The Palisades Interstate Parkway and Henry Hudson Drive designated a New Jersey State Scenic Byway, 2005
How Did Scenic Byways Come About?

- National Scenic Byways Program
- Administered at the state level
- Local support and implementation
What is a Corridor Management Plan?

- A **community-based strategy** to balance the conservation of a corridor’s intrinsic qualities with their use and enjoyment.
Plan Chapters

1. Guiding Vision
2. Context & Significance
3. History of PIP/HHD
4. Interpreting the Byway to Visitors
5. Transportation
6. Historic Elements
7. Marketing & Tourism
8. Management Strategies
Vision
Vision

To preserve, protect and promote the Palisades Interstate Parkway and Henry Hudson Drive as beautiful scenic drives and significant attractions within the magnificent natural setting of the Palisades Interstate Park, whose founding mission was for the protection of the Palisades cliffs for the enjoyment of future generations; and,
Vision

To relay the contributions of the byways corridor to the rise of the **American Conservation Movement** by recognizing the unique and heroic efforts to protect natural features, **innovations in regional and transportation planning**, and pioneering efforts to protect significant sites associated with the American Revolution; all of which have offered significant and influential benefits to the public and the nation.
Goals & Objectives

• **Recognize** that two significant roadways, the Palisades Interstate Parkway and Henry Hudson Drive in New Jersey, are together designated as the Palisades Scenic Byway, a New Jersey Scenic Byway.

• **Distinguish** the Parkway as a road within a park and a member of a network of regional parkways that are distinct and different from the metropolitan highway system.
**Goals & Objectives**

- **Acknowledge** the New York segment of the PIP that completes this historic and scenic transportation corridor; coordinate and cooperate with New York State to ensure a seamless visitor experience.

- **Promote** the PIP as a gateway to the Palisades Park system in New Jersey and New York.
Goals & Objectives

- **Maintain** and enhance safety in a manner that respects and complements the Byway’s historic design and natural settings.

- **Restore** the PIP’s and Henry Hudson Drive’s historic design elements as near to original and as safe, practical and feasible as possible.
Goals & Objectives

- **Enhance** the scenic setting and natural environment of the PIP and Henry Hudson Drive.

- **Expand** historic restoration, enhancement and interpretation to the Park’s many destinations, trails and historic structures.
Goals & Objectives

- **Educate** the traveling public about the history of the PIP and Henry Hudson Drive and the people, ideas and movements behind their development.

- **Connect** the adjacent municipalities to the Palisades Interstate Parkway and the Hudson River shoreline.
Actions / Recommendations

1: **Recognize and interpret the Historic Significance** of the Palisades Interstate Parkway and Henry Hudson Drive.

- All American Road Status
- Historic American Engineering Record
- Tell the Byway stories
Actions / Recommendations

2: Employ strategies that preserve and enhance enjoyment of the Byway’s intrinsic qualities while continuing to meet current standards for safety and accessibility.

• Roadway/ tree line buffer
• Traffic engineering assessment
• Mile markers
• Storm Drainage
The Palisades Interstate Parkway & Henry Hudson Drive

PRINCIPLE: RETAIN OR REPLICATE HISTORIC ELEMENTS WHILE MEETING CURRENT SAFETY STANDARDS.

**HISTORIC ELEMENTS: GUARD RAIL**

The original guard rail design for the Palisades Interstate Parkway was a 6' x 12' creosoted rough cut timber/ bumper rail with a rounded top edge that was attached to a precast concrete post with a steel plate as illustrated on the adjacent section and elevation. These original guard rail details were taken from the original New Jersey Department of Transportation (NJDOT) construction details for the Palisades Interstate Parkway NJ Section 1E completed in 1954.

**ORIGINAL GUARD RAIL SECTION AND ELEVATION**

The current guard rail design is not consistent for the entire length of the Palisades Interstate Parkway. The New Jersey section of the Palisades Interstate Parkway installs the W beam, corten steel guard rail with the SRT end section as shown on the adjacent sections. These sections were taken from the most recent set of New Jersey Department of Transportation (NJDOT) construction drawings for the Palisades Interstate Parkway that were completed in 1995. The New York section of the Palisades Interstate Parkway currently displays three different guard rail details. The W beam, corten steel guard rail that is used on the NJ section of the Palisades Interstate Parkway exits at the state line to exit 10. North of exit 10 the box beam detail is installed. The third guard rail detail found along the Parkway in New York State is the post and cable, which is less conspicuous and can be found in landscaped settings.

**CURRENT DESIGN**

**NEW JERSEY SECTION**

**NEW YORK SECTION**

**BEAM GUARD RAIL POST ASSEMBLY**

**W BEAM**

**BOX BEAM**

**POST AND CABLE**

**DESIGN CONSIDERATIONS**

Both New York State and New Jersey should consider installing the guard rail which is most representative of the original design which would be the “steel-backed” timber guard rail, which is a wood box beam mounted on precast concrete posts with a blackout mounted between the timber rail and posts which protects vehicles from impacting the concrete posts.

The secondary recommendation would be to install the “steel-backed” timber guard rail mounted on wooden posts which has been crash tested and approved by the Federal Highway Administration (FHWA) and has been recently accepted by the New York State Department of Transportation (NYS DOT) for use on historic parkways.

It is important to establish a seamless experience for the traveler when crossing the state line from New Jersey to New York. This can be accomplished by using the same historic design elements along the entire length of the Palisades Interstate Parkway. A design element manual could be developed for both New Jersey and New York. This would provide details and specifications that could be made available to contractors when making parkway improvements.
Actions / Recommendations

3: **Restore and maintain the historic character** of the Parkway and Henry Hudson Drive to provide visitors with **an authentic experience** of the Byway.

- Design/ maintenance/ vegetation guidelines
- New York coordination
- Restore lookouts
- Gas station aesthetic
4: Restore historic structures within the Byway corridor that can become venues for historic interpretation.

• Document historic improvement needs/ costs
5. **Collaborate with adjacent municipalities** to strengthen protection of the Byway corridor.

- Overlay zone
- Light pollution ordinances/ policies
- Building standards/ green buffers
6: Promote the Palisades Interstate Parkway and Henry Hudson Drive as both a gateway to and an integral part of the Palisades Interstate Park in both New Jersey and New York.

- NY/ NJ brand identity
- International market
- Tourism support facilities
- Modern travel assist tools
- Transit connections
Actions / Recommendations

7: Establish gateways and employ wayfinding strategies that better inform and direct visitors to venues for byway interpretation, park attractions and visitor services.

- Identity/ directional signs
- Scenic driving map
- Gateway features
- Interpretive sites
Actions / Recommendations

8: Establish an on-going Palisades Scenic Byway Advisory Group to advance implementation of the Byway in Partnership with Stakeholder Organizations.

- Scenic Byway Advisory Committee
- Stakeholder coordination