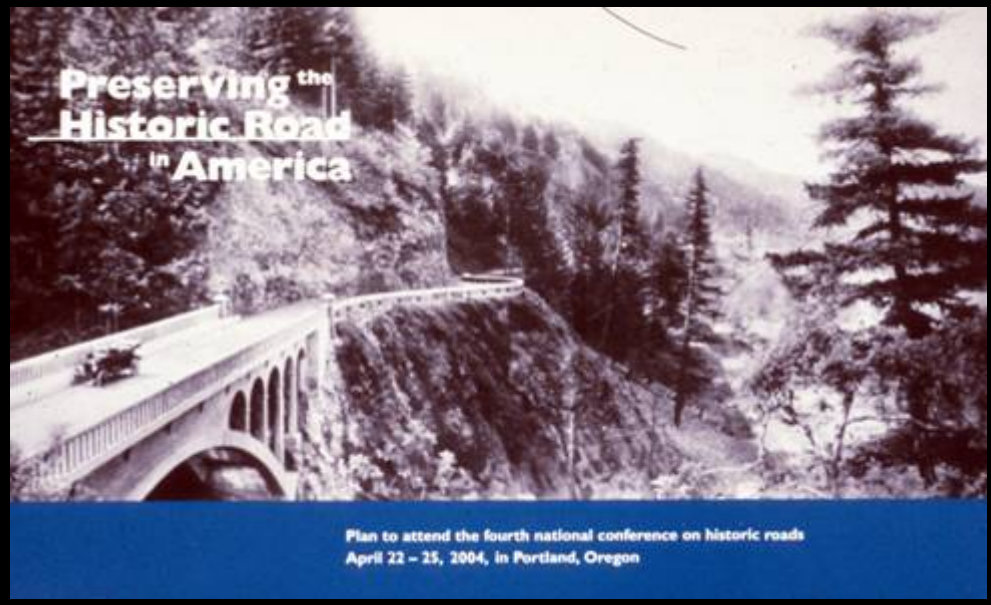

WEST
Vinton
Roanoke


N & W RAILROAD
OVERLOOK

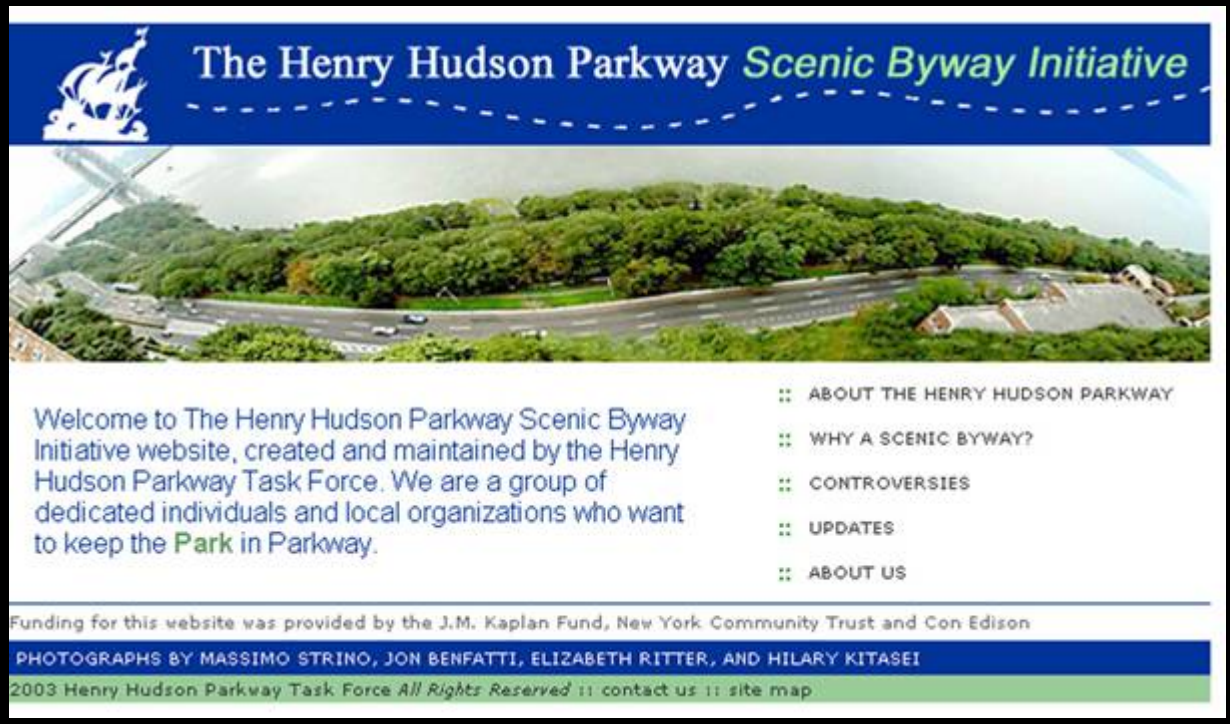

George Washington's
MOUNT VERNON
ESTATE & GARDENS

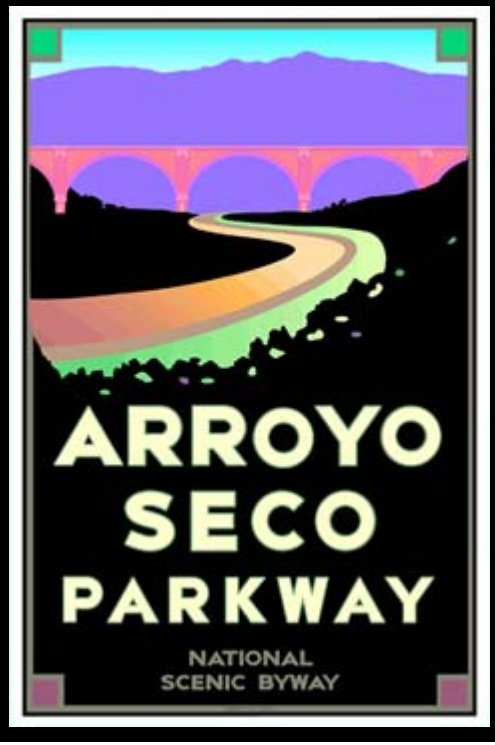

THE GREAT VALLEY


SAVING
HISTORIC
ROADS
Design & Policy
Guidelines
Paul Daniel Marriott

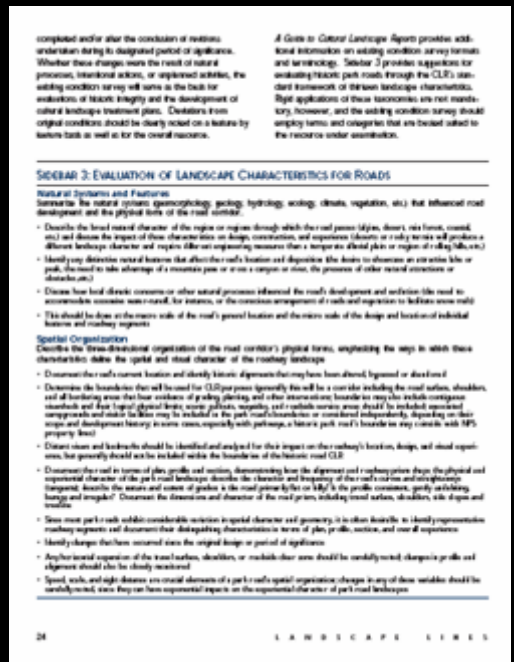

Preserving the
Historic Road
in America
Plan to attend the fourth national conference on historic roads
April 22 – 25, 2004, in Portland, Oregon

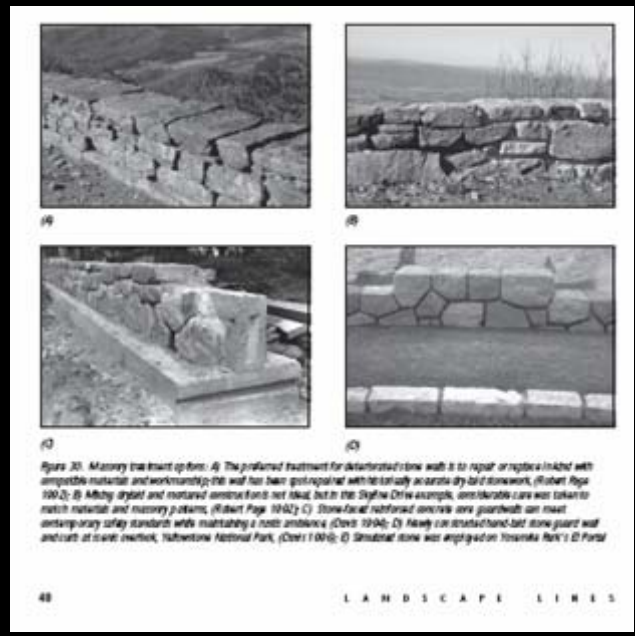

westchestergov.com
77
BRONX RIVER
RESERVATION
America's 1st
Parkway


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


ARROYO
SECO
PARKWAY
NATIONAL
SCENIC BYWAY


LANDSCAPE LINES
Historic Roads
INTRODUCTION
16


SIDEBAR 3: EVALUATION OF LANDSCAPE CHARACTERISTICS FOR ROADS
Natural Systems and Features
Spatial Organization


LANDSCAPE LINES

Historic American Engineering Record
National Park Roads and Parkways
Recording Program

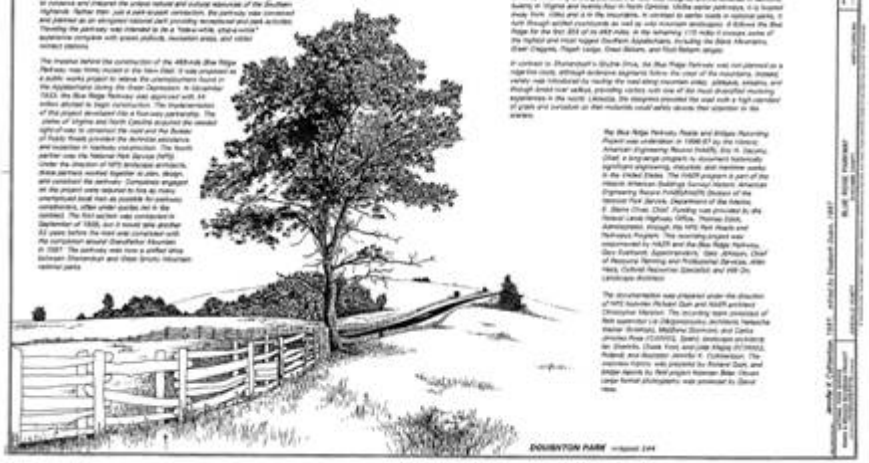
U.S. Department of the Interior
National Park Service
Cultural Resources

HABS/HAER

ARROYO SECO PARKWAY

BLUE RIDGE PARKWAY

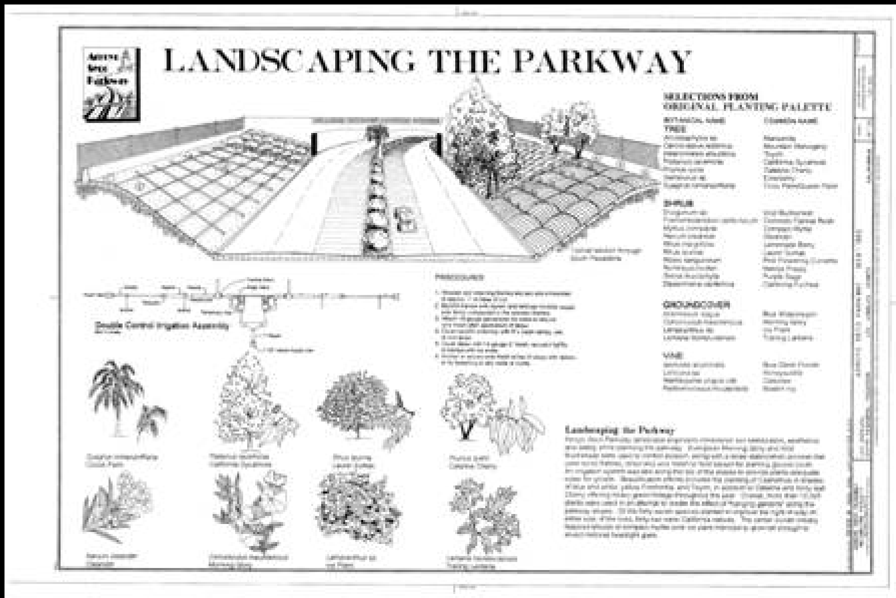
VIRGINIA TO NORTH CAROLINA
1935 TO 1987

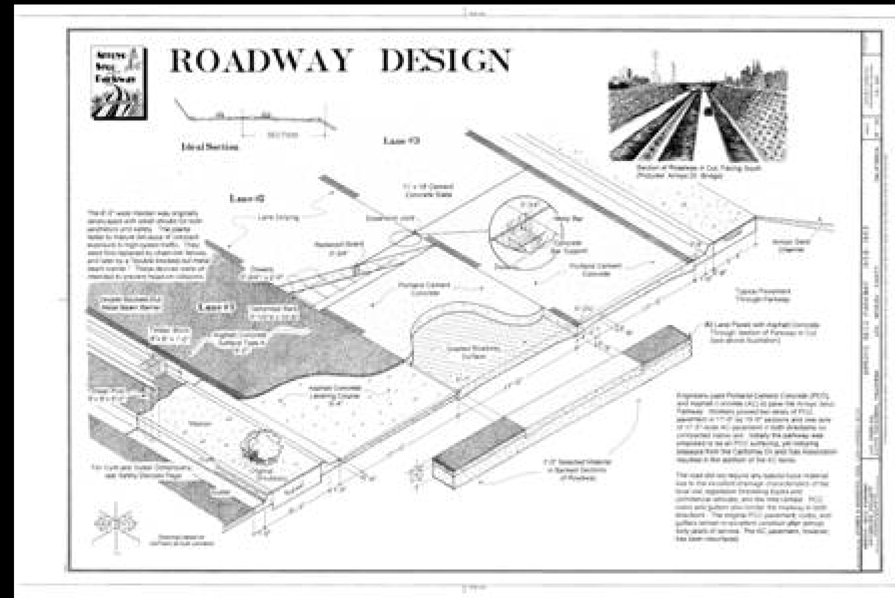


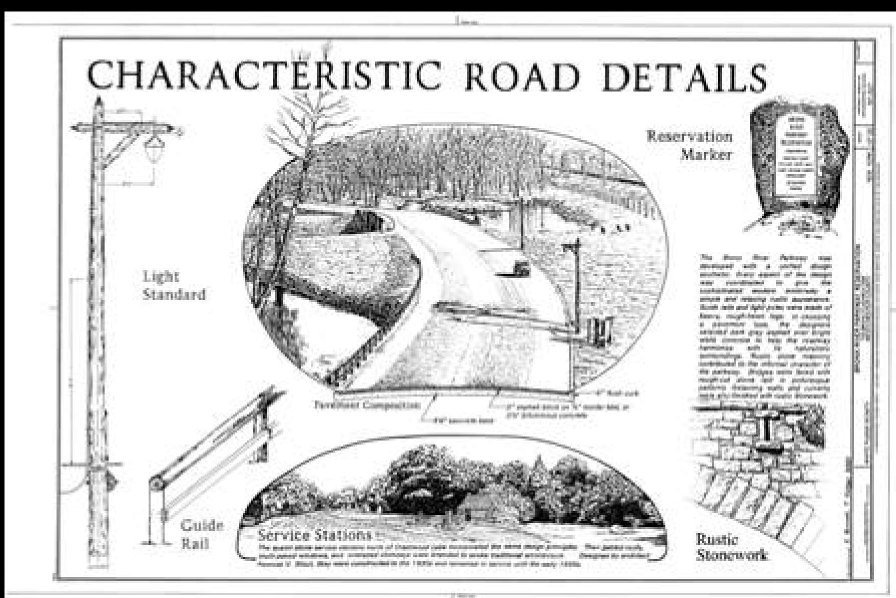
DOUGHTON PARK

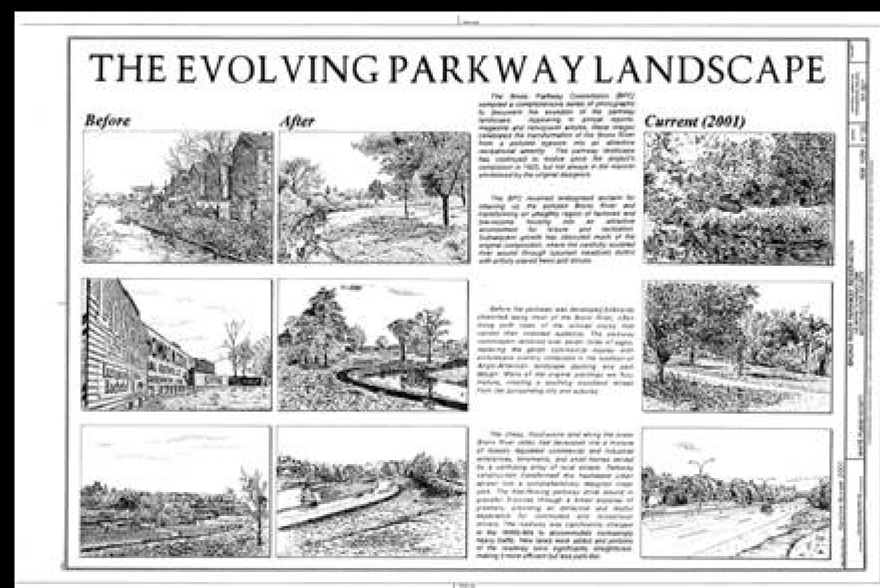
THE MERRITT PARKWAY
FAIRFIELD COUNTY
CONNECTICUT

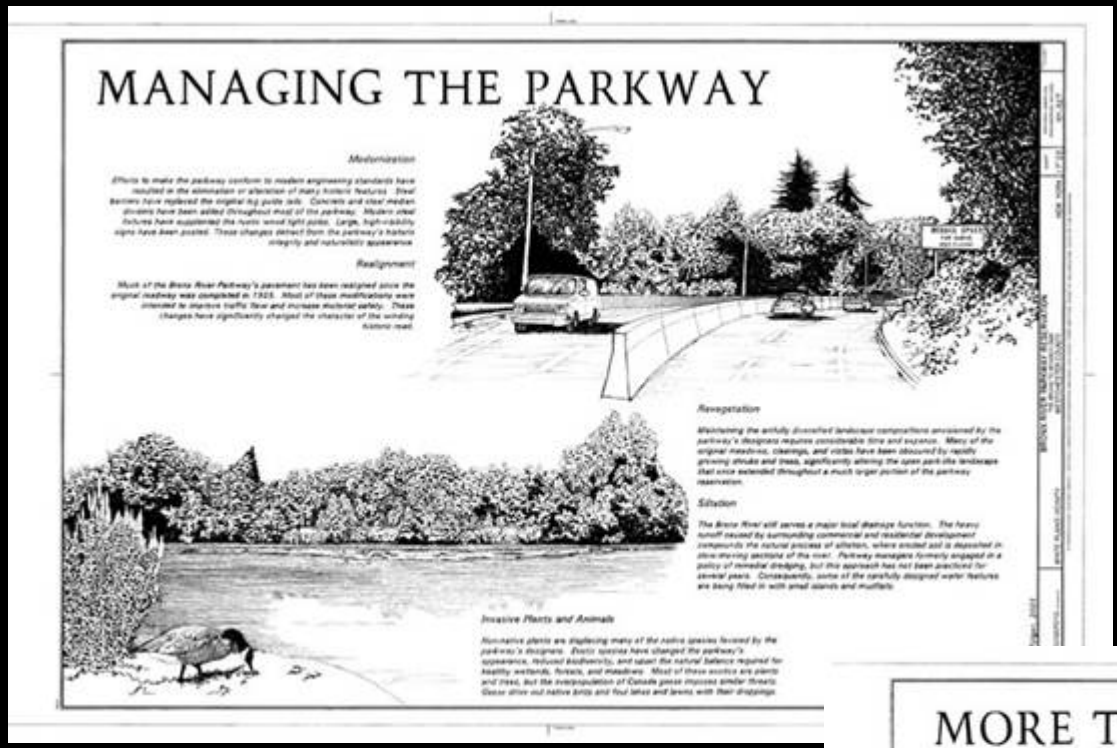
DETAILS FROM GRUMMAN AVENUE BRIDGE, 1938.

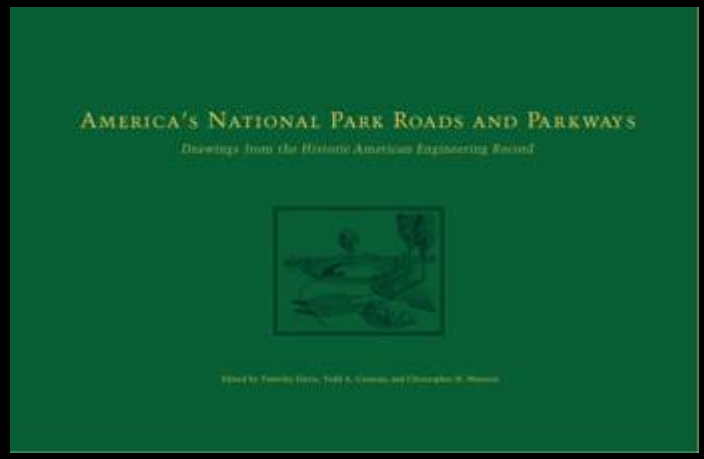

LANDSCAPING THE PARKWAY
SELECTIONS FROM ORIGINAL PLANTING PALETTE
Double Control Irrigation Assembly
Landscaping the Parkway


ROADWAY DESIGN
Ideal Section
Lane #3
Lane #2

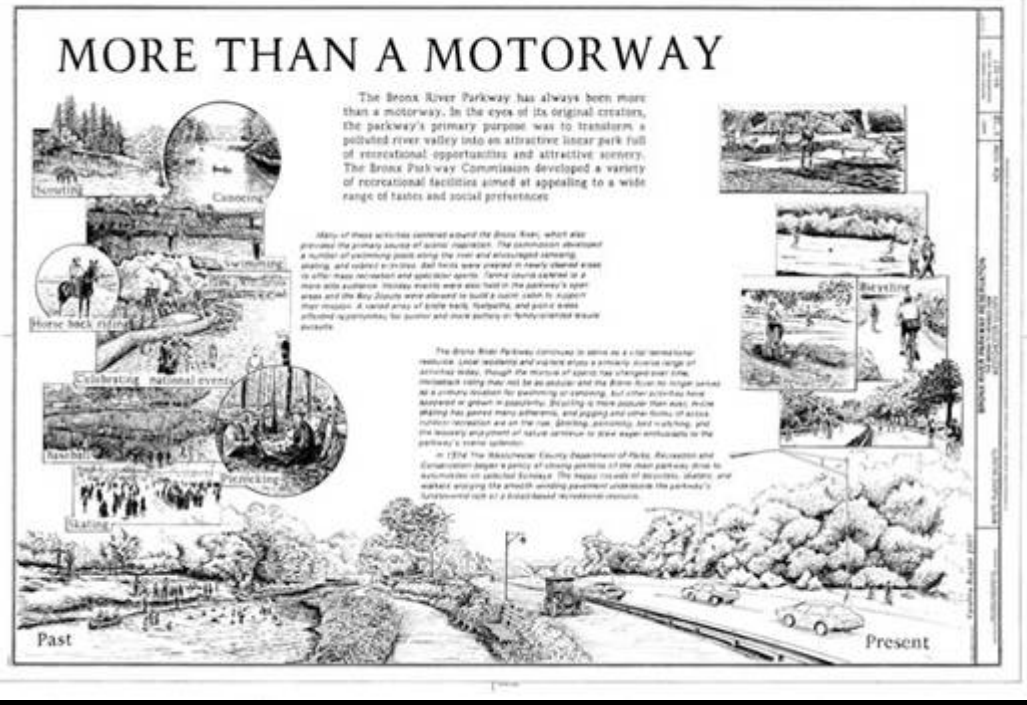

CHARACTERISTIC ROAD DETAILS
Reservation Marker
Light Standard
Pavement Composition
Guide Rail
Service Stations
Rustic Stonework

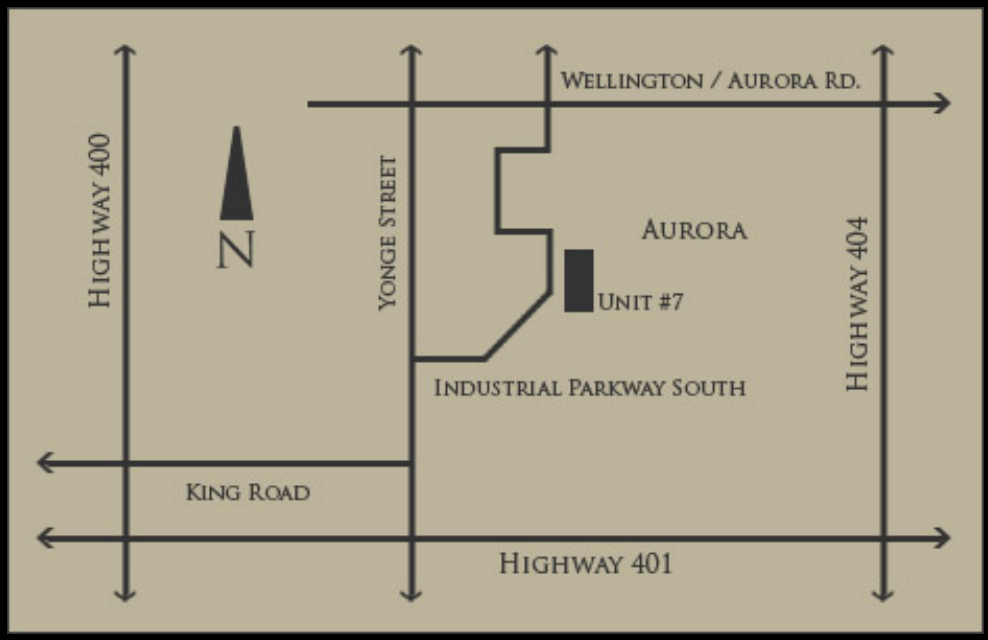

THE EVOLVING PARKWAY LANDSCAPE
Before
After
Current (2001)


MANAGING THE PARKWAY
Modernization
Realignment
Revegetation
Siltation
Invasive Plants and Animals

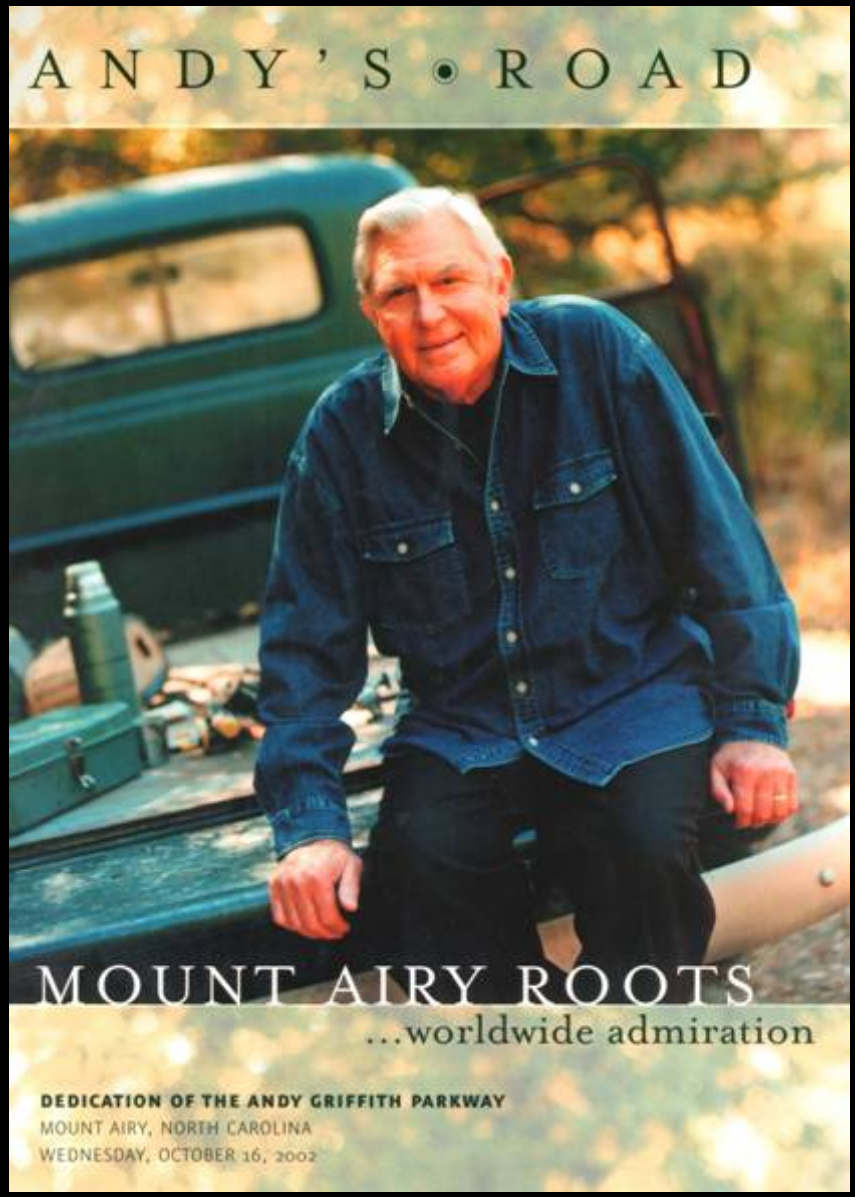

America's National Park Roads and Parkways
Drawings from the Historic American Engineering Record


Lying Lightly on the Land


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
Canoeing
Swimming
Horse back riding
Celebrating national events
Picnicking
Skating
Bicycling
Past
Present


WELLINGTON / AURORA RD.
HIGHWAY 400
N
YONGE STREET
AURORA
UNIT #7
HIGHWAY 404
INDUSTRIAL PARKWAY SOUTH
KING ROAD
HIGHWAY 401


BEST IN PLASTICS CORPORATION
BIPCD
BOLIVAR, OHIO
10955
INDUSTRIAL PARKWAY

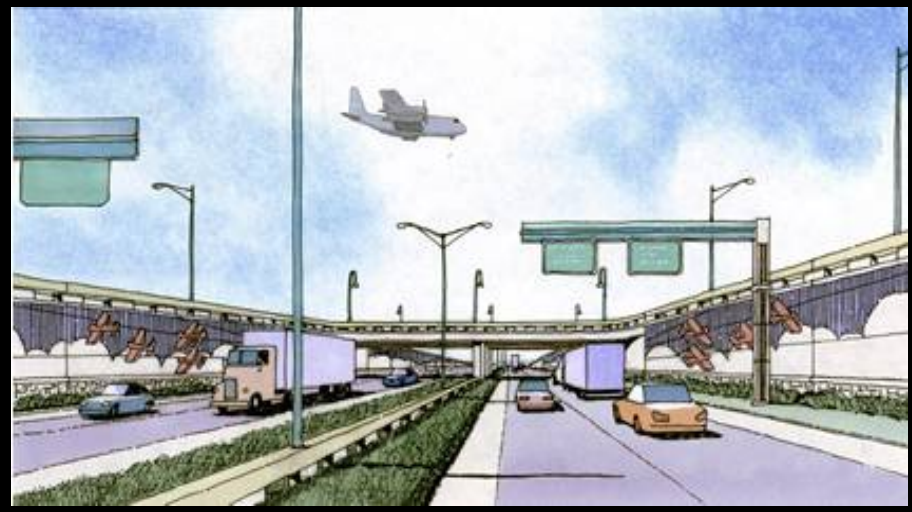

ANDY'S • ROAD
MOUNT AIRY ROOTS
...worldwide admiration
DEDICATION OF THE ANDY GRIFFITH PARKWAY
MOUNT AIRY, NORTH CAROLINA
WEDNESDAY, OCTOBER 16, 2002

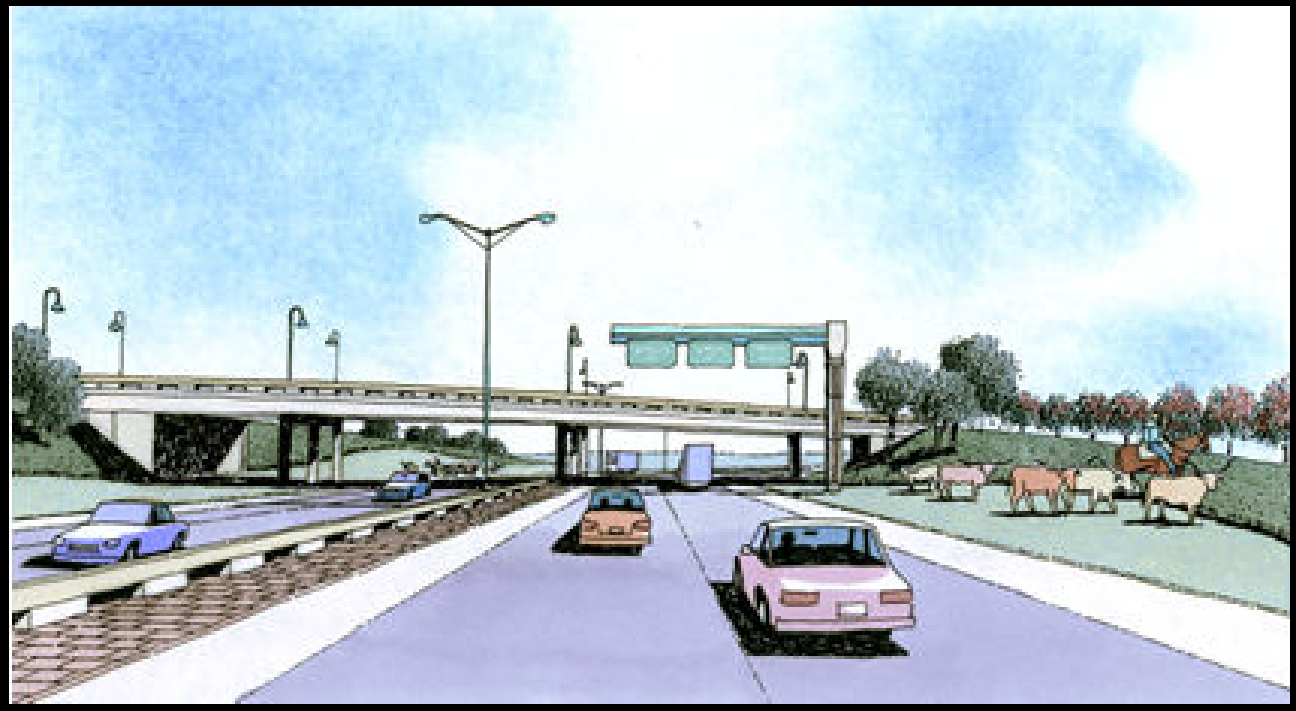

DOLLY PARTON PKWY


MINNIE PEARL
MEMORIAL PARKWAY


THE
JOHNNY CASH
PARKWAY


WAYNE GRETZKY PARKWAY



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