Lessons Learned From U.S. National Parks:

Cars, Parks, and "Visitor Capacity"

Ethan Carr
University of Massachusetts

Strokkur, along the Golden Circle , Iceland

Old Faithful, along the Grand Loop, Yellowstone NP

Gulfloss, Golden Circle

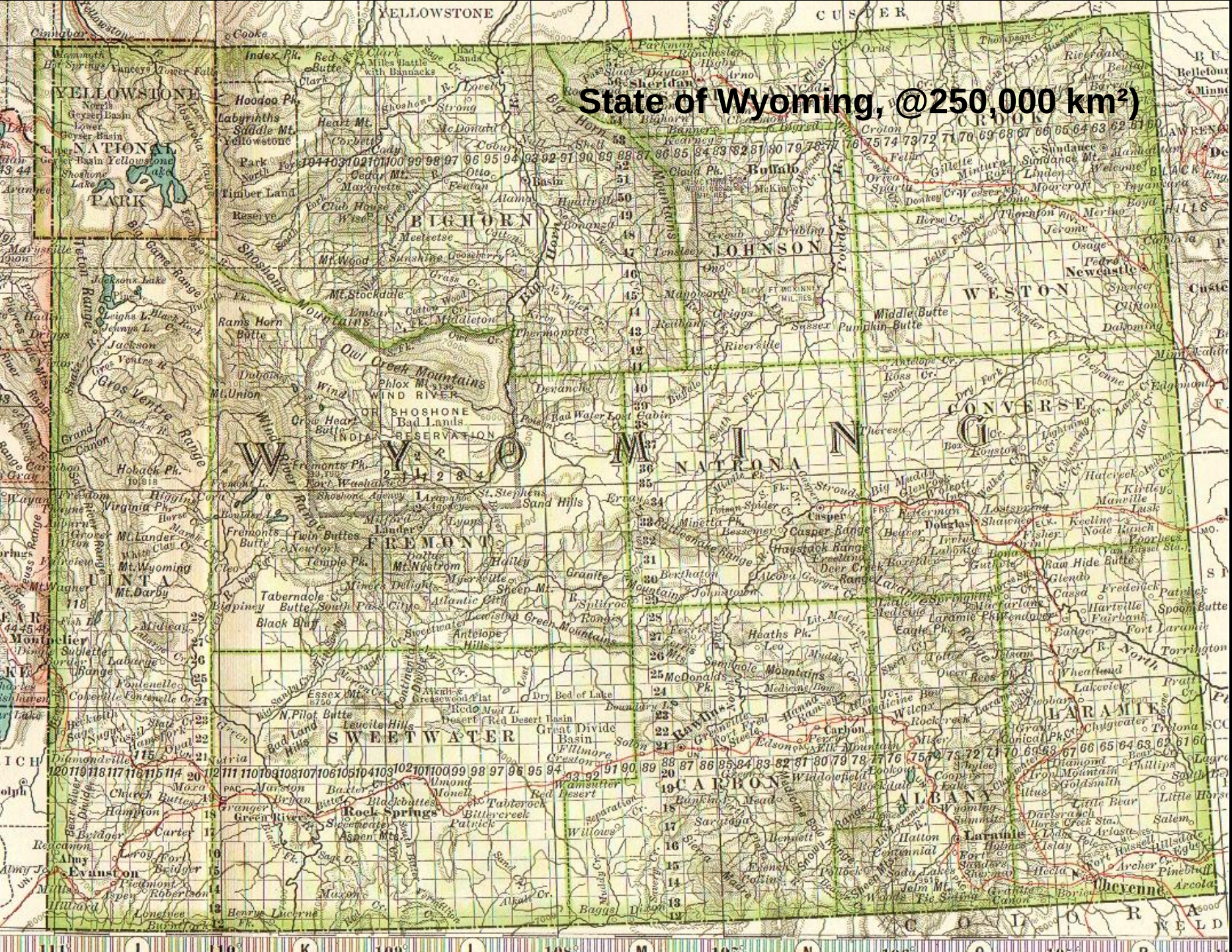
Lower Falls of the Yellowstone, Grand Loop

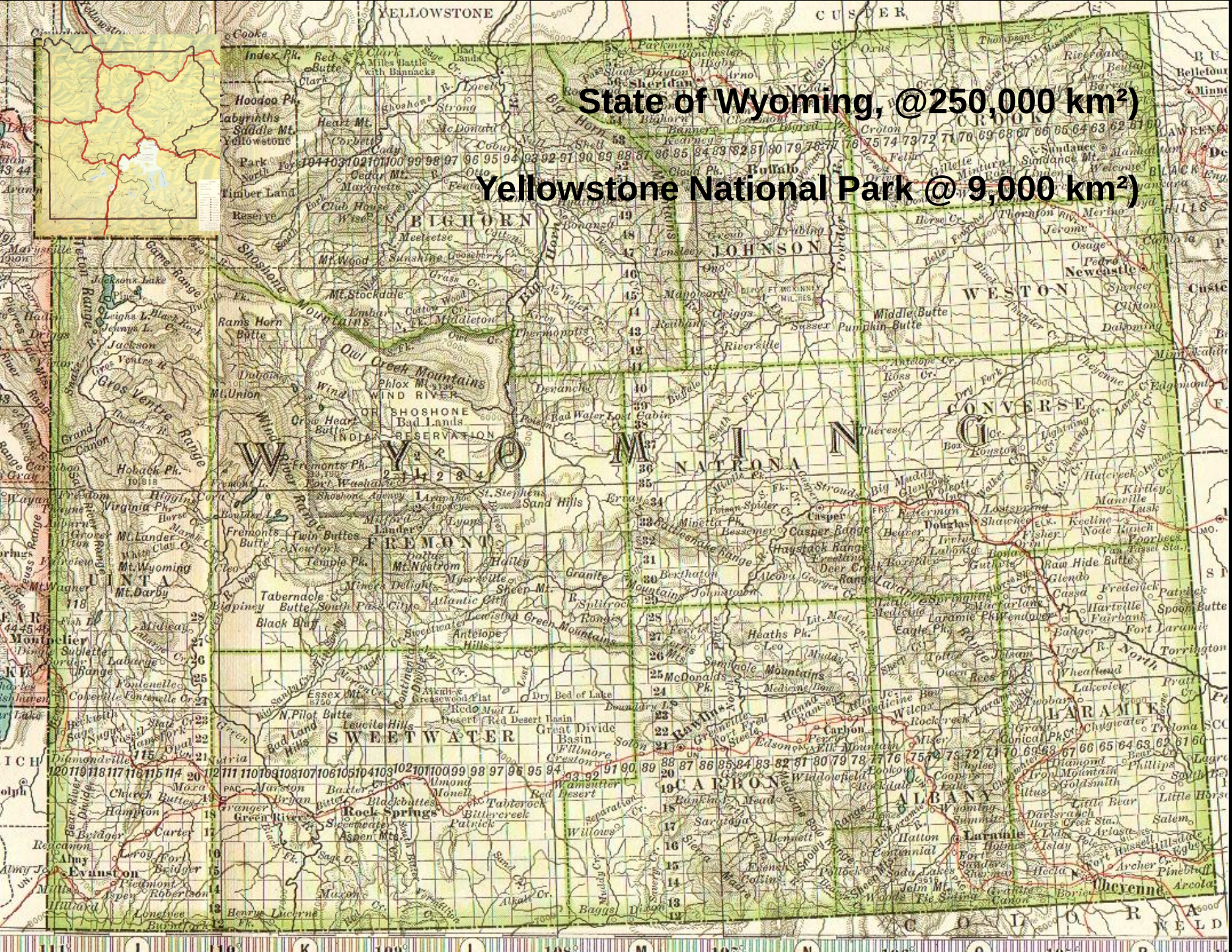
Thingvellir National Park

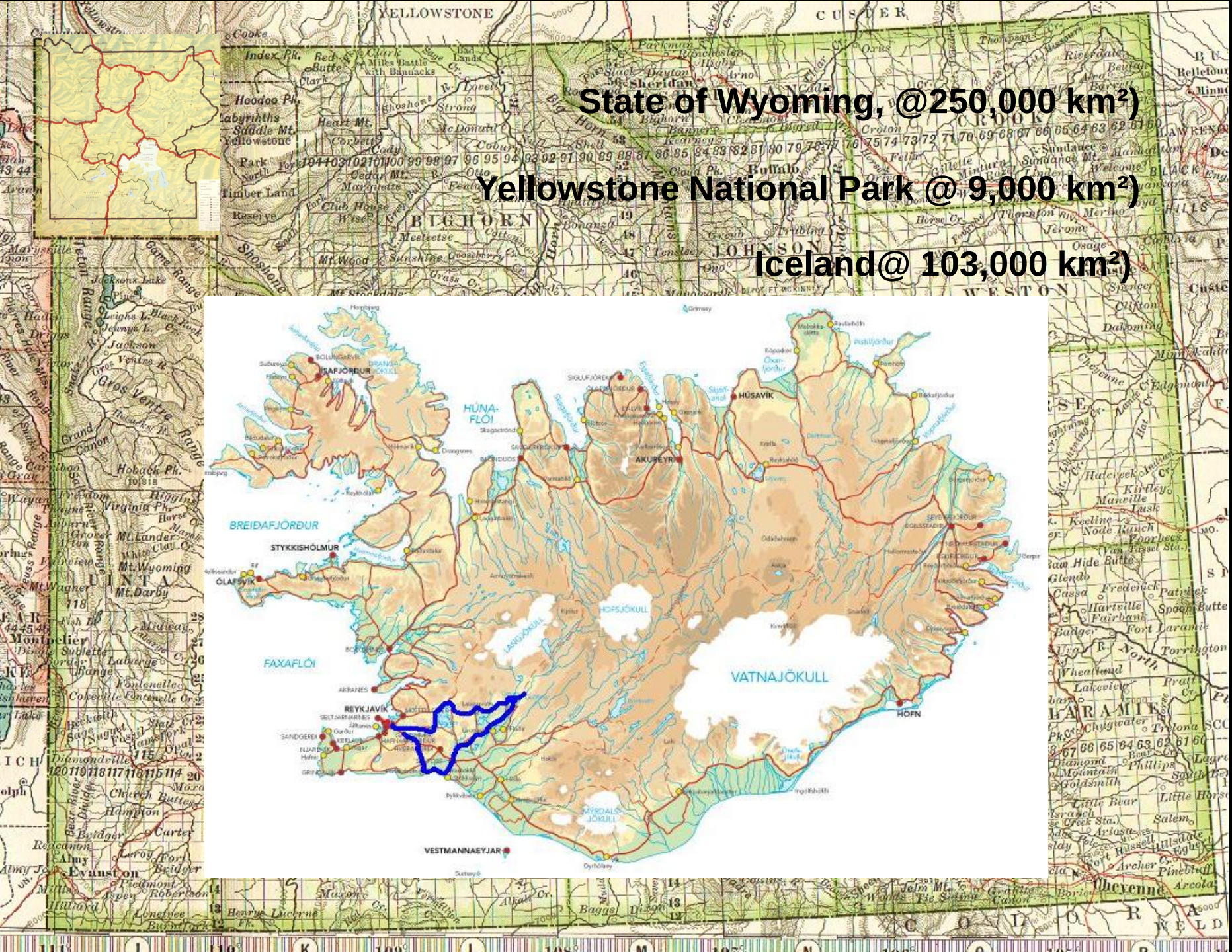
Golden Gate, Yellowstone National Park

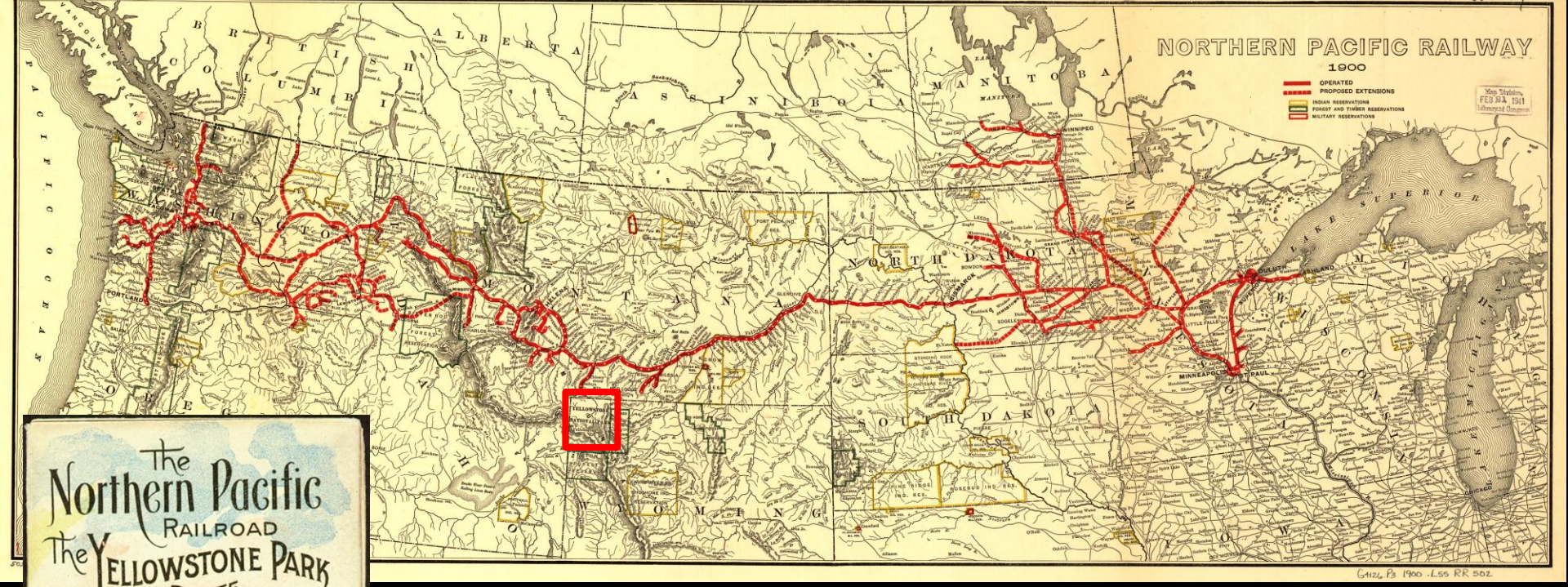
Grand Loop (main visitor automobile route)
Yellowstone NP, Wyoming, @ **225 km**

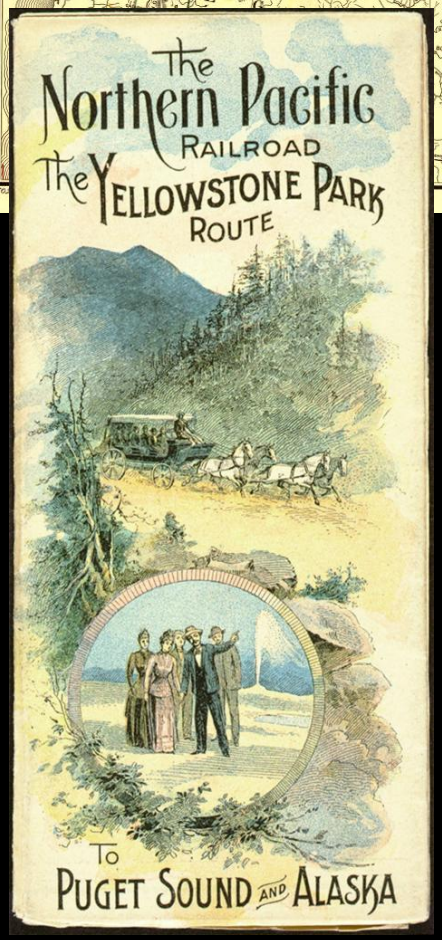
Golden Circle, southwestern Iceland, @**300 km**


State of Wyoming, @250,000 km²)


State of Wyoming, @250,000 km²)
Yellowstone National Park @ 9,000 km²)

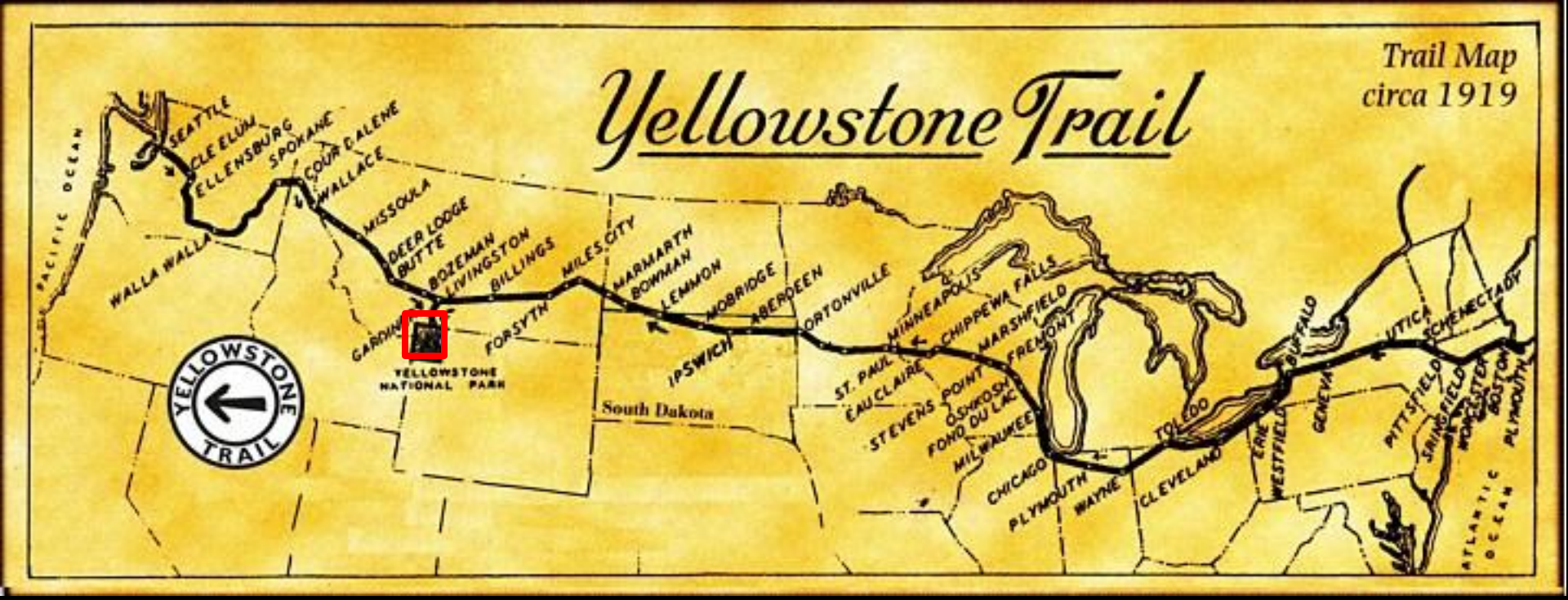

State of Wyoming, @250,000 km²)
Yellowstone National Park @ 9,000 km²)
Iceland@ 103,000 km²)
YELLOWSTONE
CUSTER
BIGHORN
JOHNSON
WESTON
ISAFJÖRDUR
SIGLUFJÖRDUR
AKUREYRI
HÚSAVÍK
HÚNAFLÓI
BREIÐAFJÖRDUR
STYKKISHÓLMUR
ÓLAFSVÍK
FAXAFLÓI
AKRANES
REYKJAVÍK
HOFSJÖKULL
LANGJÖKULL
VATNAJÖKULL
HÖFN
MÝRDALSJÖKULL
VESTMANNAEYJAR





Northern Pacific Railroad reaches Yellowstone in 1883

Grand Loop road system first finished in 1905



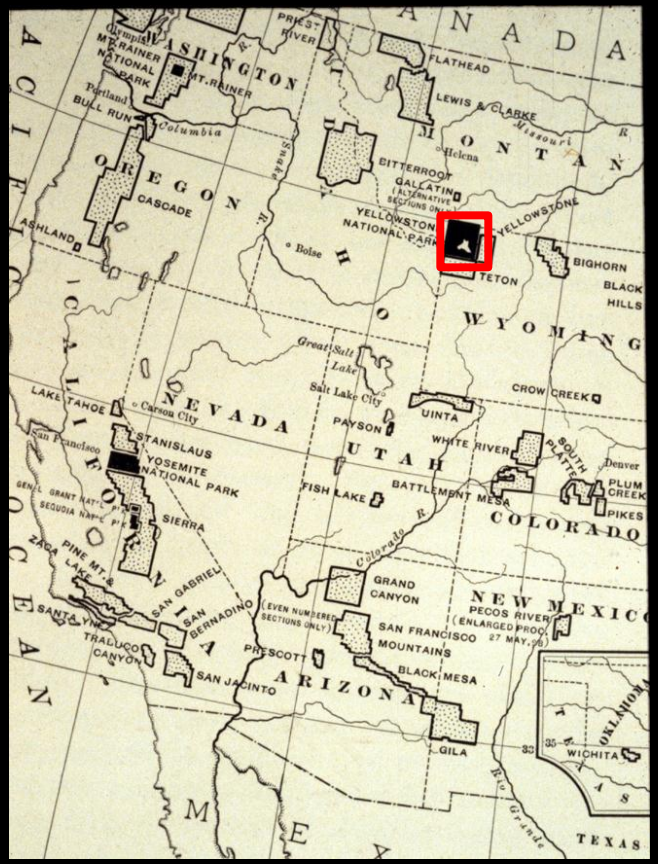
Yellowstone Trail, an early popular automotive route (above) and cars in Yellowstone ca. 1906

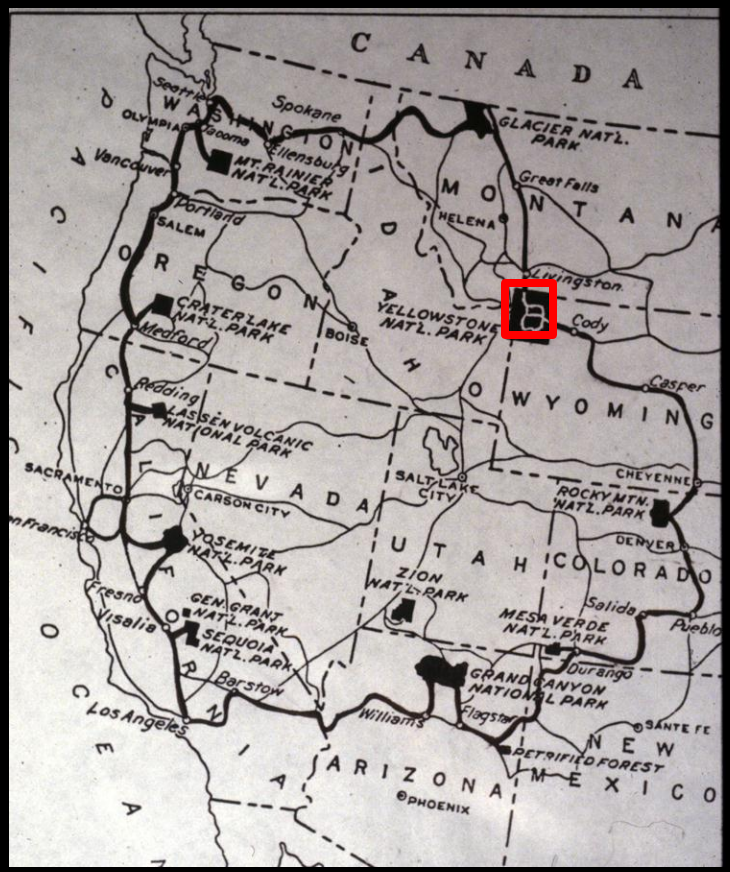

PARADISE VALLEY CAMP GROUND, TATOOSH RANGE IN BACKGROUND, Rainier National Park

Automobile Camping in Yosemite Valley

1916 “Organic Act” creating U.S. National Park Service and stating the PURPOSE of national parks:

Conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.



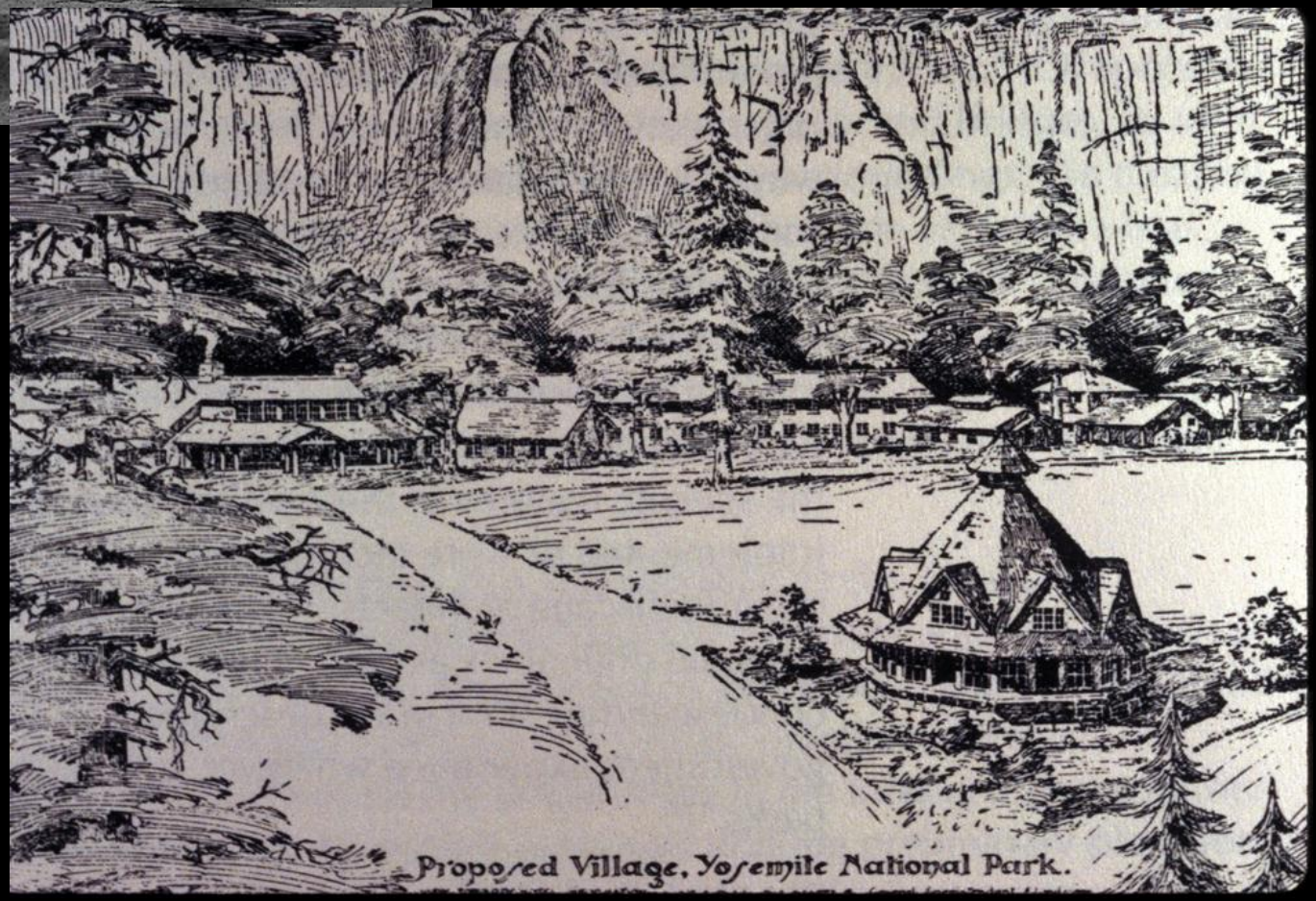


Map from John Muir’s, *Our National Parks* , 1904 (left)

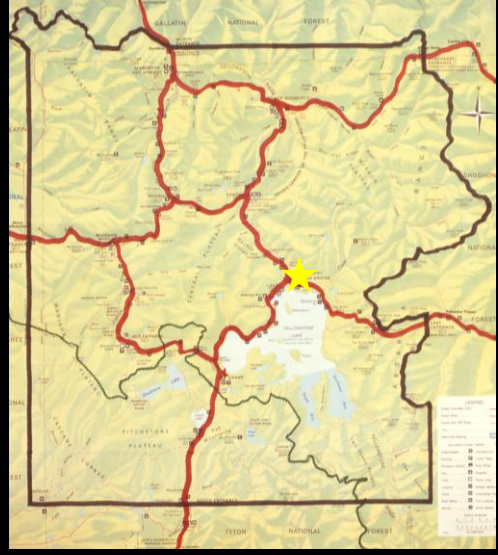
“Park-to-Park Highway” proposal, 1915 (right)

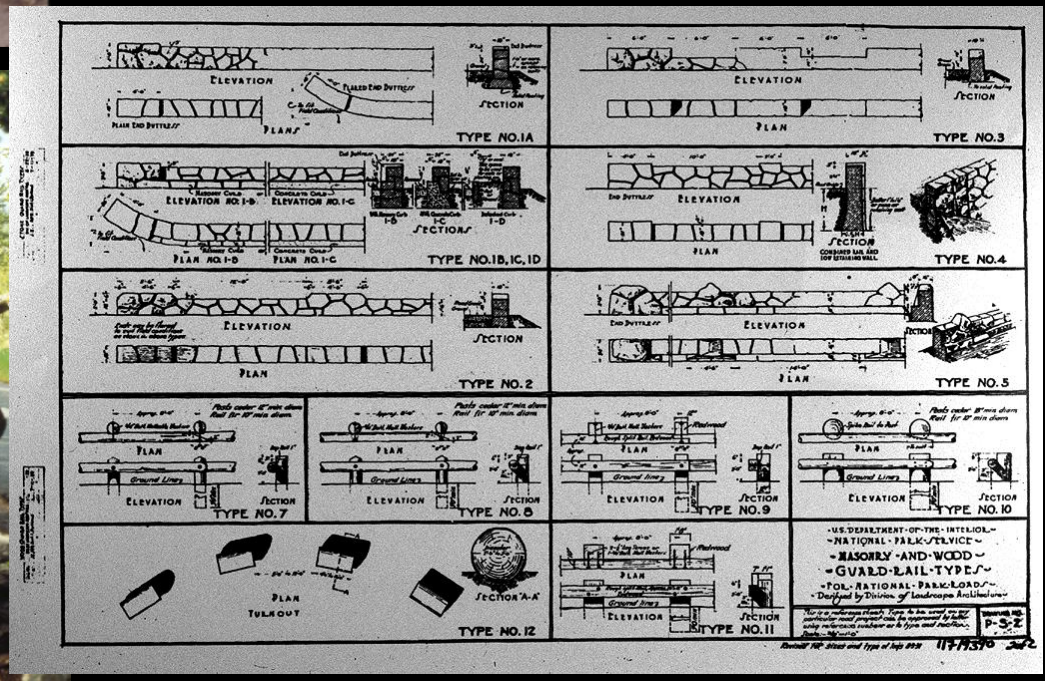

Abbreviations for National Park System Areas
WASHINGTON
OREGON
CALIFORNIA
IDAHO
NEVADA
MONTANA
WYOMING
UTAH
ARIZONA
COLORADO
NEW MEXICO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINNESOTA
IOWA
MISSOURI
ARKANSAS
LOUISIANA
WISCONSIN
ILLINOIS
MICHIGAN
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
PENNSYLVANIA
NEW YORK
MAINE
VT.
N.H.
MASS.
CONN.
R.I.
N.J.
MD.
DEL.
PACIFIC OCEAN
ATLANTIC OCEAN
GULF OF MEXICO
NATIONAL PARK SERVICE
ALASKA
HAWAII
AMERICAN SAMOA
GUAM
PUERTO RICO
VIRGIN ISLANDS

"Old Village," Yosemite Valley, Yosemite National Park, California, in the 1920s, which was built "ad hoc" by concessioners

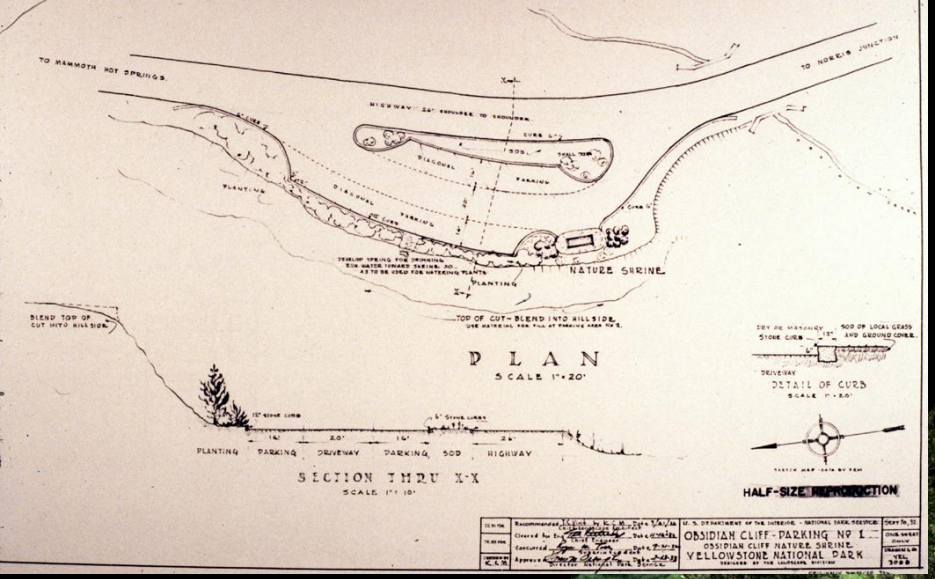


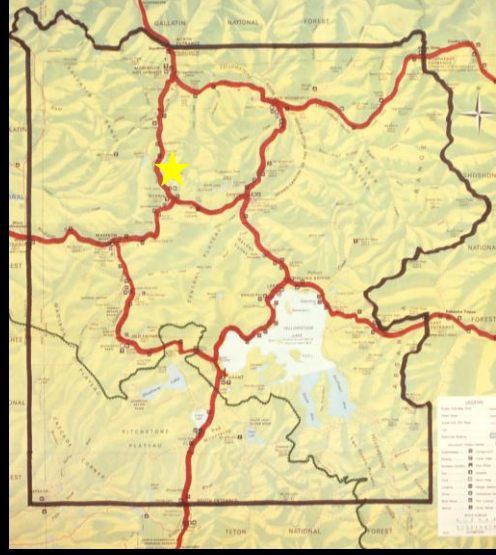
Proposed new village (to replace the scene above), designed by landscape architect Mark Daniels in 1914 (unbuilt)



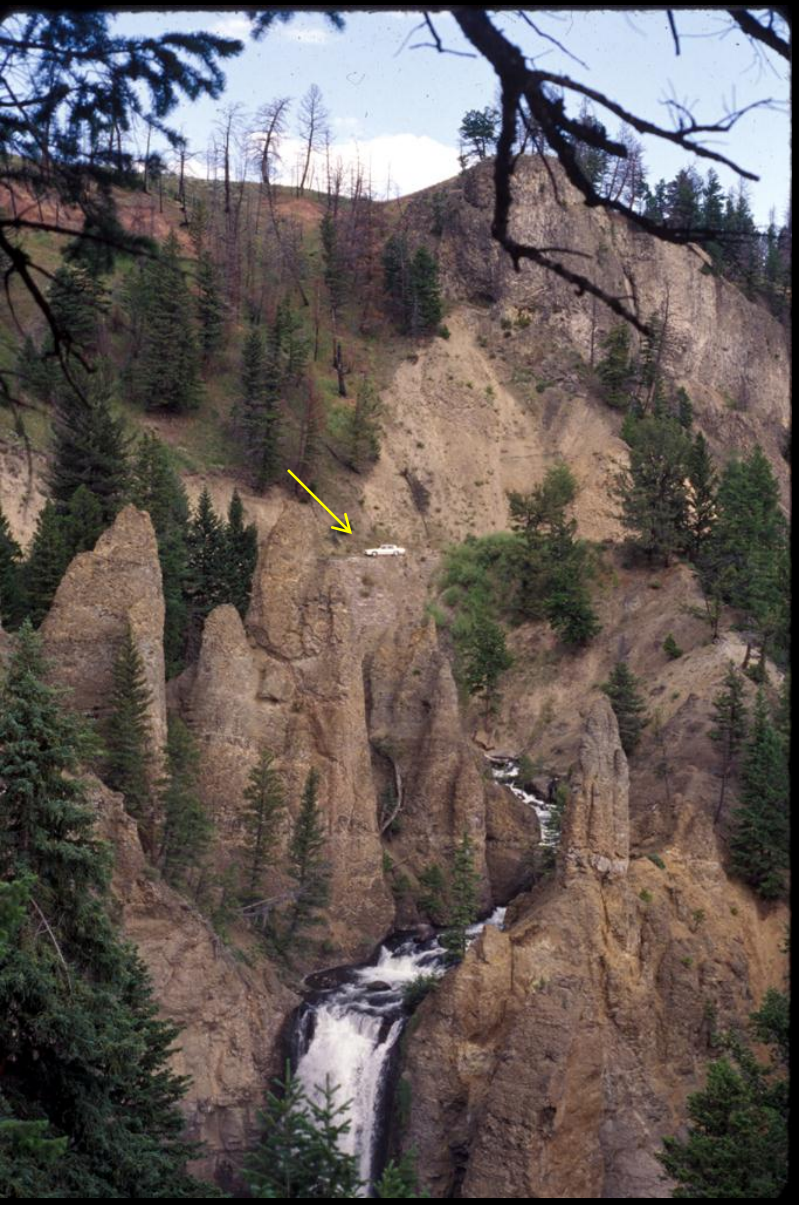


National Park Service construction details for guard rails, retaining walls at Yellowstone, 1920s-30s

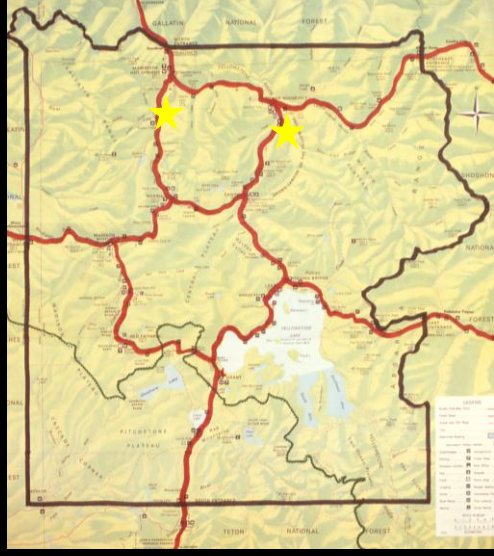




Obsidian Cliff “Nature Shrine,” Yellowstone, designed by NPS landscape architects in the 1920s (roadside interpretation of volcanic geology)



View of Yellowstone Grand Loop road from Tower Falls overlook (1930s, left)



Golden Gate viaduct, Yellowstone Grand Loop (1990s, right)

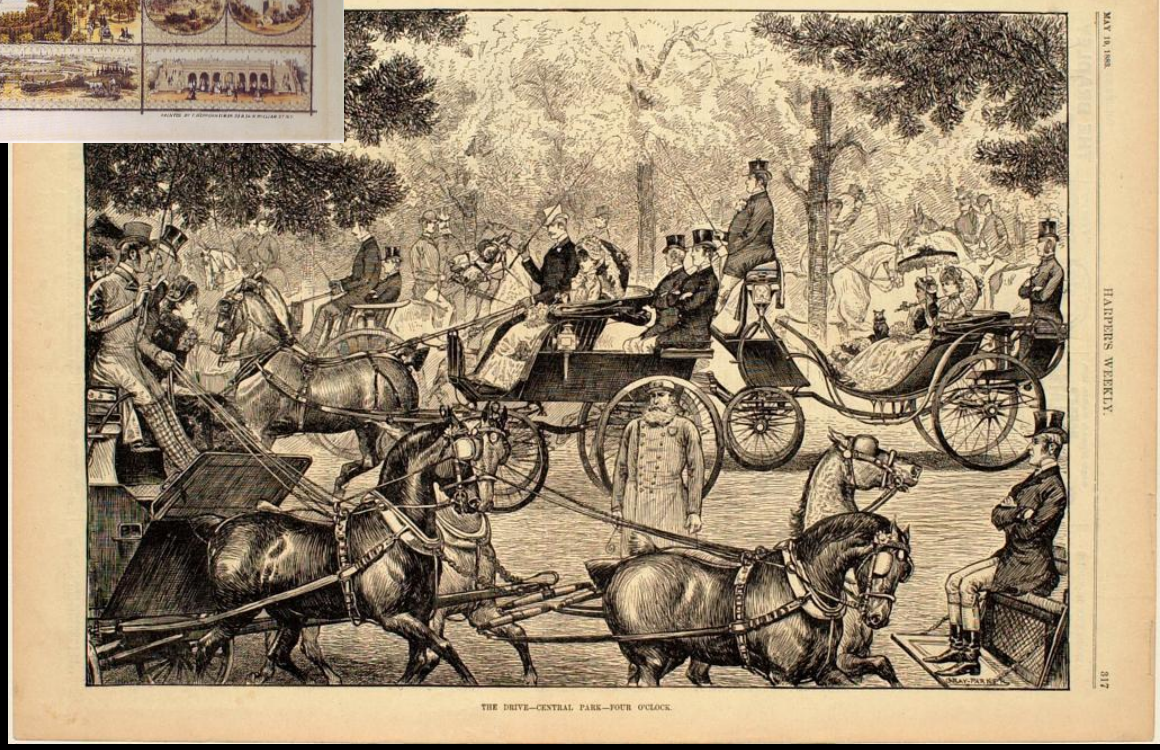
Going-to-the-Sun Highway, Glacier National Park, Montana

The approach to Logan Pass in a 1927 planning diagram, and a view of the site today

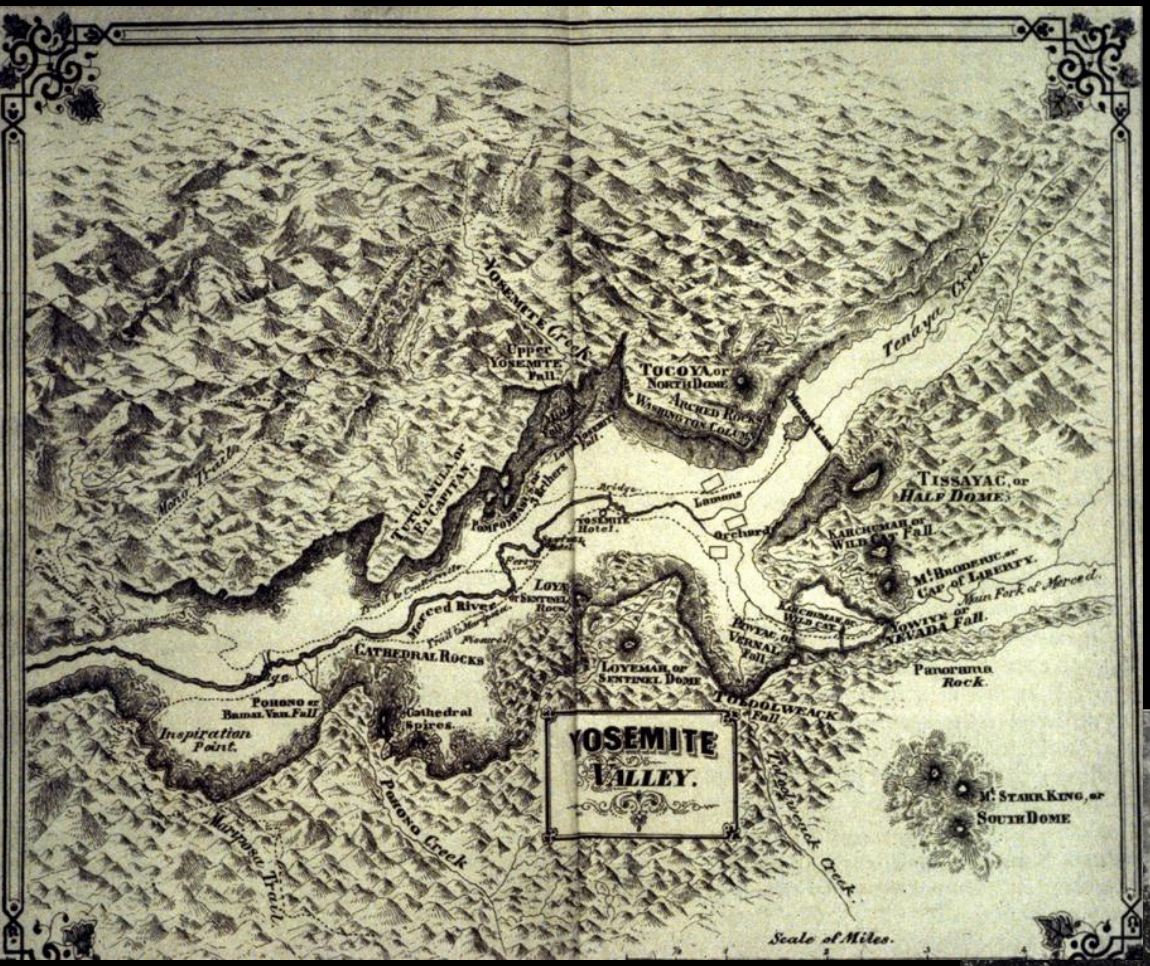
Going-to-the-Sun Road, Glacier National Park, Montana, 1927-1939

Going-to-the-Sun Road, Glacier National Park, Montana, 1927-1939

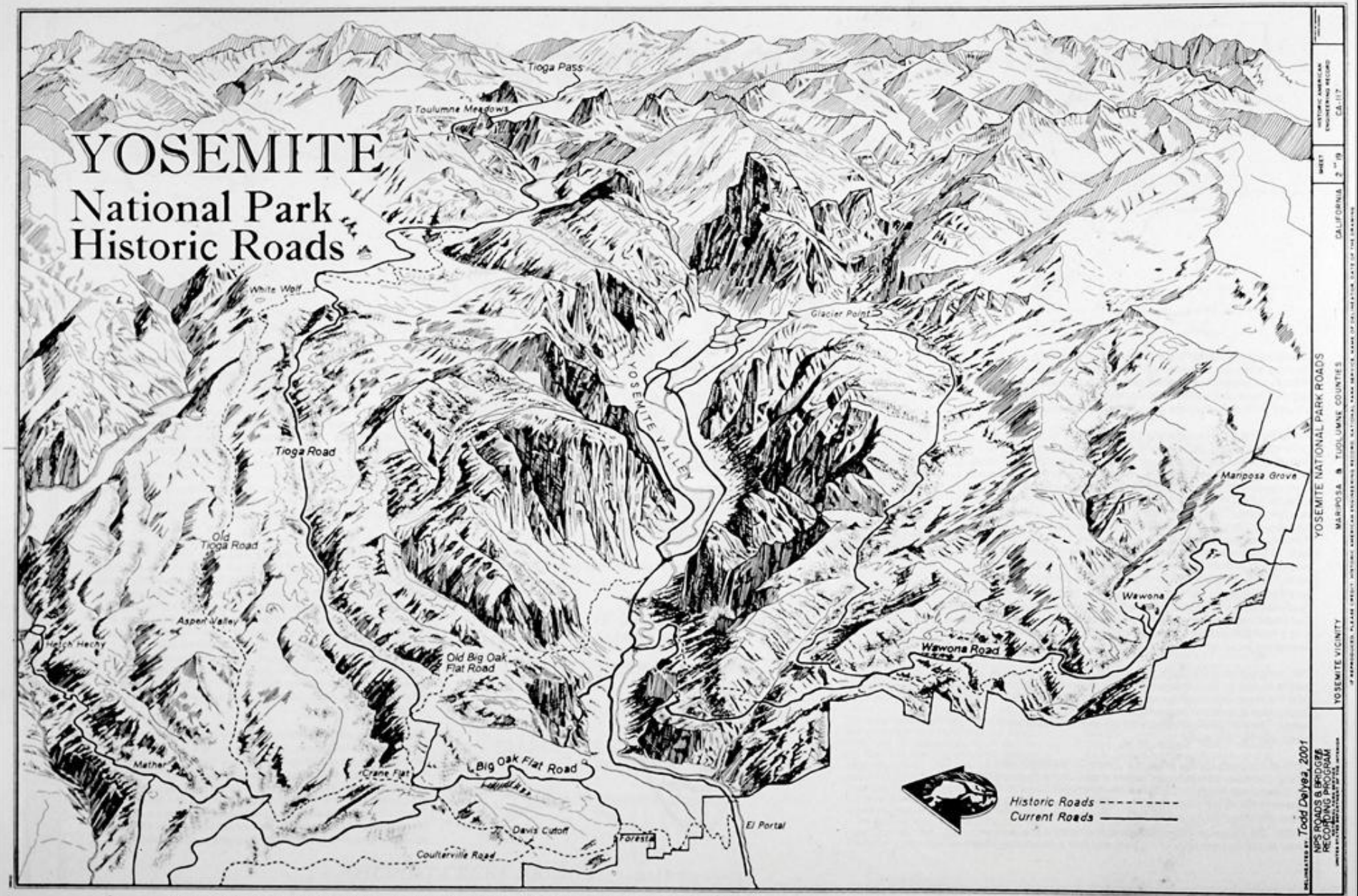
Going-to-the-Sun Road, Glacier National Park, Montana, 1927-1939

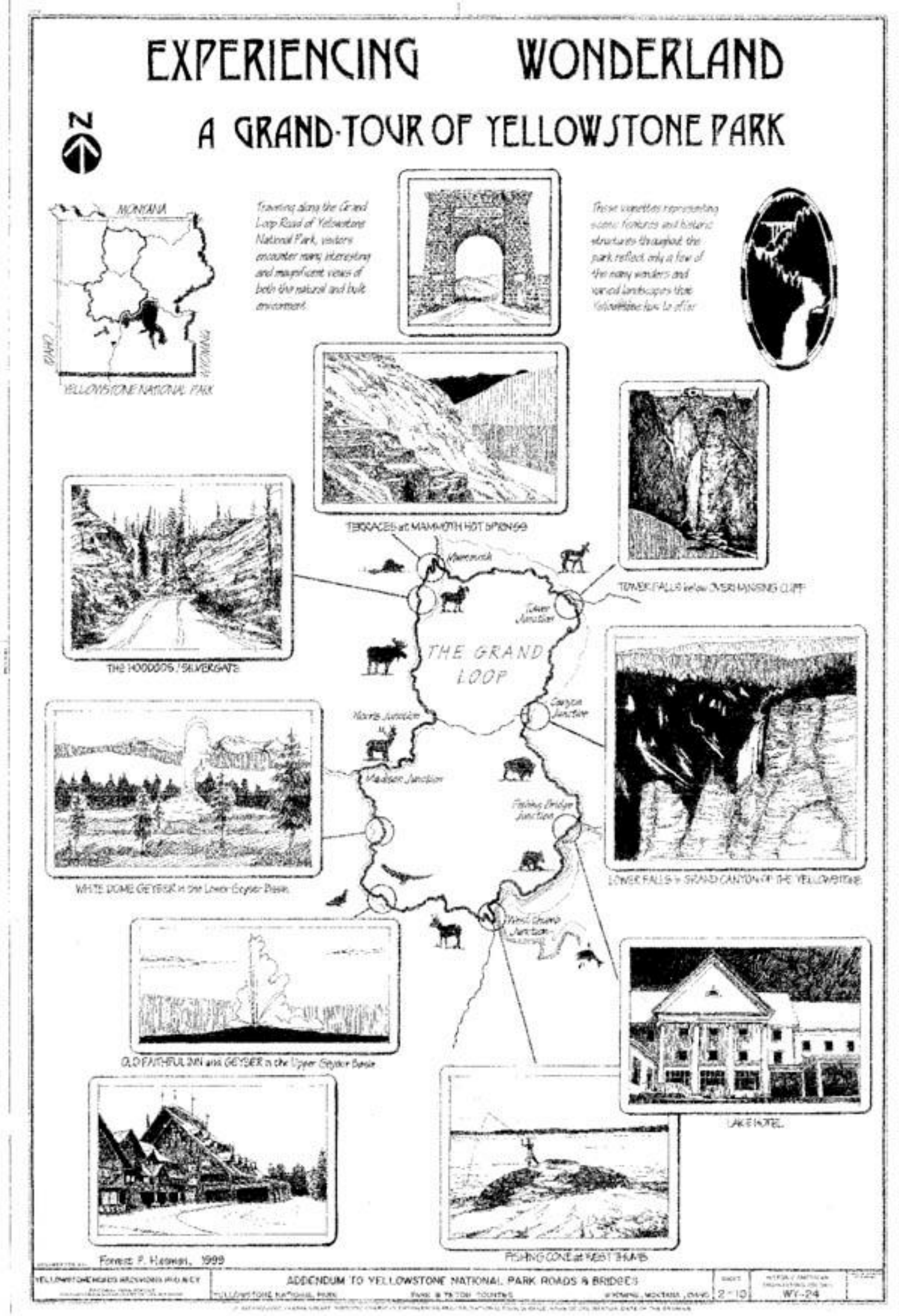


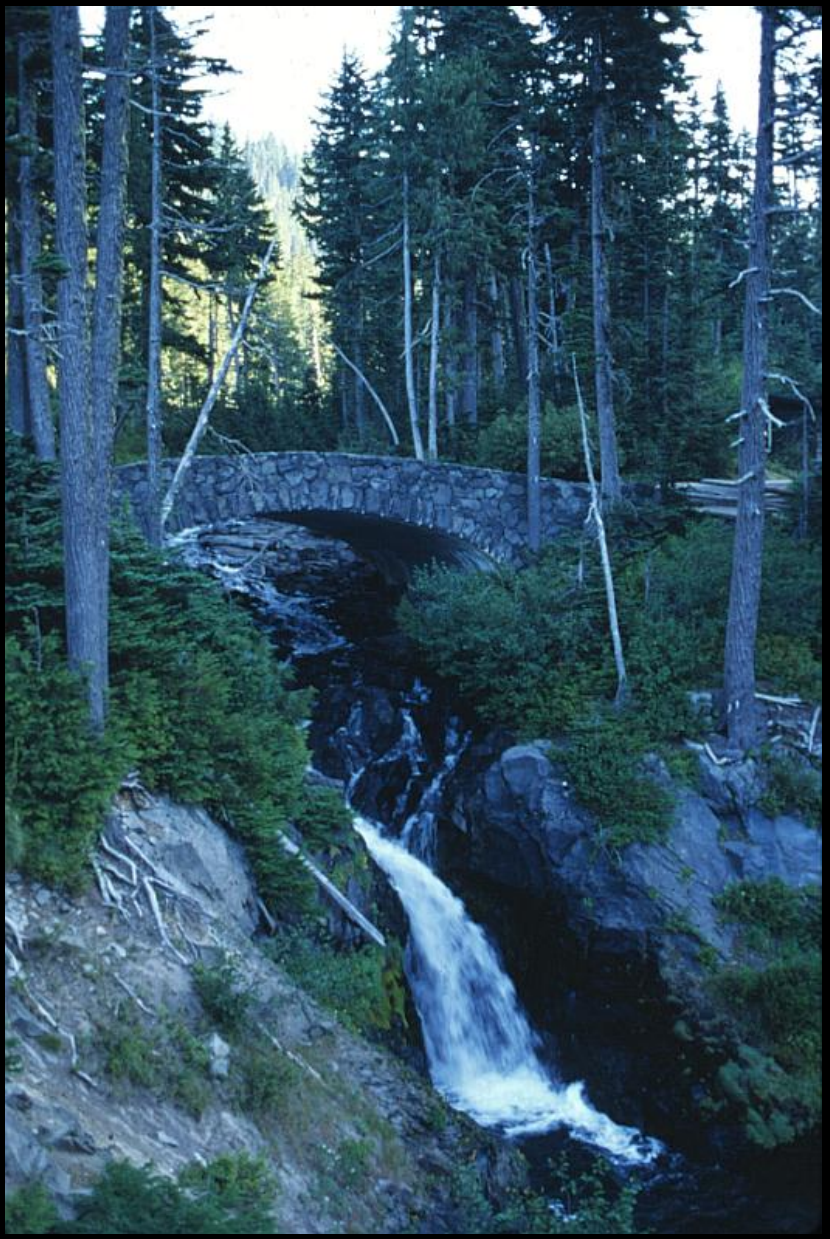
Central Park, New York
(established as park 1853, designed by
Frederick Law Olmsted and
Calvert Vaux 1857-1873)



Yosemite Valley, California
(established as park 1864, planned by Frederick Law Olmsted, 1865)


YOSEMITE
National Park
Historic Roads
Tioga Pass
Toulumne Meadows
White Wolf
Tioga Road
Old Tioga Road
Aspen Valley
Hetch Hetchy
Mather Pass
Crane Flat
Old Big Oak Flat Road
Big Oak Flat Road
Davis Cutoff
Coulterville Road
Foresta
El Portal
YOSEMITE VALLEY
Glacier Point
Mariposa Grove
Wawona
Wawona Road
Historic Roads
Current Roads
YOSEMITE NATIONAL PARK ROADS
MARIPOSA & TUOLUMNE COUNTIES
CALIFORNIA
YOSEMITE VICINITY
NPS ROADS & BRIDGES RECORDING PROGRAM
Delineated by Todd Delvea, 2001
HISTORIC AMERICAN ENGINEERING RECORD
CA-117
SHEET 2 OF 19

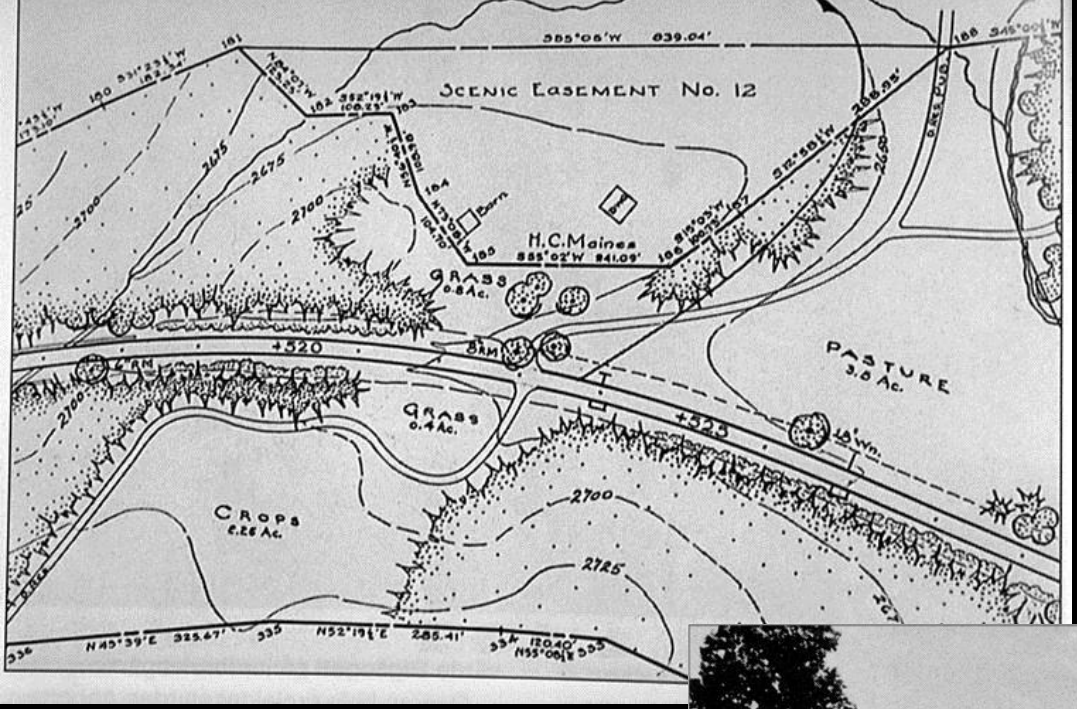

EXPERIENCING WONDERLAND
A GRAND-TOUR OF YELLOWSTONE PARK
N
MONTANA
YELLOWSTONE NATIONAL PARK
Traveling along the Grand Loop Road of Yellowstone National Park, visitors encounter many interesting and magnificent views of both the natural and built environment.
These vignettes representing scenic features and historic structures throughout the park reflect only a few of the many wonders and varied landscapes that Yellowstone has to offer.
TERRACES at MAMMOTH HOT SPRINGS
TOWER FALLS below OVERHANGING CLIFF
THE HOODOOS / SILVERGATE
THE GRAND LOOP
WHITE DOME GEYSER in the Lower Geyser Basin
LOWER FALLS & GRAND CANYON OF THE YELLOWSTONE
OLD FAITHFUL INN and GEYSER in the Upper Geyser Basin
LAKE HOTEL
FISHING CONE at WEST THUMB
Forrest P. Hasman, 1999
ADDENDUM TO YELLOWSTONE NATIONAL PARK ROADS & BRIDGES
YELLOWSTONE NATIONAL PARK
PARK & TETON COUNTIES
WYOMING, MONTANA, IDAHO
WY-24

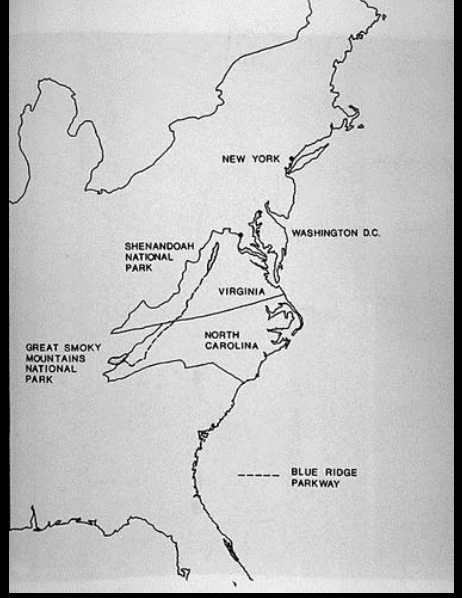


Narada Falls Bridge and park road, Mount Rainier National Park (Washington), 1920s-30s

Generals Highway, Sequoia and Kings Canyon National Parks (California), 1920s-30s (above)

Generals Highway, Sequoia and Kings Canyon National Parks (California), 1920s-30s (right)

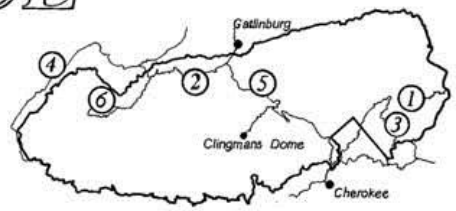




Blue Ridge Parkway
(Virginia and North Carolina)

MOTORIST EXPERIENCE

The roads in Great Smoky Mountains National Park offer a wide range of experiences for the motorist. Scenic overlooks and planned vistas were designed throughout the park to direct the visitor's eye. The roads travel over a variety of topography and provide differing views ranging from; gentle farmlands, deep river valleys, climbing mountain roads, steep gravel switchbacks, sweeping ridgetops, historical and natural points of interest.



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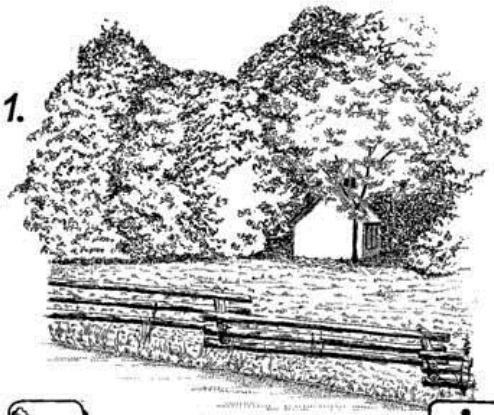
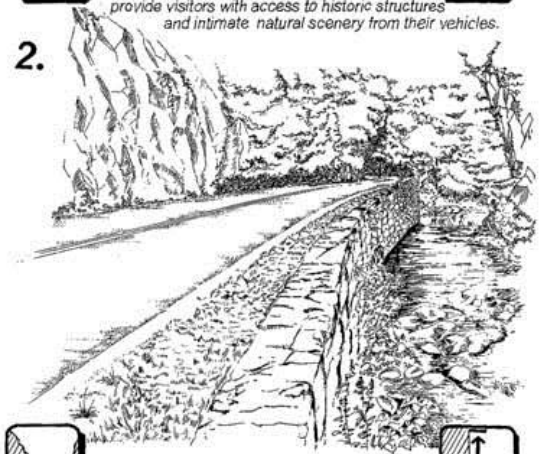


Points of Interest - Several roads are designed to showcase specific natural and historical points of interest. Roads such as Cataloochee provide visitors with access to historic structures and intimate natural scenery from their vehicles.

2.

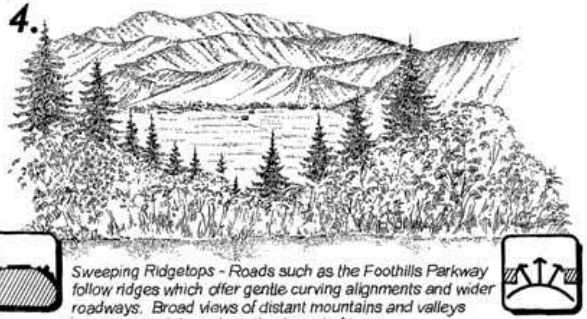


Deep River Valleys - The Little River and Laurel Creek roads twist and turn between narrow gorge walls and offer only limited views of the scenic river and walls above. The road, carried by a revetment wall, is dimly lit as the tree canopy is dense and the gorge walls are tall.

3.

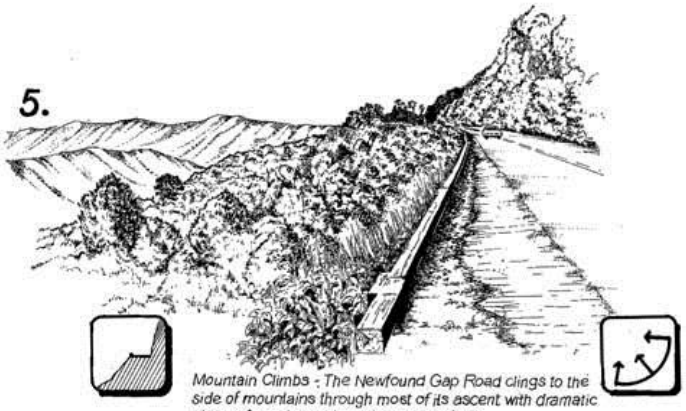
Steep Switchbacks - Rich Mountain Road and other similar gravel routes maintain the character of historical pioneer travel through the Smoky Mountains. The single-lane roads follow the topography of the land up, over and around ridges in a series of switchbacks.

4.



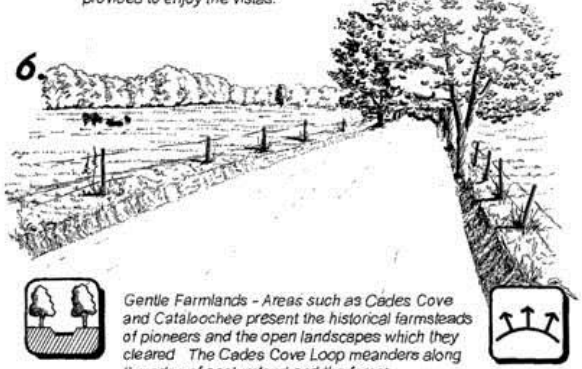
Sweeping Ridgetops - Roads such as the Foothills Parkway follow ridges which offer gentle curving alignments and wider roadways. Broad views of distant mountains and valleys are presented through areas cleared of trees.

5.



Mountain Climbs - The Newfound Gap Road clings to the side of mountains through most of its ascent with dramatic views of nearby peaks, ridges and valleys. The roadway is benched into the steep slopes using retaining walls and many pullouts are provided to enjoy the vistas.

6.



Gentle Farmlands - Areas such as Cades Cove and Cataloochee present the historical farmsteads of pioneers and the open landscapes which they cleared. The Cades Cove Loop meanders along the edge of pastureland and the forest.

GREAT SMOKY MOUNTAINS NATIONAL PARK
ROADS & BRIDGES
SEVIER COUNTY
TENNESSEE

GATLINBURG VICINITY

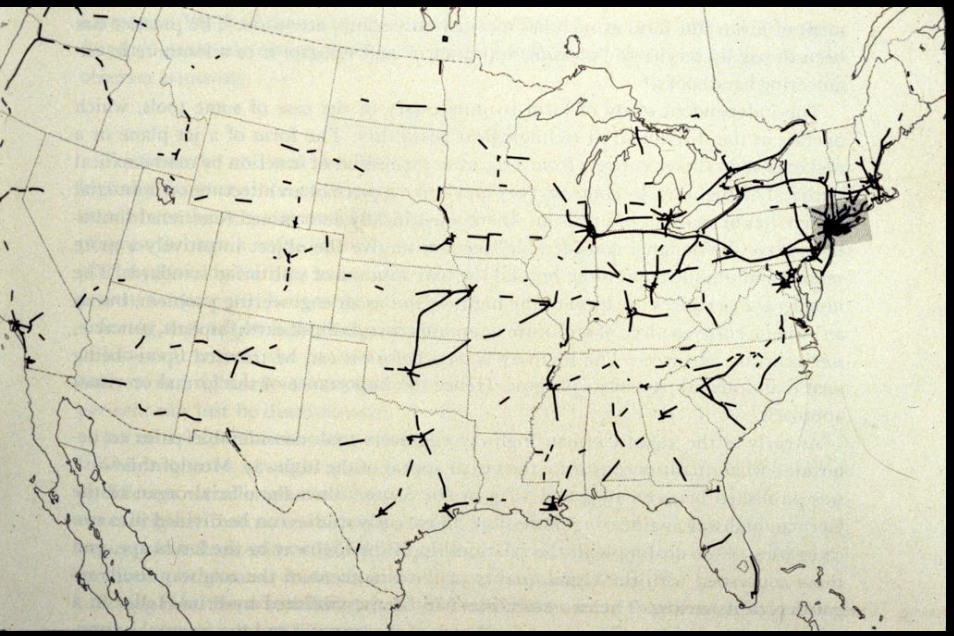
DELINEATED BY DOROTA SIKORA, 1996

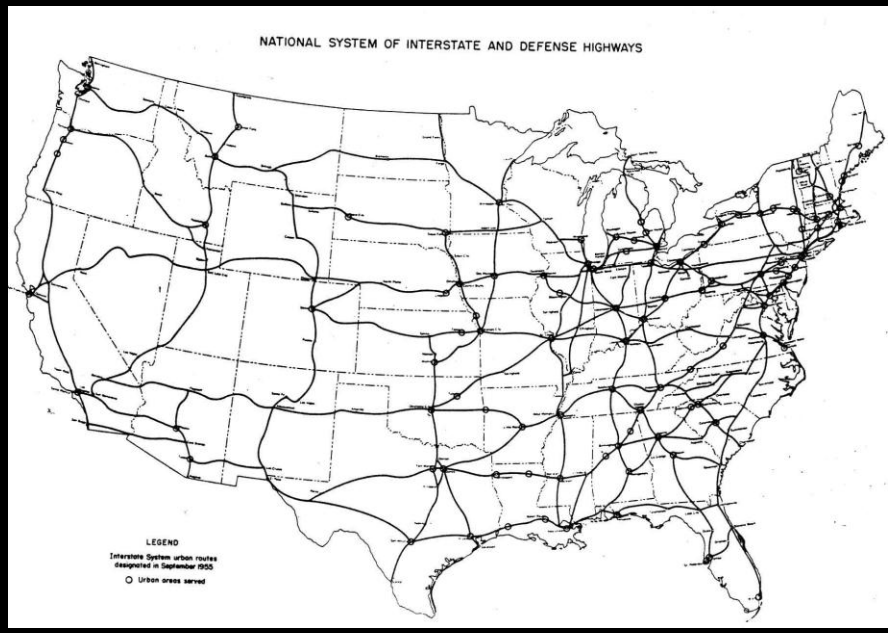
NATIONAL PARK SERVICE ROADS & BRIDGES RECORDING PROGRAM

HISTORIC AMERICAN ENGINEERING RECORD TN-35

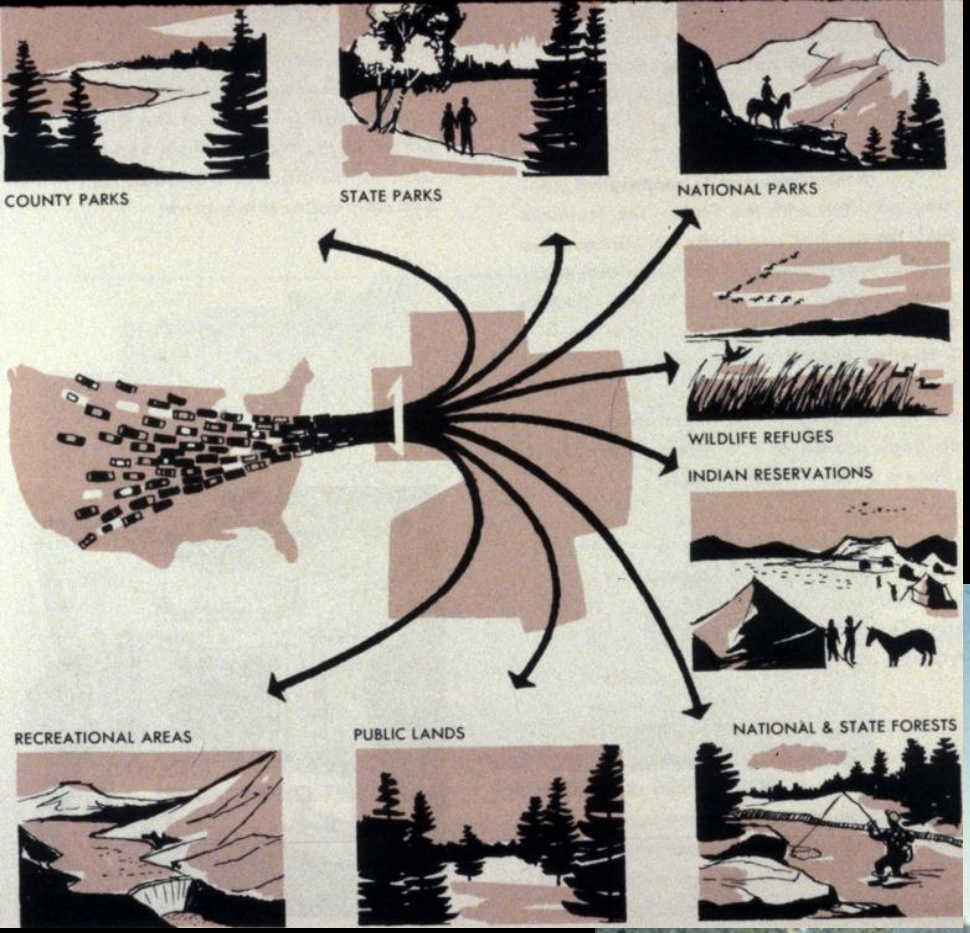
SHEET 6 OF 11

IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING





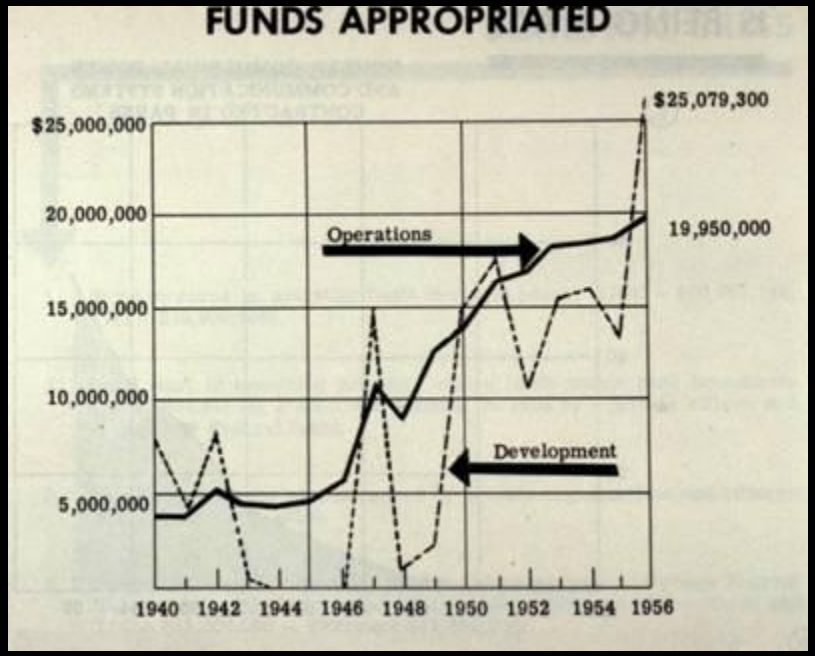
Progress of U.S. Interstate Highway System construction, 1940s-1960s

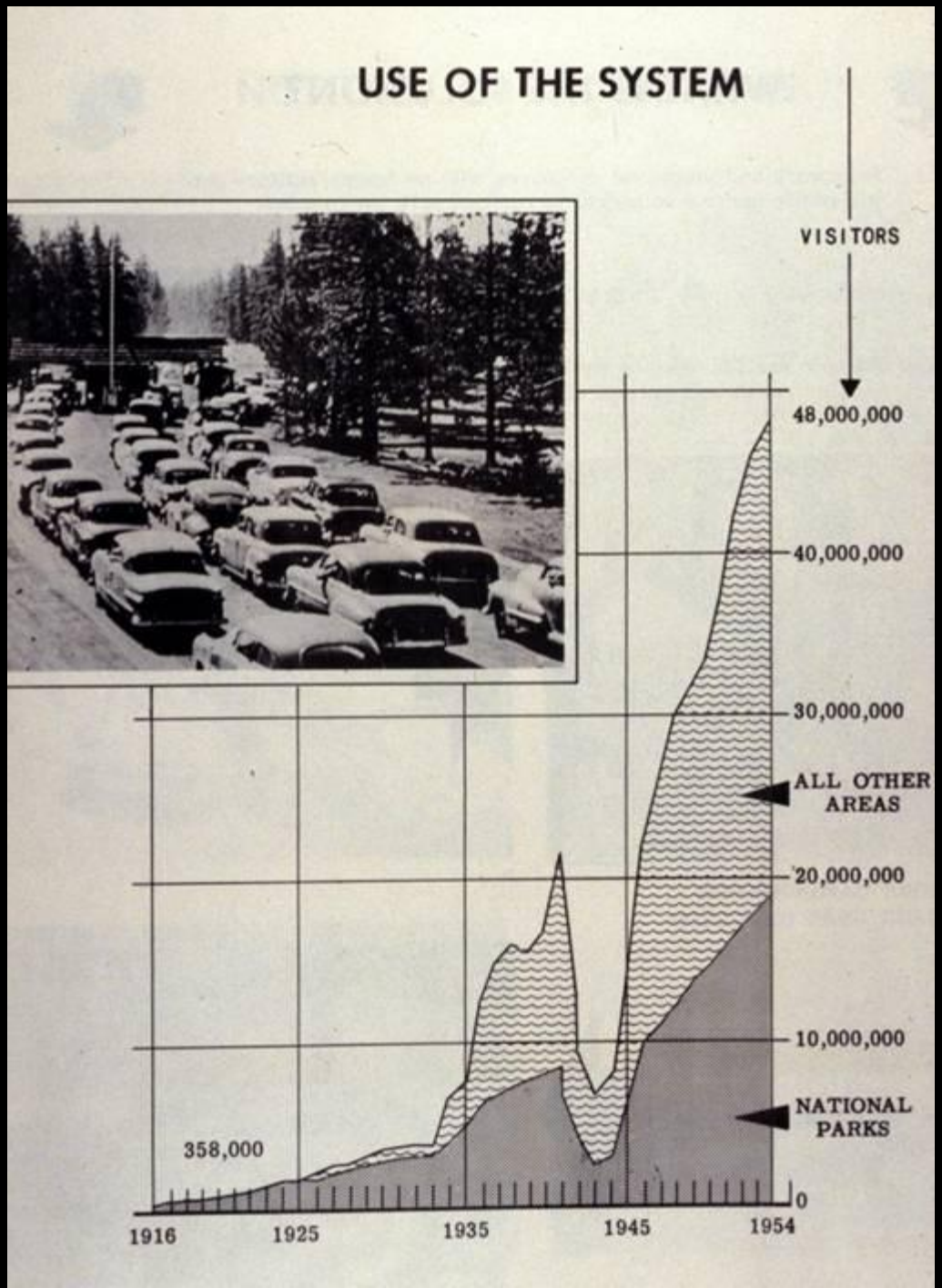


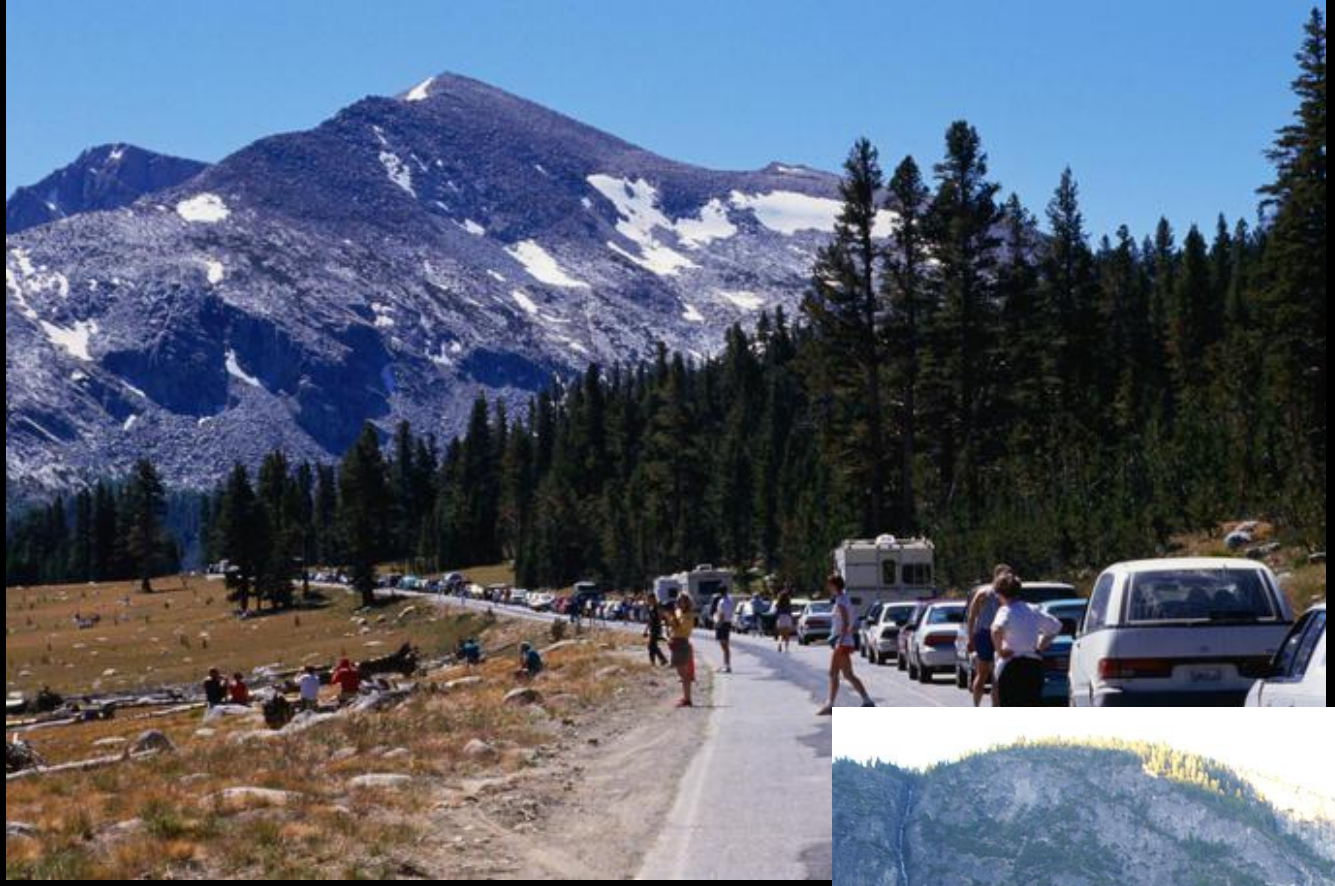
Traffic in Yellowstone National Park, Wyoming, ca.1955

"The dilemma of our parks…"

Newton Drury, NPS Director, 1949







Traffic in Yosemite National Park, California, today

"MISSION 66"

- One billion dollars spent between 1956 and 1966 to modernize and expand the U.S. national park system;
- Overall Purpose: to allow great increase in visitors (in cars) while (hopefully) protecting park landscapes—"Enjoyment without Impairment";
- Capacity increased through construction: widening roads, enlarging parking lots and campgrounds, building visitor centers, etc.;
- Intended (in many cases) to remove overnight lodges and create "day use" destinations in parks (visitor centers, picnic areas, overlooks, etc.) relocated to less "sensitive" areas;
- Success or failure? Still debated! But some good, some bad…

Carlsbad Caverns National Park Visitor Center, New Mexico

Oak Creek Visitor Center, Zion NP, Utah

Panther Junction Visitor Center, Big Bend NP, Texas

MISSION

66

in action

Tioga Road, Yosemite National Park, and contemporary editorial cartoon

“Mission 66”: SUCCESS OR FAILURE?

Expanded the national park system (new parks, new types of parks)

Increased funding and professional capacity of NPS

Prevented more widespread destruction, considering numbers of tourists involved

Kept the park system “public” in meaningful ways

Overemphasis on “recreation” not preservation and appreciation

Did not integrate science and scientists adequately

Created undesirable new development (road widenings, motel complexes)

Limited public experience to “windshield tourism” for TOO MANY PEOPLE AND CARS

Denali Road, Denali National Park, Alaska

As begun (left) and as “finished” (above)

Some Lessons of U.S. National Park History

- The status of all U.S. national parks as a system of protected landscapes has greatly helped protect them from inappropriate development;
- Centralized development standards and policy have been vital, and they have been changed when road widening or other development went too far;
- Above all, road design standards (capacity and speed) have enormous implications for visitors' landscape experiences…

designing the parks

About

Principles for Public Park Planning and Design

» Principle Concepts
» About
» Contact Us

Preliminary Design Principles

Six design principles emerged from the rich and varied discussion that took place last year during Designing The Parks Part II at Cavallo Point. They are:

Park planning and design must demonstrate:

- Reverence for place;
- Engagement of all people;
- Expansion beyond traditional boundaries;
- Sustainability;
- Informed decision-making;
- An integrated research, planning, design, and review process.

» Contact Us

What's New

For the most recent updates, check our 'Latest News' tab!!

Visit our **Forum**, on the home page and comment on our new principles!!

Just uploaded a new **Case Study** under 'Resources.' Check it out!!

NEW PRINCIPLES!!! Tell us what you think

With the wonderful completion of our newest award program, Parks for the People: A Student Competition to Reimagine America's National Parks, we have released our newly refined design principles! These new principles have been created by reexamining the draft principles from 2008, and really analyzing what we have learned from our awards programs. The Designing the Parks Awards Winners and Parks for the People student proposals were incredibly inspiring and ultimately forced us to take another look at condensing and improving our previous principles. Here is what we have:

Park Planning and Design Principles:

Respect Place

Engage All

Model Sustainability

Design Beyond Boundaries

Communicate Clearly

We would love to get some feedback, so please feel free to comment with suggestions!

Login or register to post comments

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Submitted by ThomasWALTON1976 on Thu, 2013-05-02 00:50.

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Refined Design Principles

Our newly refined Park Planning and Design Principles!!!

- Respect Place
- Engage All
- Model Sustainability
- Design Beyond Boundaries
- Communicate Clearly

Please visit our Forum on the home page to leave any comments on these new principles!

Then (1966)

Less diverse nation, less diverse public

Growing size of visiting public

Threats inside park borders: public “loving parks to death”

Automotive public tourism accommodated

Passive public experience (through a windshield?)

Now (2016)

More diverse population (but often not in national parks!)

Flat or declining visitation (?)

Threats outside borders: climate change, habitat loss, sprawl

Alternative transportation and experience sought

Reclaimed, more direct relationship between public and park landscapes sought

Then (1966)	Now (2016)
No public participation, no environmental “compliance”	Lots of public participation—resources better protected
Almost 100% public funding	Partnership funding/user fees, in addition to public funding
No public process; centralized control of planning, design	Local initiative, meetings, partnerships, consultants
Perceived monolithic public and “public interest”	Multiple publics, interests, sources of funding
Single interpretive narrative to serve “the” public	Multiple and layered meanings for diverse publics

BEYOND the “Visitor Center”?

- An idea (and a name) created by U.S. National Park Service planners in 1955—linked to automotive tourism.

- VCs today include more office space, retail space, etc.—
- Is all the added program needed?

- Do some VCs dominate the park experience rather than enhance it (IMAX theaters, etc.)?

- Are large buildings affordable, sustainable, or desirable in park landscapes?

- Are there “DE-centralized” options that encourage less passive forms of landscape engagement?

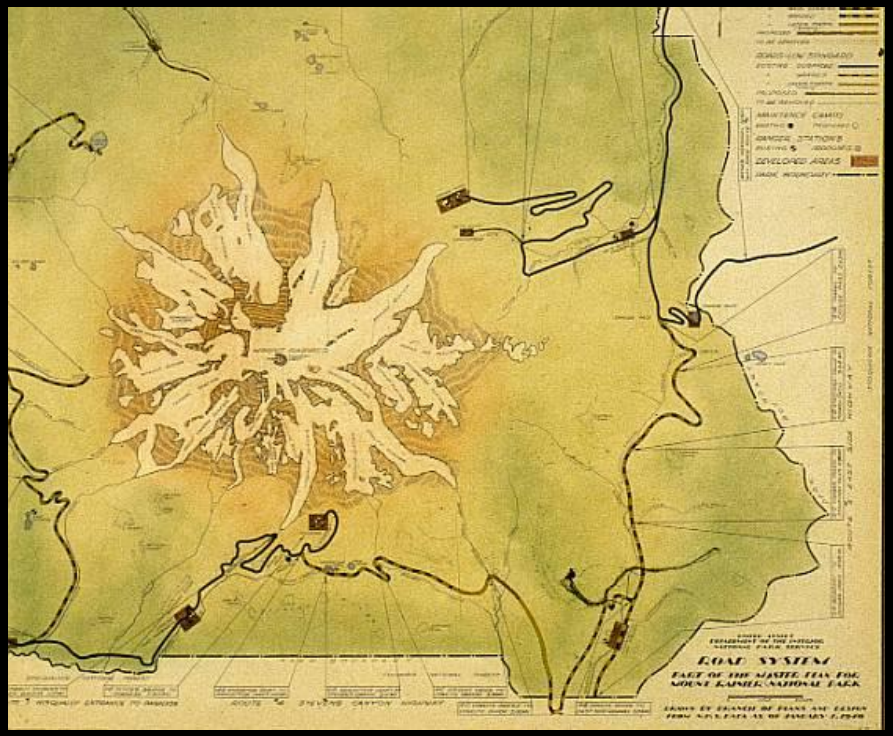
- Are there other options to the VC/automotive tourism concept?

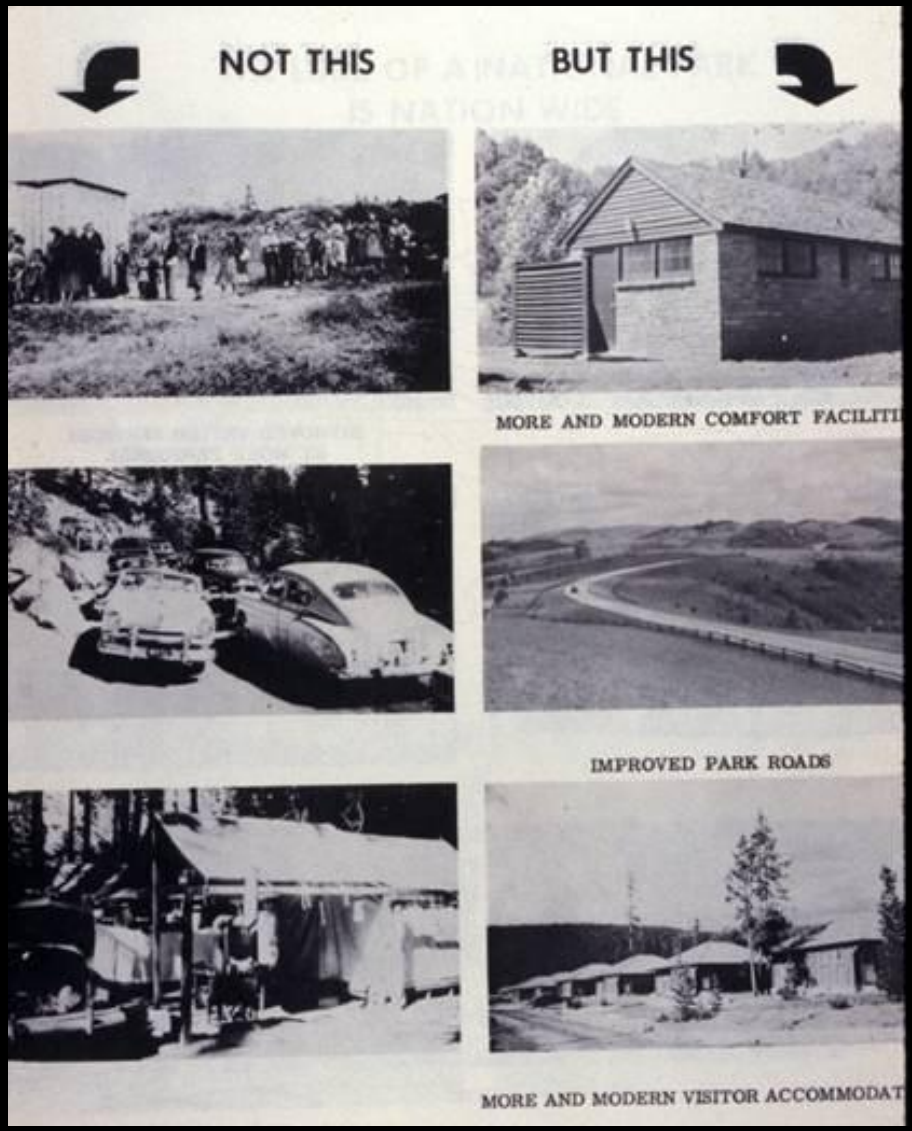
MISSION 66:

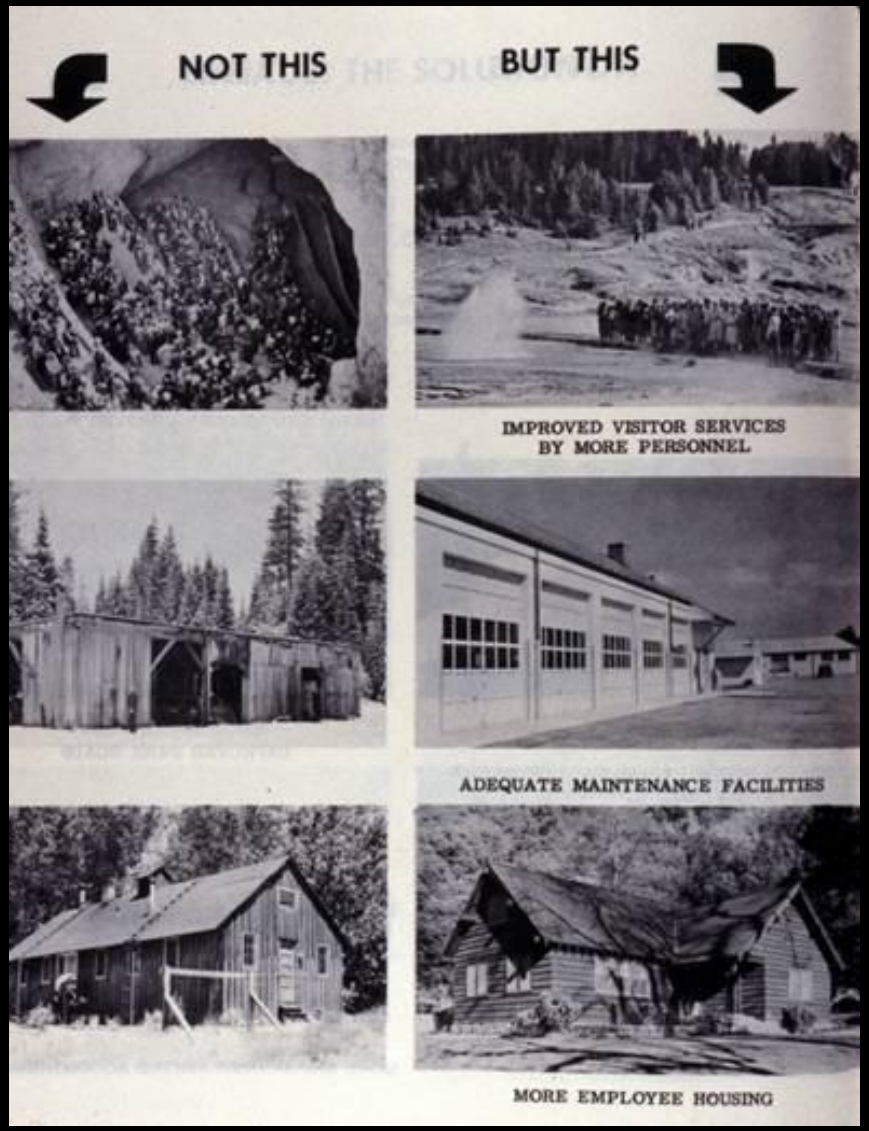
Parks as “day use” or overnight destinations? Or often BOTH—

Paradise Inn (1917) not demolished as planned…

Paradise Visitor Center, completed 1967

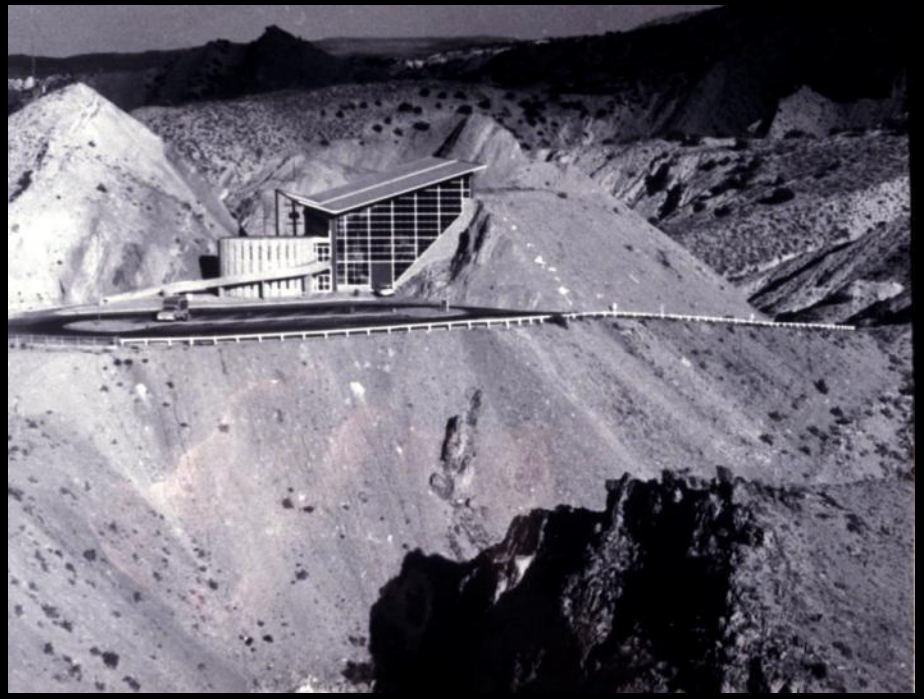






Mission 66 Brochure, 1956

Craters of the Moon Visitor Center (Idaho)

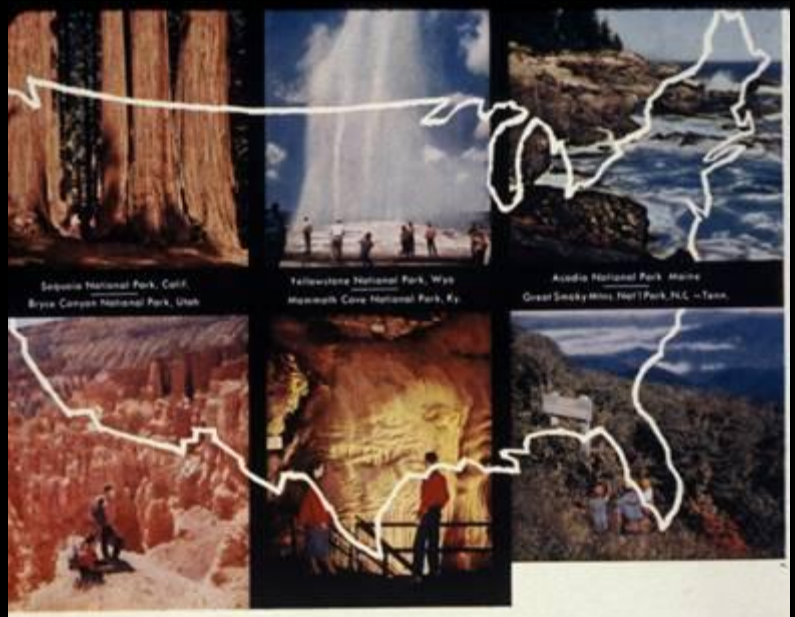


Quarry Visitor Center, Dinosaur National Monument, Anshen and Allen, 1957

YOUR MISSION 66 AND THE NATIONAL PARKS

A PASSPORT TO ADVENTURE

Presented by: PHILLIPS 66 PHILLIPS PETROLEUM COMPANY



From coast to coast *Mission 66* means better vacations for you...

-filling mountains . . . breath-taking gorges . . . vistas to cken the pulse . . . historic sites to stir the heart – all e are part of the National Park System, and all these *now have more to offer to more Americans* – thanks Mission 66.

nitiated by Conrad L. Wirth, National Parks Director, endorsed by the 84th Congress, Mission 66 is a 10- r program to conserve, develop and staff the National ks, so that by 1966, they may accommodate *an esti- ed 80 million vacationers a year.* Technically the pro- m includes expansion of overnight facilities, better ds and sanitation and enlarged interpretive activities. ually it is an investment in America's heritage.

Our far-flung system of National Parks, the greatest in the world, had its beginning in 1870. A small group of public-spirited men, after exploring the Yellowstone, huddled around a campfire in the Wyoming wilds and decided that these natural wonders should be preserved as a public park for the benefit of future generations.

It is good to know that, thanks to Mission 66, the campfire is still burning bright . . .

FREE Tour Information

If you would like to visit the National Parks on your next vacation, or drive anywhere in the U.S.A., let us help plan your motor trip. Write: Tour Bureau, Sinclair Oil Corporation, 600 Fifth Avenue, New York 20, N. Y.— ask for our colorful National Parks Map.

SINCLAIR HAILS MISSION 66 and the public officials, the Congress, conservation agencies and private citizens who have made this important project an actuality.

SINCLAIR
A Great Name in Oil

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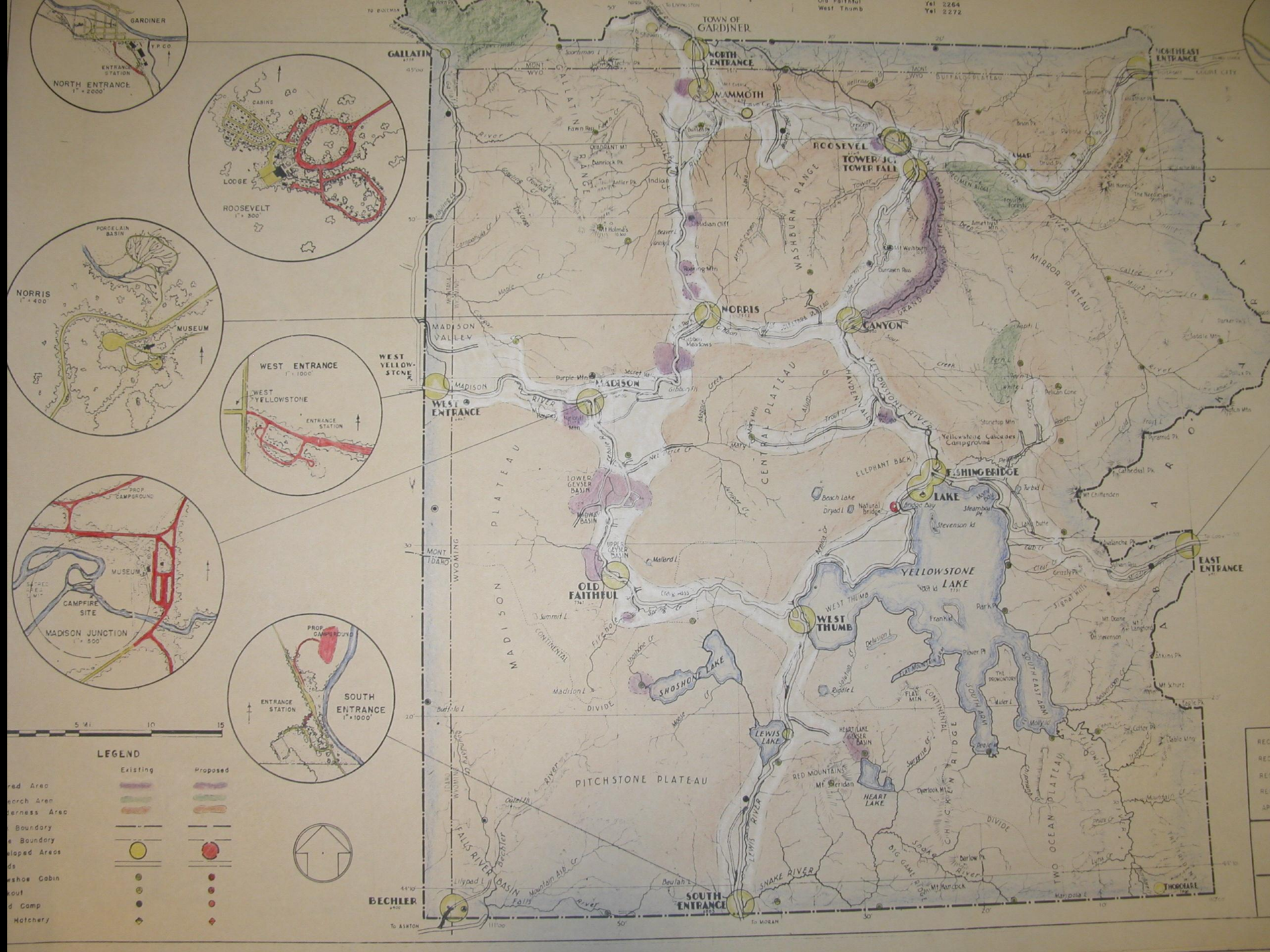
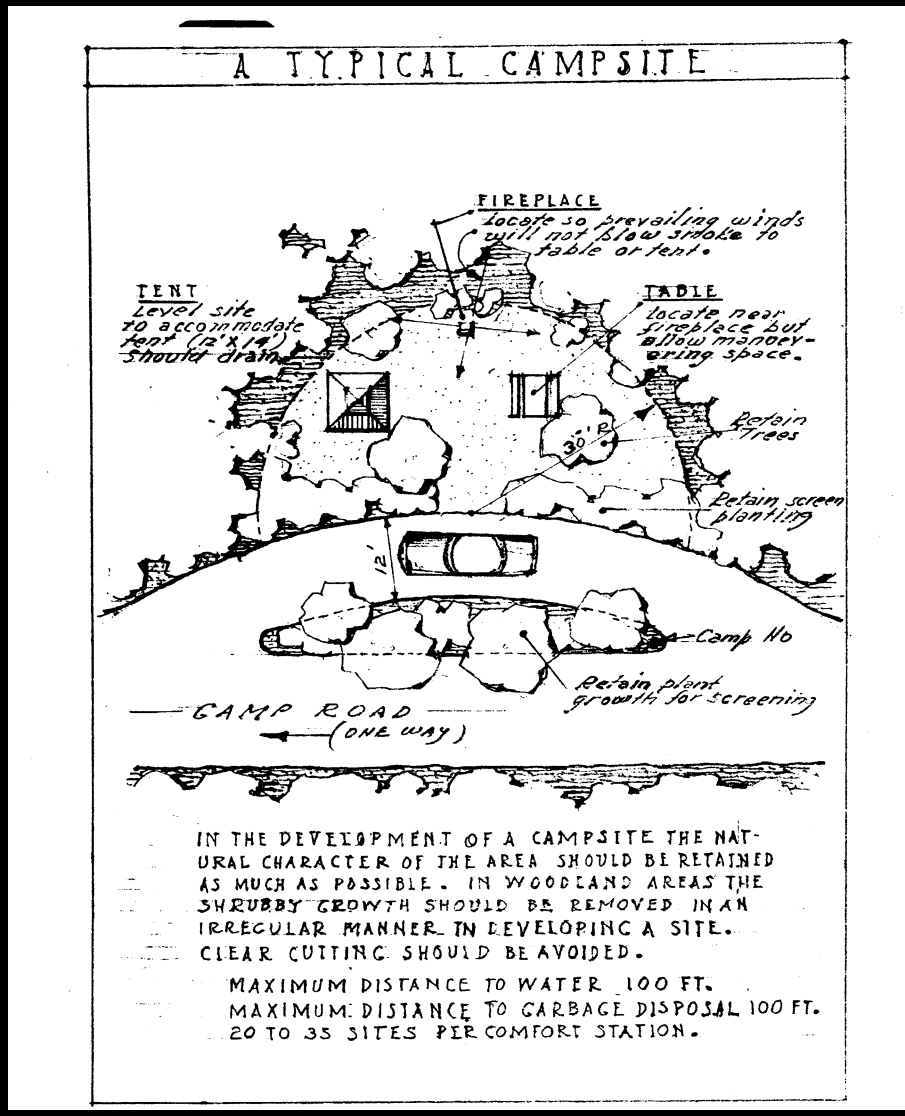
Mission 66 Brochures

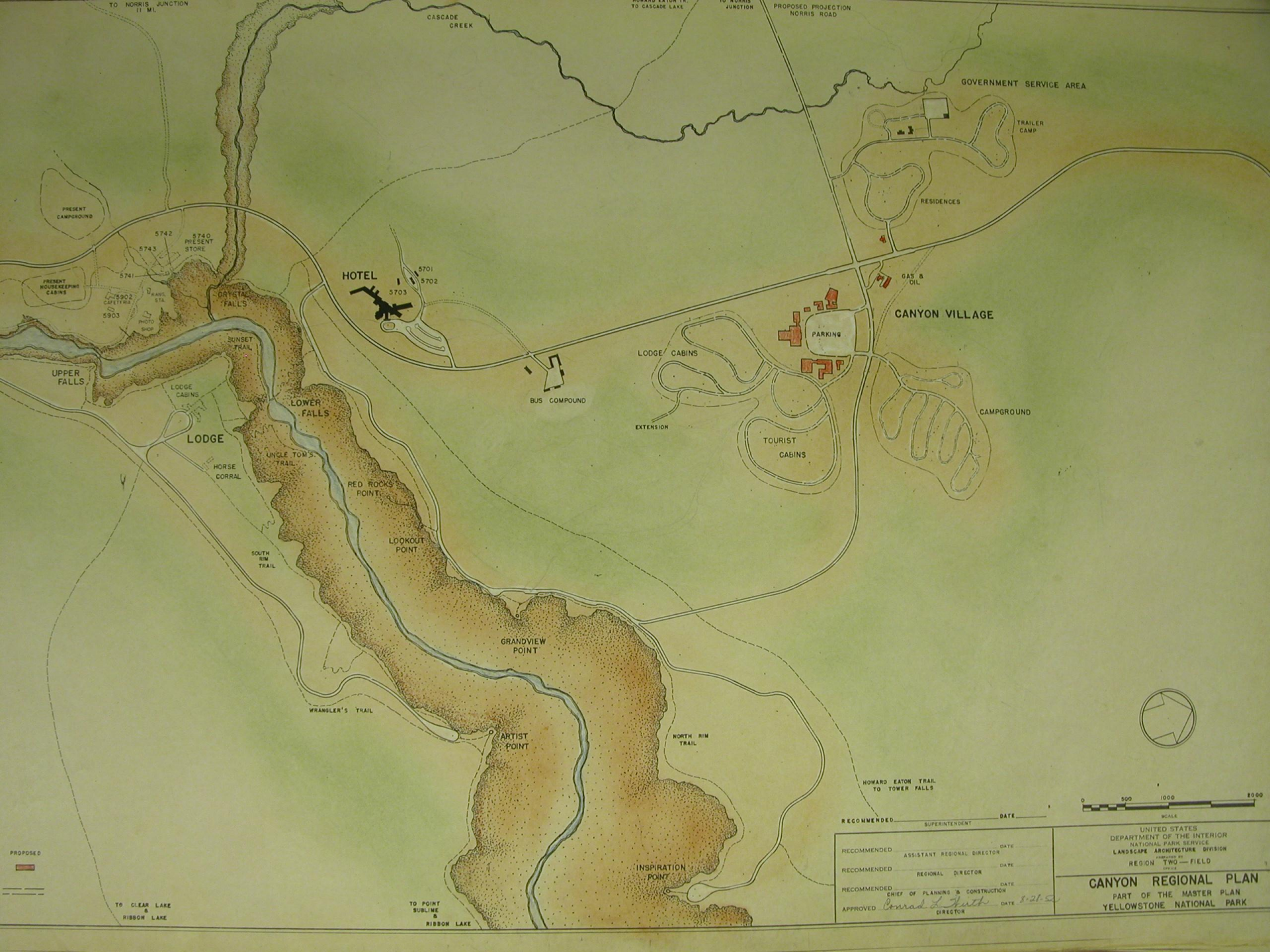

NORTH ENTRANCE
1" = 2000'
GARDINER
Y.P.CO.
ENTRANCE STATION
ROOSEVELT
1" = 300'
CABINS
LODGE
NORRIS
1" = 400'
PORCELAIN BASIN
MUSEUM
WEST ENTRANCE
1" = 1000'
WEST YELLOWSTONE
ENTRANCE STATION
MADISON JUNCTION
1" = 500'
PROP. CAMPGROUND
MUSEUM
CAMPFIRE SITE
SOUTH ENTRANCE
1" = 1000'
PROP. CAMPGROUND
ENTRANCE STATION
TOWN OF GARDINER
GALLATIN
NORTH ENTRANCE
MAMMOTH
NORTHEAST ENTRANCE
ROOSEVELT
TOWER JC.
TOWER FALL
WASHBURN RANGE
NORRIS
CANYON
MADISON VALLEY
WEST YELLOWSTONE
MADISON
WEST ENTRANCE
CENTRAL PLATEAU
YELLOWSTONE RIVER
FISHING BRIDGE
LAKE
EAST ENTRANCE
MIRROR PLATEAU
GRAND CANYON OF THE YELLOWSTONE
YELLOWSTONE LAKE
WEST THUMB
OLD FAITHFUL
MADISON PLATEAU
SHOSHONE LAKE
LEWIS LAKE
HEART LAKE
PITCHSTONE PLATEAU
RED MOUNTAINS
CHICKEN RIDGE
TWO OCEAN PLATEAU
FALLS RIVER BASIN
BECHLER
SOUTH ENTRANCE
THOROFARE
SNAKE RIVER
LEWIS RIVER
WYOMING
MONT
IDAHO
LEGEND
Existing
Proposed
Developed Area
Campground Area
Wilderness Area
Park Boundary
Service Boundary
Undeveloped Areas
Roads
Snowshoe Cabin
Ranger Scout
Ranger Patrol Camp
Fish Hatchery



Yellowstone National Park Campground, ca. 1956


FIREHOLE R
154 Sewage Pump
OLD FAITHFUL
LODGE AND CABINS
2338
2348
2339
2337
155
HOTEL AREA
2305
2312
2310
2306
2307
2308
2313
2314
ADMINISTRATION MUSEUM
176
179
AUTO PARKING
AUTO PARKING
MYRIAD SPRINGS
Business Site
Business Site
Employee Dormitories
2326
STORE
GAS
2327
Garage
Swimming Pool
AUTO PARKING
AUTO
PARKING
Business Site
Business Site
Empl Dorm
Caretaker Firetruck Jail
Empl Concession Conv. Hall
PUBLIC CAMPGROUND
TOURIST CABIN AREA
Maximum Guest 1235
Approx. 13.7 Acres.
GARAGE
GAS
106
178
163
162
164
175
174
165
N.P.S. POWER
159
N
E
W
LEGEND
EXISTING
PROPOSED
ROADS-DRIVES
WALKS-PATHS
BUILDINGS
Improvements proposed for removal
See EXISTING DEVELOPMENT for Topographic features YEL 2264
TRANSITIONAL STAGE
200 100 0 200 400 600 800 1000
SCALE
RECOMMENDED Regional Director DATE
RECOMMENDED Chief of Development DATE
APPROVED Director DATE
UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
PLANS AND DESIGN DIVISION
REGIONAL OFFICE
OLD FAITHFUL DEVELOPMENT
PART OF THE MASTER PLAN
YELLOWSTONE NATIONAL PARK
REGION
II
MARCH 19
DRAWING NO.
NP
YEL 2269
SHEET


CASTLE GEYSER
FIRENOLE RIVER
1/8 mile zone
OLD FAITHFUL
154
Sewage Pump
2342
2338
2339
155
2337
2305
PARKING
2306
ADMINISTRATION
MUSEUM
176
2312
2313
2314
PARKING
MYRIAD SPRINGS
Swimming Pool
2326
STORE
GAS
2327
Garage
PARKING
Business Site
PARKING
Business Site
Employee Dormitories
PARKING
Business Site
Empl. Dorms
Caretaker
Firetruck
Jail
Business Site
PUBLIC CAMPGR
Amphitheater
Concession
Convent. Hall
TOURIST CABIN AREA
Maxim Guests 1235 - Appr 13.7 Acres.
GARAGE
GAS


TO NORRIS JUNCTION 11 MI.
CASCADE CREEK
PROPOSED PROJECTION NORRIS ROAD
GOVERNMENT SERVICE AREA
TRAILER CAMP
RESIDENCES
PRESENT CAMPGROUND
5742
5740 PRESENT STORE
5743
5741
PRESENT HOUSEKEEPING CABINS
5902 CEMETERY
5903
RANGER STA.
PHOTO SHOP
CRYSTAL FALLS
HOTEL
5701
5702
5703
GAS & OIL
CANYON VILLAGE
PARKING
LODGE CABINS
BUS COMPOUND
EXTENSION
TOURIST CABINS
CAMPGROUND
SUNSET TRAIL
UPPER FALLS
LODGE CABINS
LOWER FALLS
LODGE
UNCLE TOM'S TRAIL
HORSE CORRAL
RED ROCKS POINT
LOOKOUT POINT
SOUTH RIM TRAIL
GRANDVIEW POINT
WRANGLER'S TRAIL
ARTIST POINT
NORTH RIM TRAIL
HOWARD EATON TRAIL TO TOWER FALLS
INSPIRATION POINT
PROPOSED
TO CLEAR LAKE & RIBBON LAKE
TO POINT SUBLIME & RIBBON LAKE
RECOMMENDED ____ SUPERINTENDENT DATE ____
RECOMMENDED ____ ASSISTANT REGIONAL DIRECTOR DATE ____
RECOMMENDED ____ REGIONAL DIRECTOR DATE ____
RECOMMENDED ____ CHIEF OF PLANNING & CONSTRUCTION DATE ____
APPROVED Conrad L. Wirth DIRECTOR DATE 8-21-52
0 500 1000 2000
SCALE
UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
LANDSCAPE ARCHITECTURE DIVISION
PREPARED BY REGION TWO — FIELD OFFICE
CANYON REGIONAL PLAN
PART OF THE MASTER PLAN
YELLOWSTONE NATIONAL PARK


GARAGE
SERVICE STA.
HORSES
Spring
TO CANYON RIM
Cabin Office
PARKING
CABINS 'C'
286 Cabin Rooms
NPS VISITOR CENTER
CANYON JCT
LODGE
Photo Shop
STORE
Recreation Hall
Empl. Dorms.
Employee Car Park
Dorm.
CABINS 'A'
218 Cabin Rooms
WALK TO CANYON RIM
RECOMMENDED
APPROVED
UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
PARK LANDSCAPE ARCHITECT
PREPARED BY
YELLOWSTONE
CANYON VILLAGE DEVELOPMEN
PART OF THE MASTER PLAN
YELLOWSTONE NATIONAL PARK


GIFT SHOP

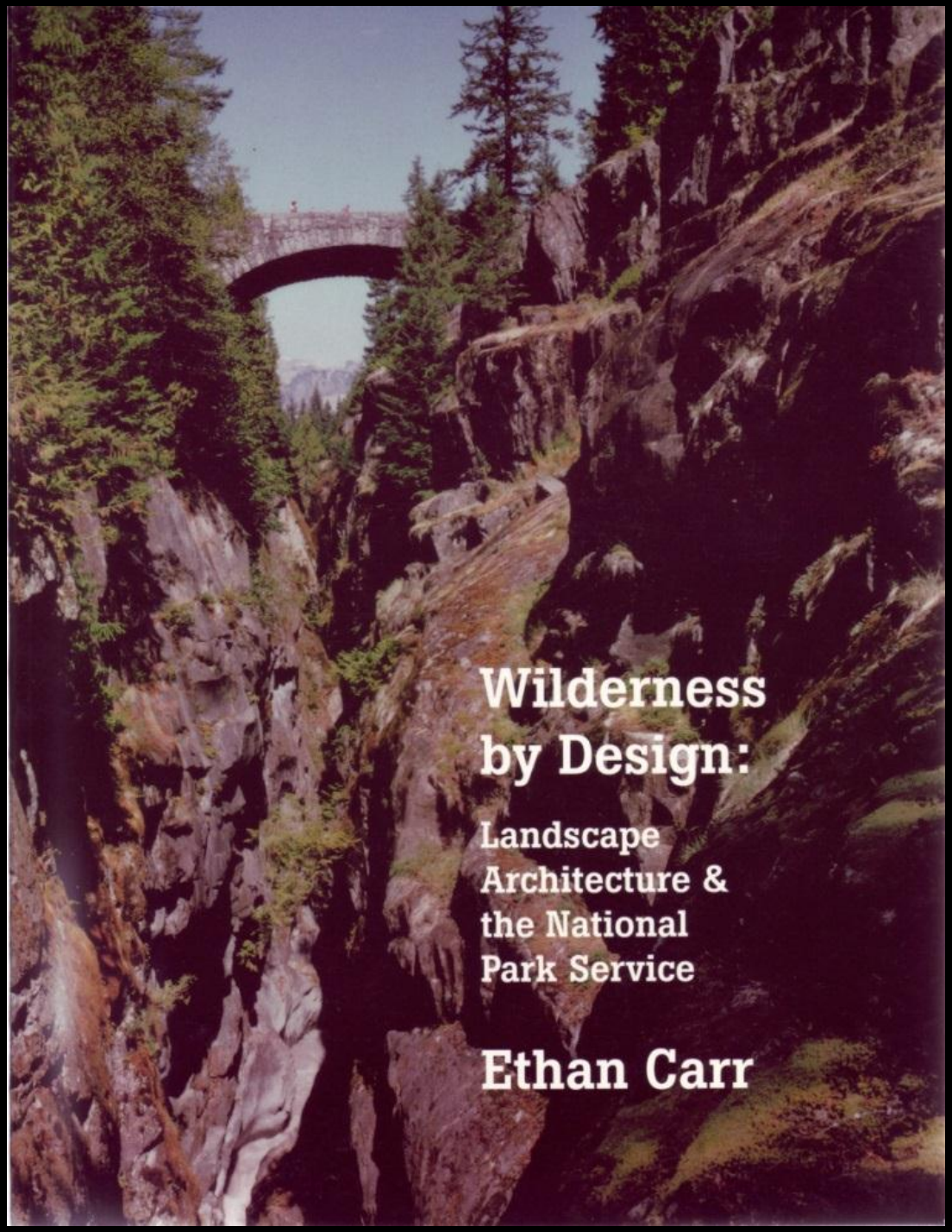

GIFT SHOP
DELI•ICE CREAM

Draft Park Design Principles,
Fort Baker, San Francisco, December 2008

Park planning and design must demonstrate:

- Reverence to place
- Engagement of all people
- Expansion beyond traditional boundaries
- Advancement of sustainability
- Knowledge-informed decision making
- An integrated research, planning, design, and review process

Cars in new Yosemite Village, as built in 1920s, Yosemite National Park, California


Wilderness
by Design:
Landscape
Architecture &
the National
Park Service
Ethan Carr

Some (State/National) Park Design Principles, ca. 1916-1942 at the U.S. NPS

- Facilitation of automotive tourism ("enjoyment"), while still "conserving" scenic and historic landscapes "unimpaired";
- Standardization throughout the "system" of building types, signs, uniforms, visitor amenities, interpretive approach;
- Rustic construction defined in terms of "native" materials, "pioneer" and other historical/ethnographic references;
- Typology of conservation, recreational, historical areas;
- Zoning at level of town (park "villages") and region (park "master plan").

Scene near Madison Junction, purported birthplace of the “National Park Idea,” Yellowstone National Park

Wright Brothers National Historic Site Visitor Center, Mitchell ,Giurgola

Gettysburg Visitor Center and Cyclorama, Richard Neutra, 1962

Beaver Meadows Visitor Center, Rocky Mountain National Park, Colorado, Taliesen Associates

Parks for the People: A Stude

www.vanalen.org/parksforthepeople/sites.html

Spire | People | LARP | DuBois | LA Guide | RefWorks | B | Living Landscape Obs... | ARTstor | NAOP | Other bookmarks

PARKS FOR THE PEOPLE

A Student Competition to Reimagine America's National Parks

THE SITES

In the fall of 2011, faculty in architecture, landscape architecture, urban design, planning, ecology, preservation, communications, and related fields organized research teams to investigate one of seven national park sites as the focus of their studio proposal. Below is a Google map showing the location of each site. Beneath the map are links to information about each site provided by the National Park Service. You can also view the map at Parks for the People Competition Sites.

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Spire | People | LARP | DuBois | LA Guide | RefWorks | B | Living Landscape Obs... | ARTstor | NAOP | Other bookmarks

each site provided by the National Park Service. You can also view the map at Parks for the People Competition Sites.

Northeast Region

Hopewell Furnace National Historic Site

National Capital Region

Civil War Defenses of Washington

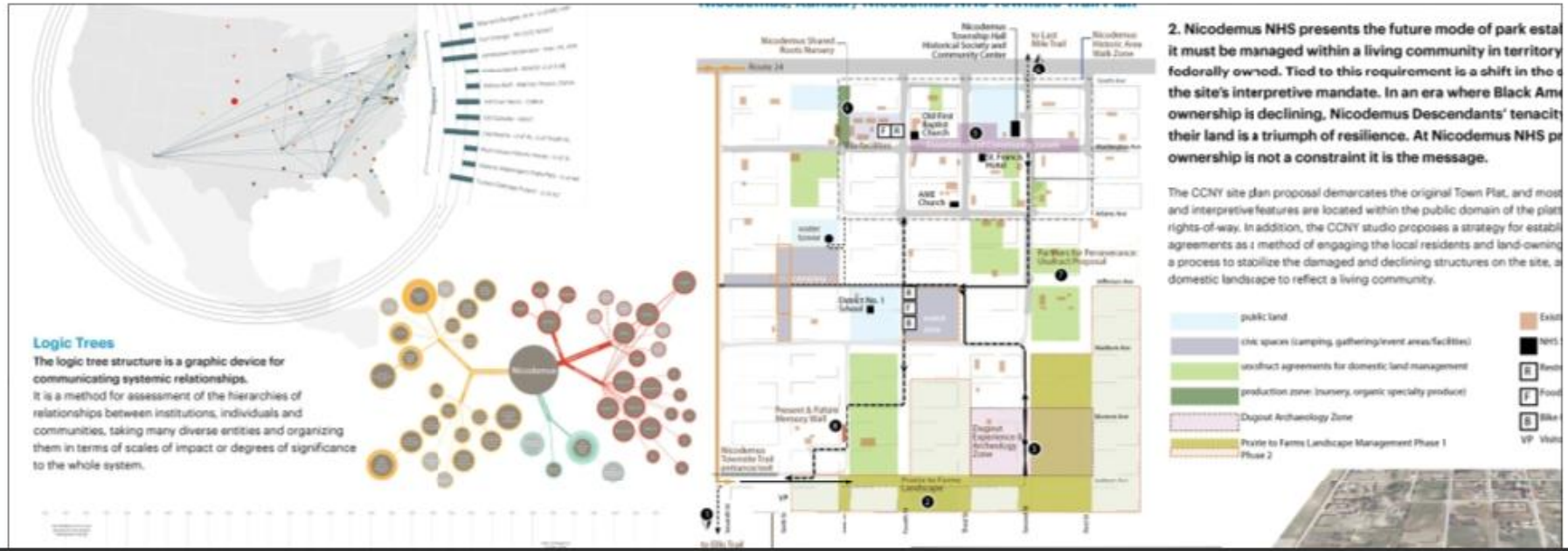

NICODEMUS
TWP. HALL
1929
NICODEMUS
National Historic Site
VISITOR CENTER

PARKS FOR THE PEOPLE

A Student Competition to Reimagine America's National Parks

ABOUT
THE SITES
COMPETITION PROGRESS
STUDIO TO PRACTICE

COMPETITION WINNERS > CITY COLLEGE OF NEW YORK



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PARKS FOR THE PEOPLE

A Student Competition to Reimagine America's National Parks

COMPETITION WINNERS > RUTGERS, THE STATE UNIVERSITY OF NEW JERSEY

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dtpstudio@vanalen.org

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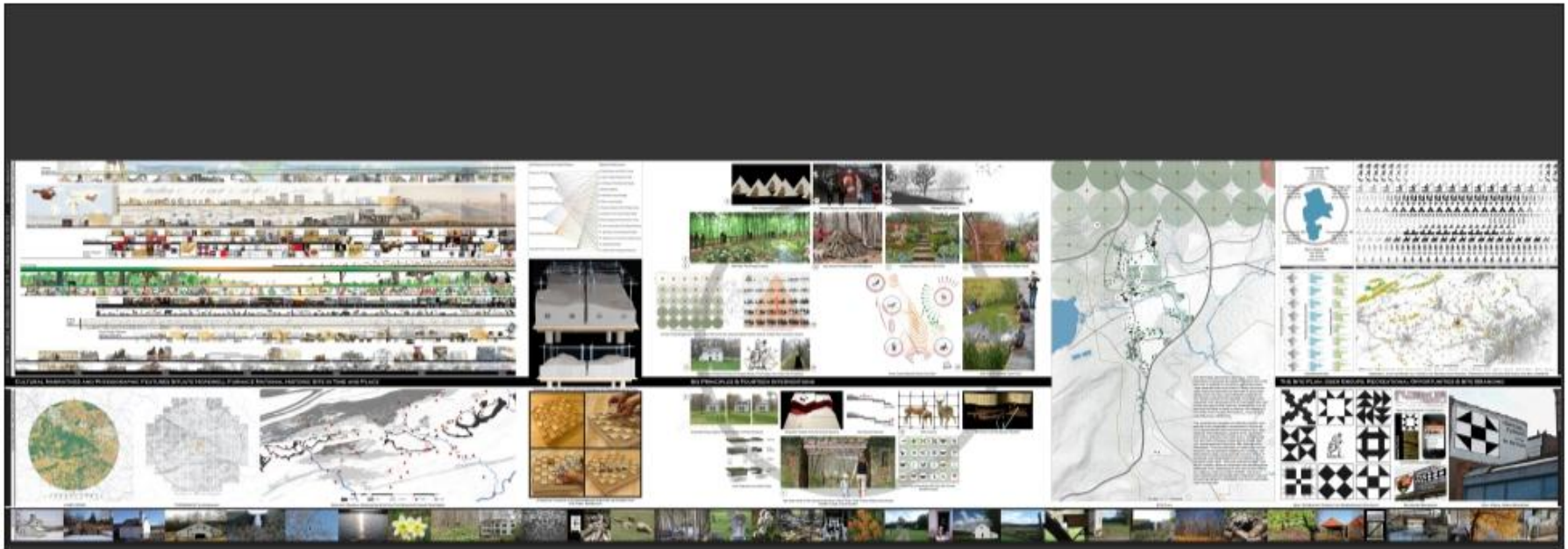
PARKS FOR THE PEOPLE

A Student Competition to Reimagine America's National Parks

COMPETITION WINNERS > RUTGERS, THE STATE UNIVERSITY OF NEW JERSEY



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Some (National) Park Design Principles, ca. 1942-1966

- Increased facilitation of automotive tourism through extensive development for higher levels of (more often) day-use visitation;
- Centralization of services (one-stop shopping) in “visitor centers,” with related road, parking, campground enlargement;
- Expansion of park system (recreation areas, seashores, historic sites), as well as of visitor capacities of individual parks;
- Harmonization (visual) in building achieved through horizontal massing, minimal ornament, efficient planning—not “rustic”;
- Professionalization of staff, permanently increased levels of funding per unit of system.

Mary E. J. Colter, Lookout Studio, 1914, Grand Canyon National Park

Norris Geyser Basin Trailside Museum,
Yellowstone National Park, Herbert Maier, 1929

Further Development of Fort Baker Statement

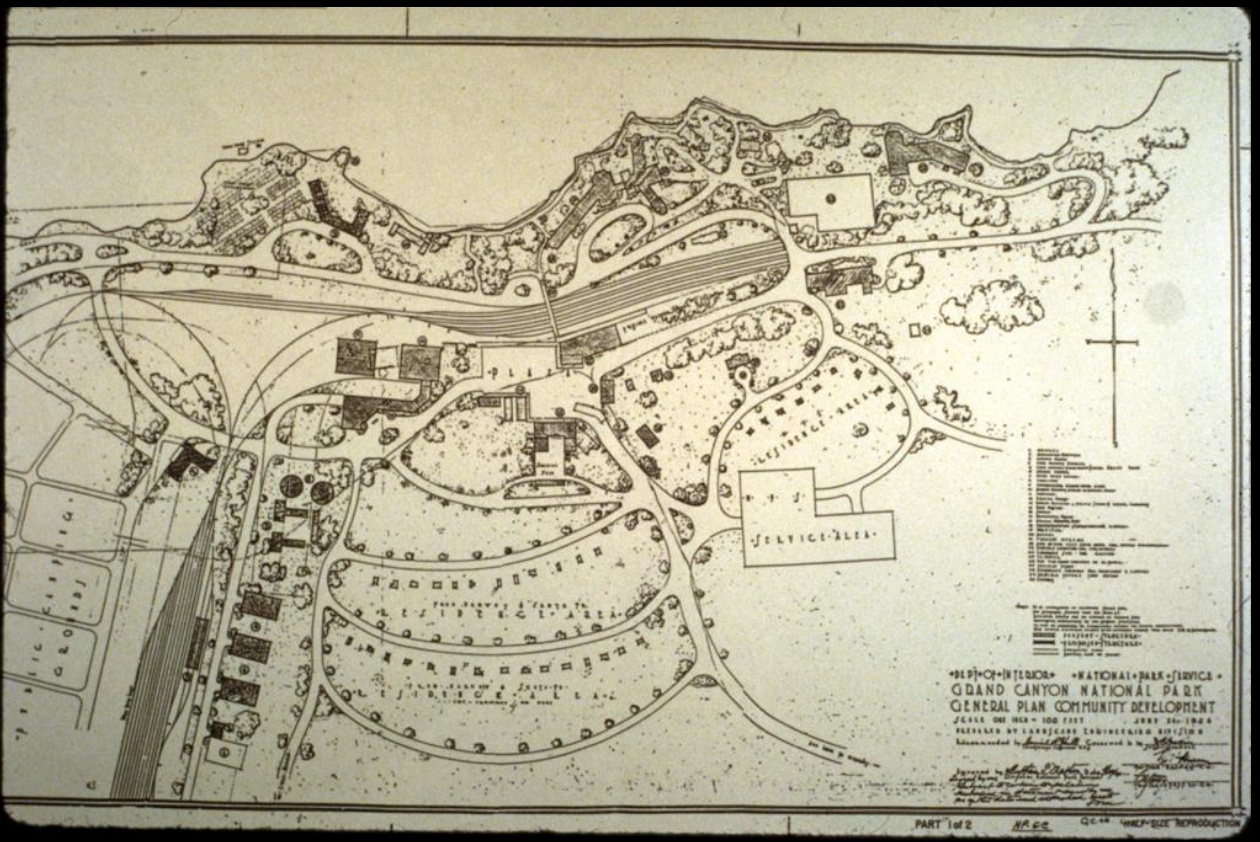
Desirable principles (easy ones):

- A more diverse public must be reflected in park design and interpretation for parks to remain valued;
- Environmental disruption and climate change and must be anticipated in order for parks to remain functional;
- Guidelines for sustainability (LEED standards, 2009 ASLA Sustainable Sites Initiative,1994 NPS sustainability guidelines) should be incorporated into park design principles;
- Decision making must be based in science;
- Architectural historicism—including rustic, neo-traditional, and modernist varieties—does not constitute a park design strategy.

Further Development of Fort Baker Statement

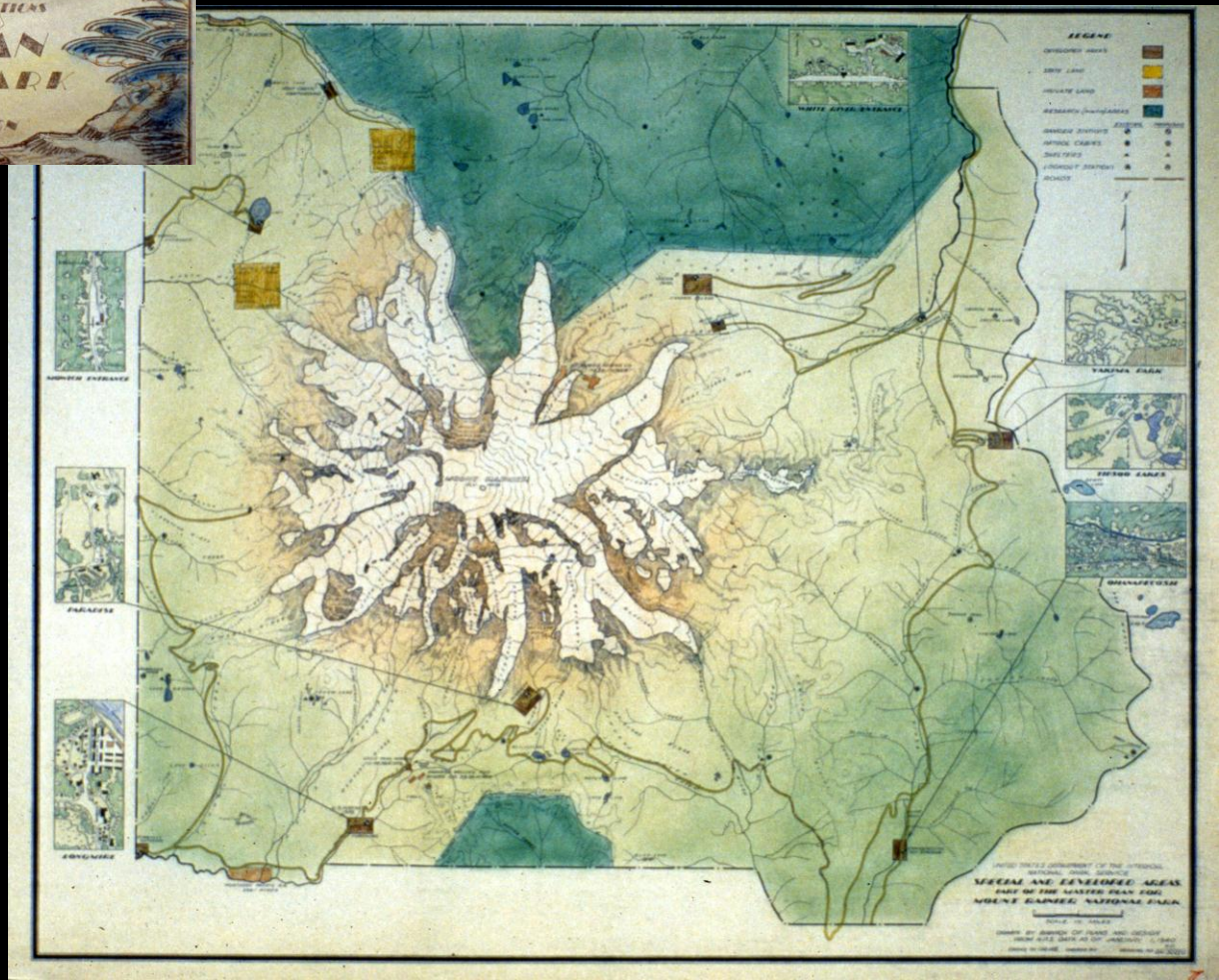
Desirable principles (up for discussion):

- Visitors should have varied and direct experiences of nature and natural processes in park “developed areas”;
- New technologies and intents in park interpretation should mean significant change in the pattern, pace, and content of park visits, and in the design of new interpretive landscapes;
- Alternative circulation (transportation) must be considered in terms of new modes of experience, not just infrastructure;
- The principle of “harmonization” of conflicting uses, groups, or purposes remains valuable;
- The function of the park “visitor center” must be reconsidered—which services are essential and consistent with social and environmental goals? How are they best delivered?
- Contemporary municipal park design should continue to be a source of inspiration in the design of “developed areas.”



South Rim Village plan, ca.1920, Daniel Hull, landscape architect. Grand Canyon National Park, Arizona

Top to bottom on right: South Rim trail (1930s); Second Administration Building, 1929, Thomas Vint; First Administration Building, 1921, Daniel Hull, Grand Canyon National Park

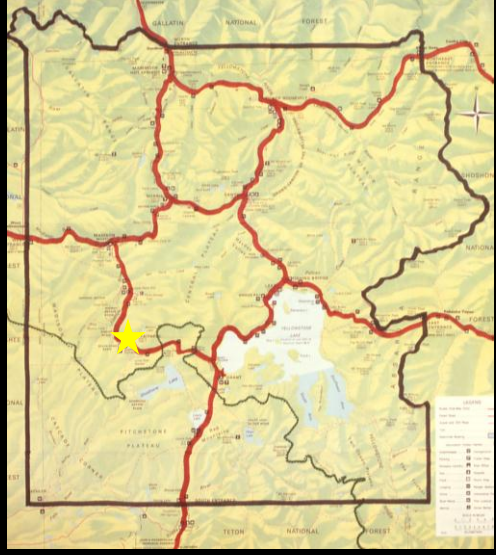


"Master Plan" sheets for Mount Rainier National Park, Washington, 1930s

Dormant volcano with largest system of glaciers in the U.S. (except Alaska)

AREA: 5.5 km^2

Old Faithful geyser and Old Faithful Inn, Robert Reamer, 1903, Yellowstone National Park



Old Faithful Inn, Robert Reamer, 1903, Yellowstone National Park

Central Park, New York (established as park 1853, developed 1856-1873)

Yosemite Valley, California (established as park 1864, FLO management report 1865)

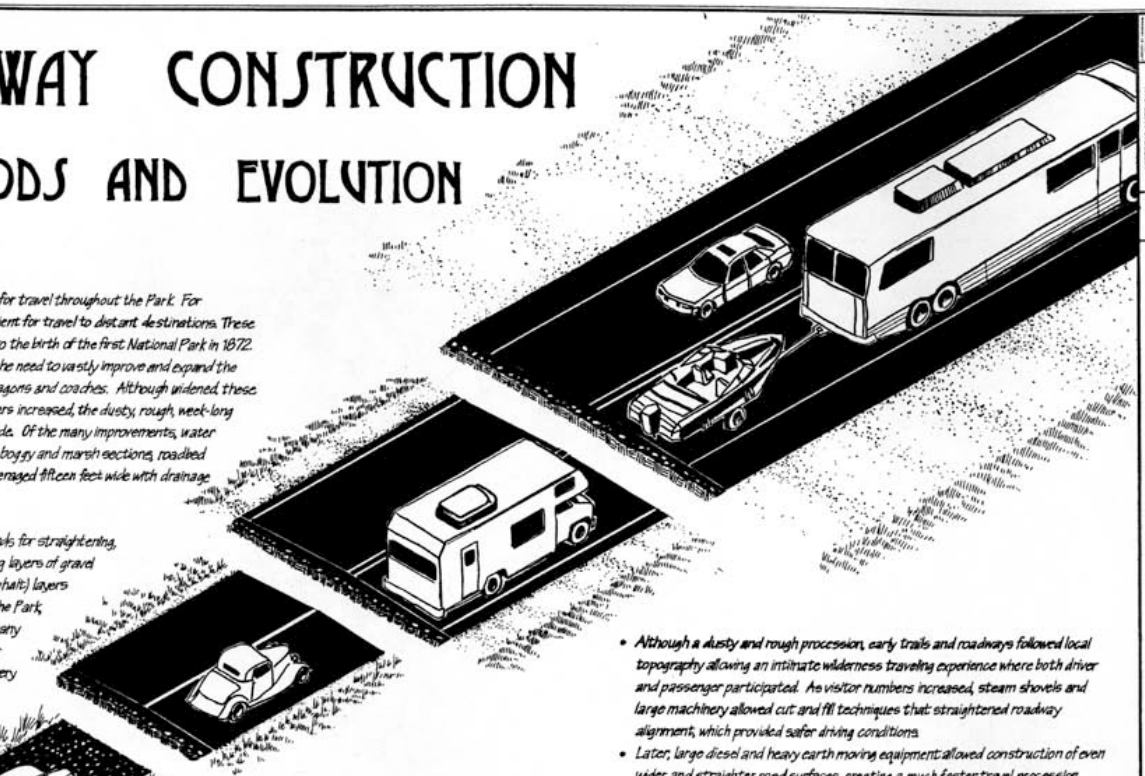
Skyline Drive, Shenandoah National Park (Virginia) 1920s-30s

ROADWAY CONSTRUCTION

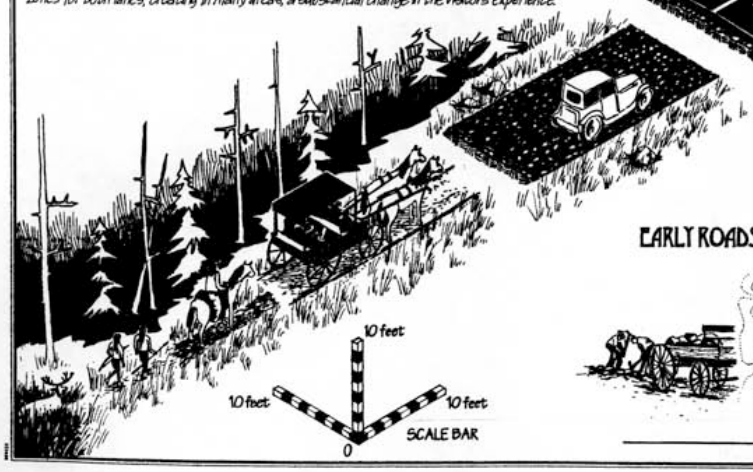
METHODS AND EVOLUTION

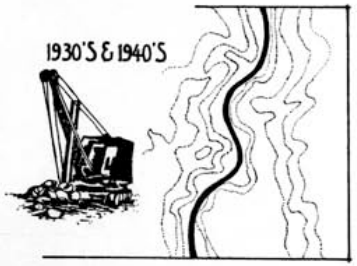
Archeological digs prove that throughout history, travelers used the same or similar corridors for travel throughout the Park. For centuries, game trails have led Native Americans to hunting grounds, which also proved convenient for travel to distant destinations. These same trail corridors were then used by fur trappers and later for official explorations that led to the birth of the first National Park in 1872. After the official opening of the Park, visitor numbers continued to double every year, creating the need to vastly improve and expand the existing trail system. Trail-ways were widened and straightened to accommodate oncoming wagons and coaches. Although widened, these narrow roads offered visitors the wilderness experience they came looking for. As visitor numbers increased, the dusty, rough, week-long tour through the Park became too much the wilderness experience and improvements were made. Of the many improvements, water stations were constructed to dampen the many dry and dusty sections of dirt road. Through boggy and marsh sections, roadbed surfaces were raised on a gravel base over log corduroy construction. This roadbed surface averaged fifteen feet wide with drainage ditches along both sides.

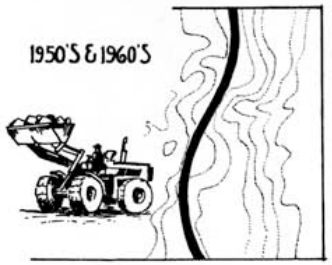
When new road building slowed to a crawl in 1905, the existing roadway surfaces demanded funds for straightening, widening and annual maintenance. Further attempts at controlling dust were made by applying layers of gravel and oil to roadway surfaces. As roadways continued to widen and straighten, bituminous (asphalt) layers completely solved dust and erosion problems thus reducing maintenance costs. Throughout the Park, main roadway locations have changed little since the thirties but have seen minor re-routes, many widening projects and considerable maintenance improvements. Today, ensuring a twenty-year road rehabilitation program, action is being taken to create bicycle lanes and to increase recovery zones for both lanes, creating in many areas, a substantial change in the visitors' experience.



- Although a dusty and rough procession, early trails and roadways followed local topography allowing an intimate wilderness traveling experience where both driver and passenger participated. As visitor numbers increased, steam shovels and large machinery allowed cut and fill techniques that straightened roadway alignment, which provided safer driving conditions.
- Later, large diesel and heavy earth moving equipment allowed construction of even wider and straighter road surfaces, creating a much faster travel procession through the park. Although roadway design today is wider, straighter and somewhat safer, opportunity for driver experience and participation is eroding, diminishing the intimate wilderness experience most visitors come looking for.

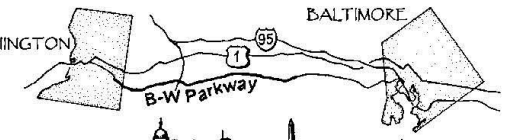


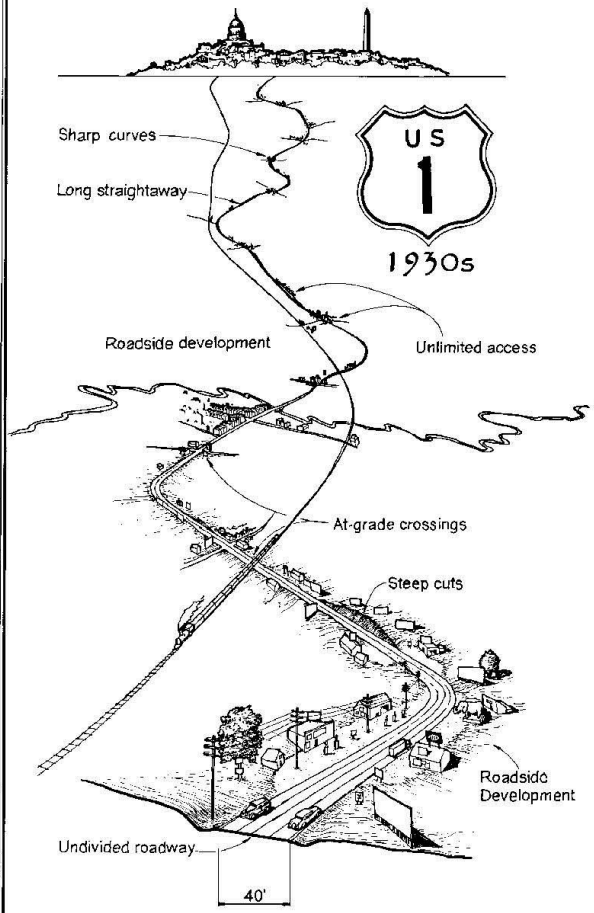


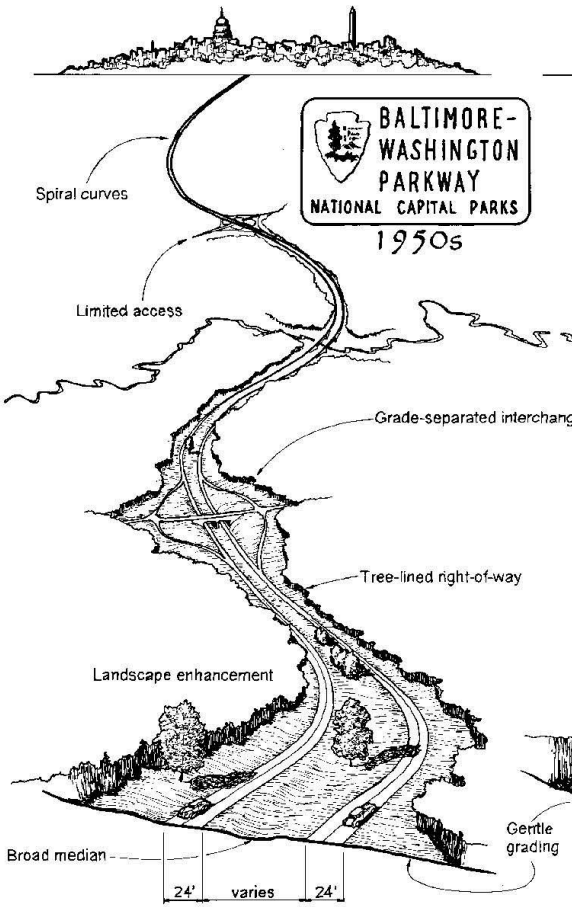


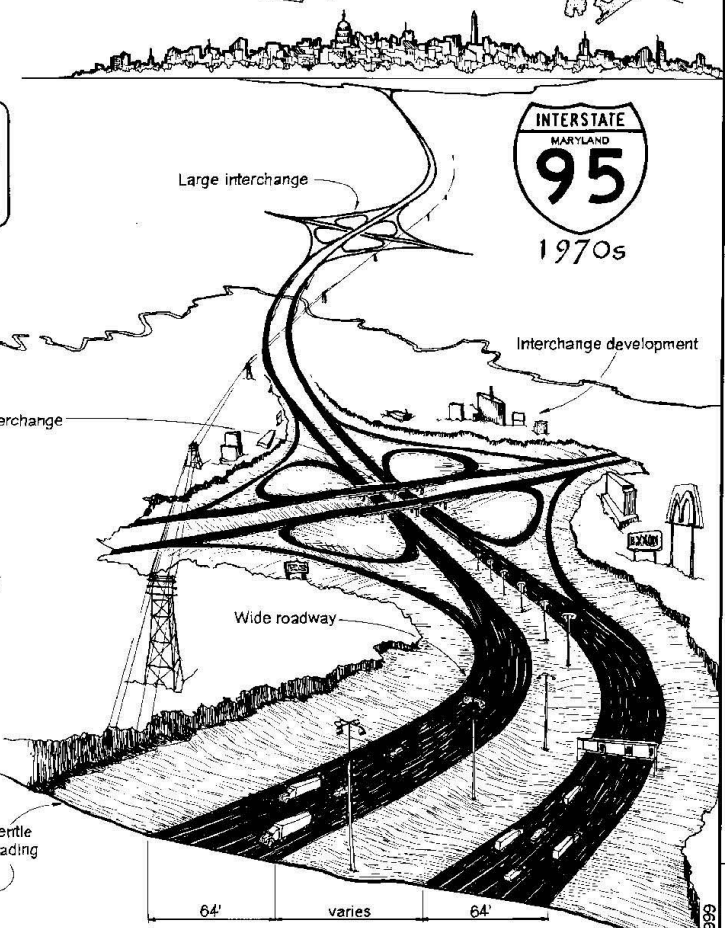
YELLOWSTONE NATIONAL PARK ROADS & BRIDGES
YELLOWSTONE NATIONAL PARK
PARK & TETON COUNTIES
WYOMING, MONTANA, IDAHO
HISTORIC AMERICAN ENGINEERING RECORD
SHEET
DELINEATED BY: Forrest P. Hulsman, 1999
YELLOWSTONE ROADS RECORDING PROJECT
IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE. NAME OF DELINEATOR, DATE OF THE DRAWING

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.

DELINEATED BY: Pete Brooks, 1999

NPS ROADS & BRIDGES RECORDING PROJECT

UNITED STATES DEPARTMENT OF THE INTERIOR

HISTORIC AMERICAN ENGINEERING RECORD MD-129

SHEET 5 OF 10

MARYLAND

BALTIMORE-WASHINGTON PARKWAY

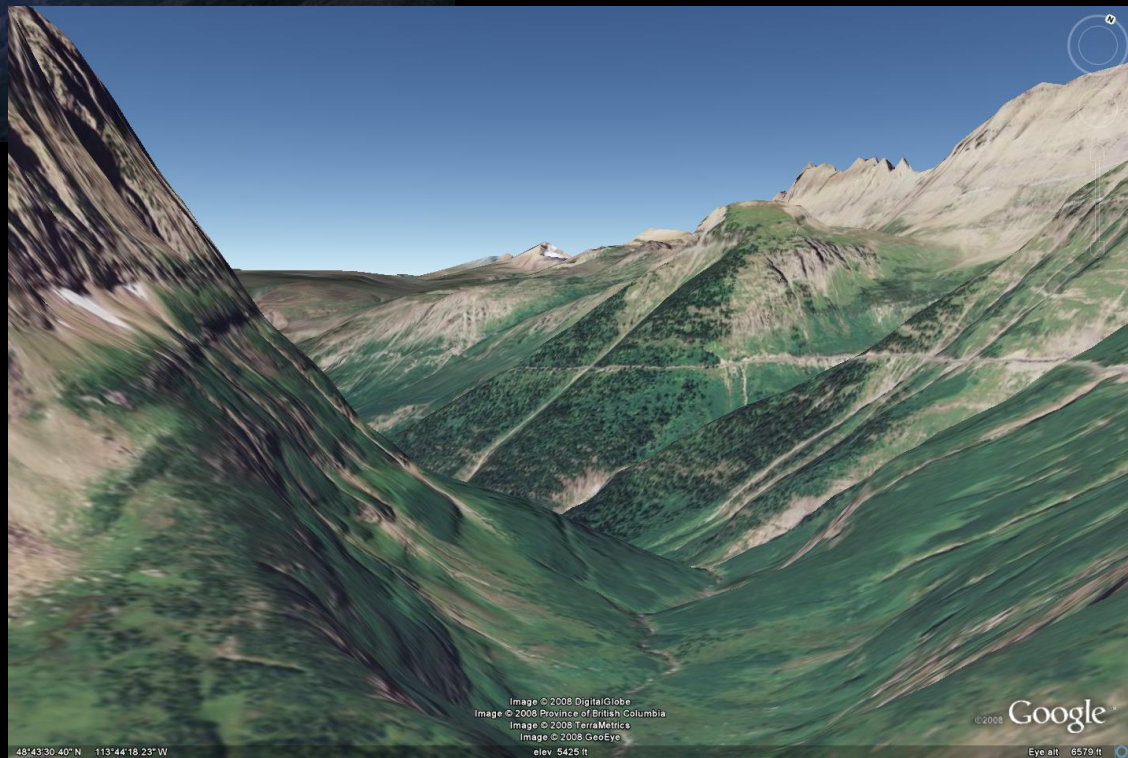
PRINCE GEORGE'S COUNTY

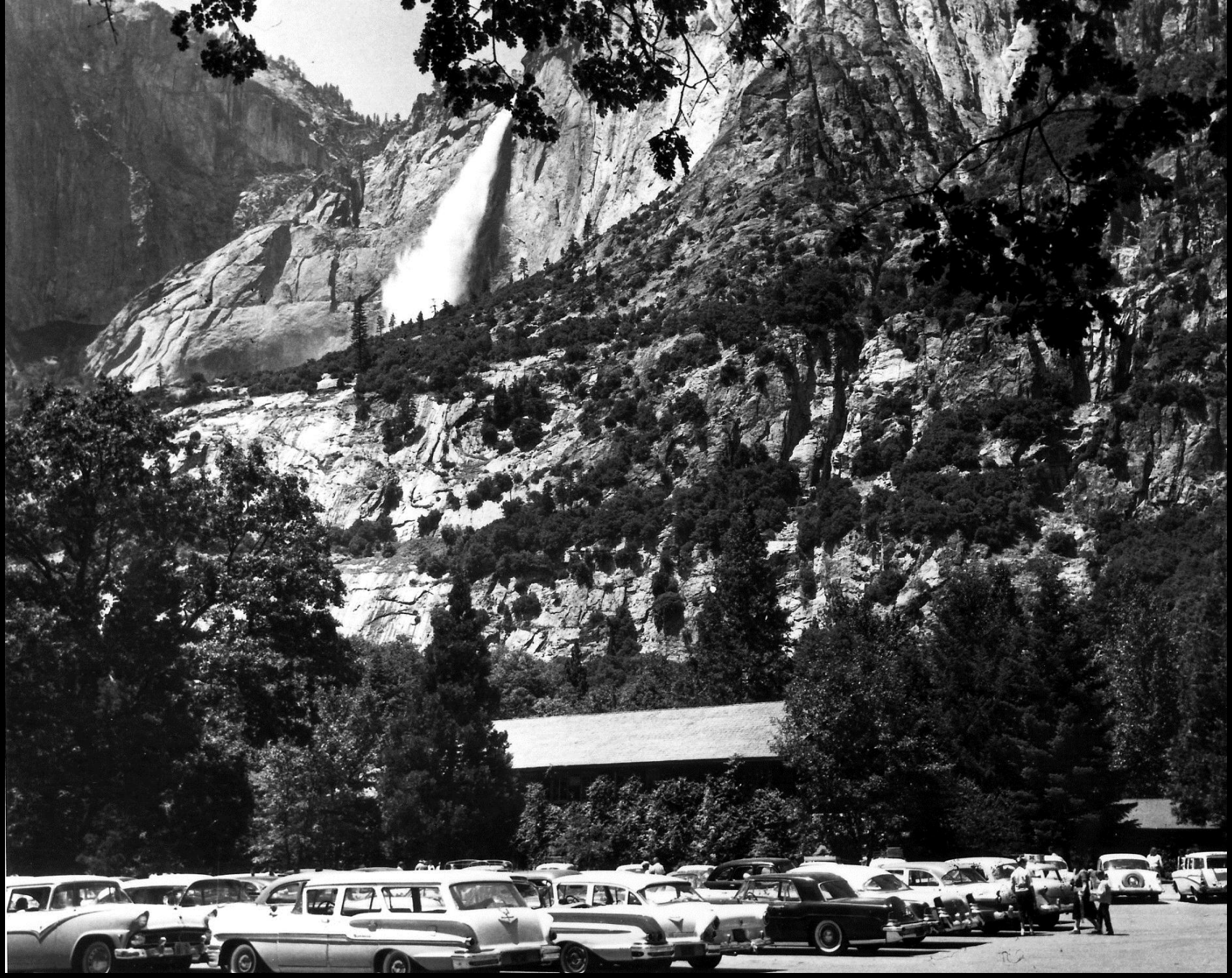
GREENBELT VICINITY

IF REPRODUCED, PLEASE CREDIT HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE. NAME OF DELINEATOR, DATE OF THE DRAWING

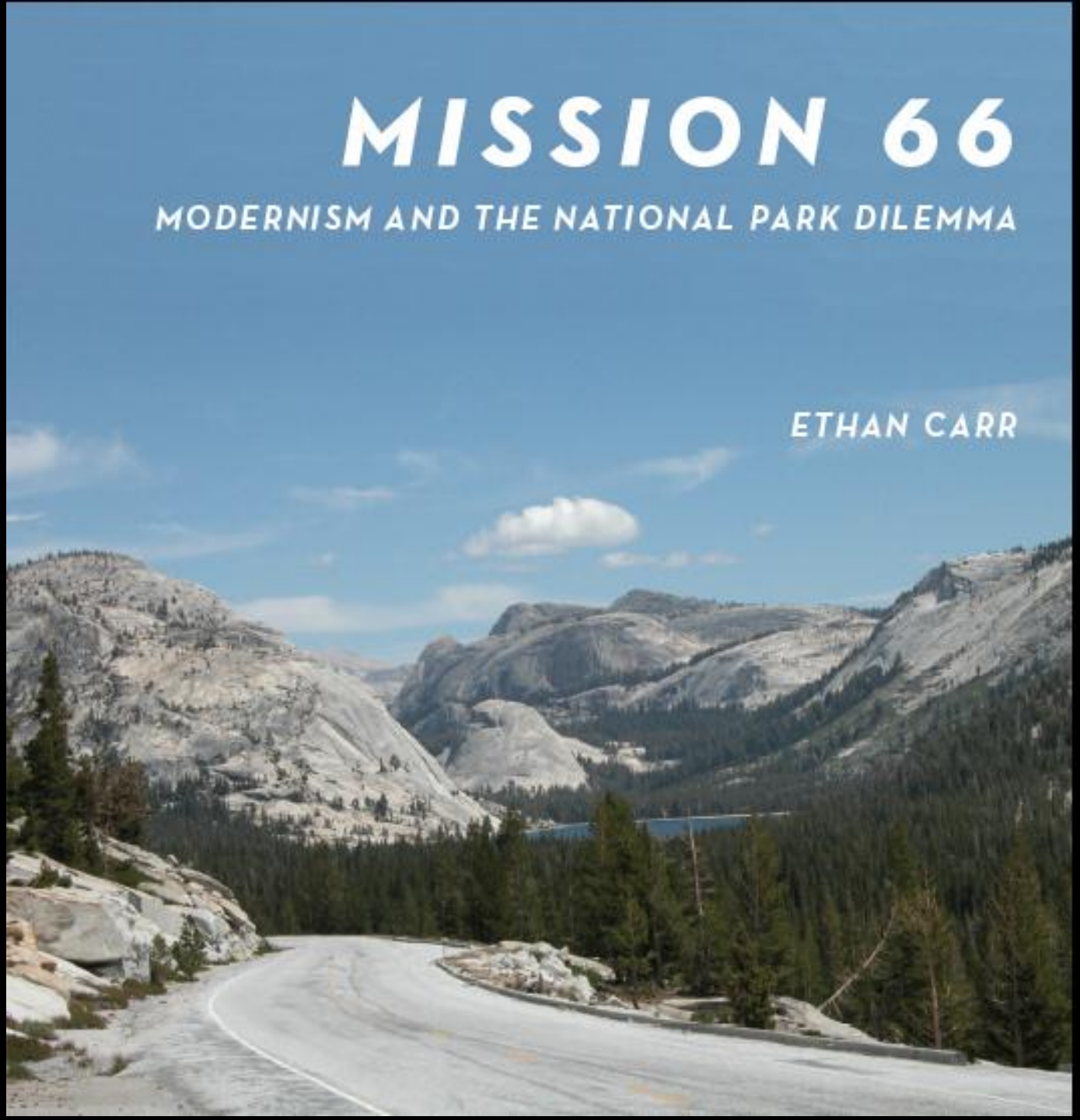
Blue Ridge Parkway (Virginia and North Carolina), 1930s

Logan Pass and Going-to-the-Sun Road,
Glacier National Park, Montana, 1927-1939





Cars in Yosemite Village, 1960s


MISSION 66
MODERNISM AND THE NATIONAL PARK DILEMMA
ETHAN CARR

Canyon Village Lodge, Welton Becket, Yellowstone National Park, 1956

Zion-Mount Carmel Highway, Zion National Park (Utah), 1930s

Colorado National Monument, park road (Colorado), 1930s

Generals Highway, Sequoia and Kings Canyon National Parks (California), 1920s-30s