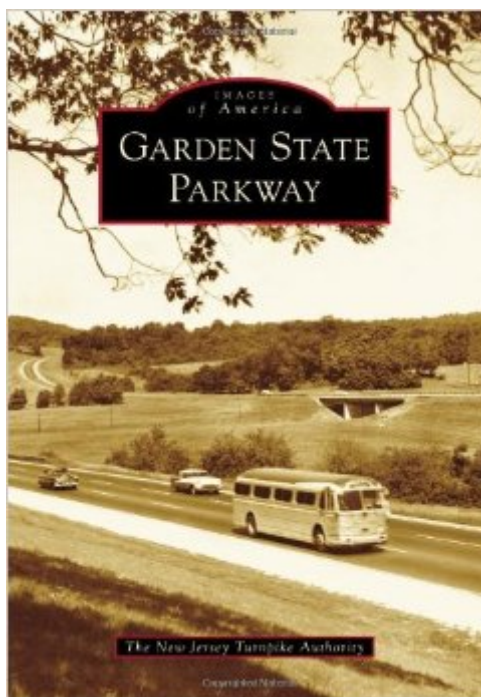


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# Garden State Parkway (Images Of America)



## Synopsis

The Garden State Parkway has transformed the lives of New Jersey residents since opening in 1954. Spanning 173 miles from Cape May to the New York State line, it has fostered tourism to the Jersey Shore and given commuters an easier way to get to work. Gov. Alfred E. Driscoll had envisioned the impact a new highway could have on the state, and a large team of planners, engineers, and contractors made it happen. In 1952, the legislature created the New Jersey Highway Authority to ensure the funding and completion of the \$330-million parkway and to self-sufficiently operate the roadway through toll revenue. Garden State Parkway shows how this iconic roadway gained its place in history and continues to combine safe transportation in a parklike setting with the scenic beauty of New Jersey.

## Book Information

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## Customer Reviews

Garden State ParkwayThe Garden State Parkway was designated as an historic district in 2001. [Some sort of political cover?] This 2013 book commemorates its construction. It has 127 pages for its five chapters, mostly filled with photographs; no Index. The GSP runs from the NY state line to Cape May. In the mid 19th century  $\hat{\circ}$  industrial towns and cities developed near railroad terminals  $\hat{\bullet}$ . [Actually, it was the other way around.] Cities grew and trolley lines transported in and to cities. Roads and highways connected the Main Streets of cities to their neighbors. Most working people lived within walking distance of their jobs and shops. Trolleys died out after WW I because of

their higher costs (compared to automotive omnibuses). Roads were the responsibility of municipalities and counties. The 1921 Federal Highway Act led to double the number of paved roads. In 1945 the NJ Legislature authorized the GSP project (originally Route 4) to connect the cities in the north with the shore towns. The lack of funding by the state limited construction. [No mention of any railroad lobby.] In 1952 a new agency was created to build a toll highway using state-supported bonds. [No mention that the GSP would bypass existing cities and avoid this traffic, a new design for roads.] The portions constructed with state funds were toll free (Middlesex and Union counties). Cloverleaf intersections were used instead of circles due to the different grade levels. [Those "rest stops" (p.17) were sometimes used as "lover's lanes" at night.] The goal was to create a highway that was "uninterrupted, safe, fast, and scenic" [compared to Route 9]. Curves were meant to avoid long, straight stretches of road. [This increased costs.] Much of the southern portions were built on undeveloped lands.

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