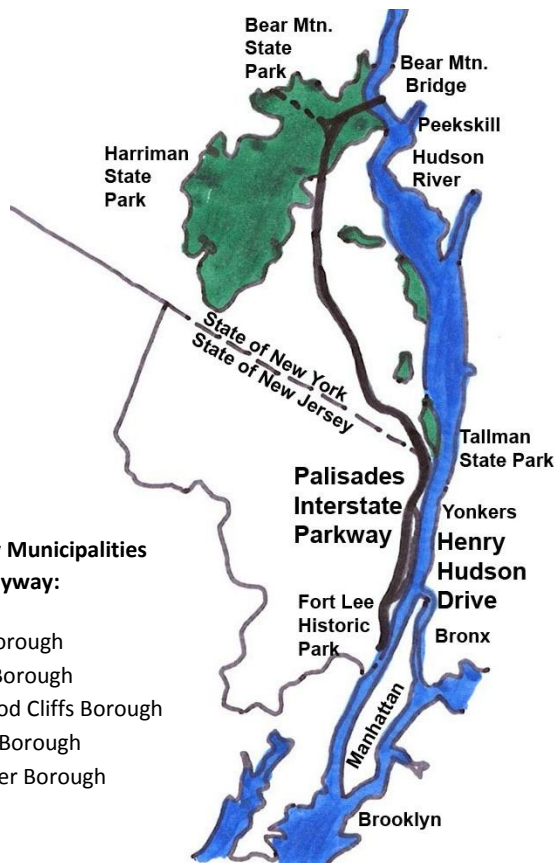


# PALISADES INTERSTATE PARKWAY SCENIC BYWAY CORRIDOR MANAGEMENT PLAN PROJECT OVERVIEW

A **scenic byway** is a roadway corridor that has outstanding scenic, natural, recreational, cultural, archaeological or historic significance. The National Scenic Byways Program of the U.S. Department of Transportation is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archaeological, cultural, historic, natural, recreational and scenic qualities. The 42-mile Palisades Interstate Parkway (PIP) located in New Jersey and New York is designated a **scenic byway** under both New Jersey and New York State Scenic Byways Programs because of its outstanding historic and scenic character. The PIP may also be eligible for future All-American Road designation because of its national significance. The PIP provides access to more than 100,000 acres of parklands and historic sites managed by the Palisades Interstate Park Commission.

Located in Bergen County, the 13-mile New Jersey section of the Palisades Interstate Parkway was built within the historic Palisades Interstate Park that includes 2,500 acres of wild Hudson River shoreline and uplands. The NJ Scenic Byway designation includes both the NJ section of the PIP and the the 8.5-mile Henry Hudson Drive that parallels the PIP at the base of the Palisade cliffs along the Hudson River shoreline.



The New Jersey Department of Transportation (NJDOT) has retained The RBA Group to develop a Corridor Management Plan (CMP) that outlines strategies to protect, improve and promote the places and features that characterize this historic Parkway. The Plan will assess the unique character of the Parkway and will identify actions that can be taken by local communities, visitor sites, managing agencies and others. The Plan will include an implementation strategy and will provide access to new funding sources and technical assistance.

This year-long project will engage public and private stakeholders in a collaborative process to improve the traveler’s experience and to benefit the local economy through Byway tourism. A Corridor Management Committee of public and private stakeholders will guide the planning process and the public will be invited to provide input at key junctures.

This project is sponsored by NJDOT with funding from a National Scenic Byways Program Grant through the Federal Highway Administration.

**Project Goals:**

- Strategies for Byway protection, improvement and promotion
- Coordination among public and private stakeholders
- Access to technical assistance and funding

*The Palisades Interstate Parkway and Henry Hudson Drive received New Jersey Scenic Byway designation in 2005.*





The **Palisades Interstate Parkway** offers breathtaking views of the Hudson River and Manhattan skyline from the 500-foot tall Palisades cliffs. At the Hudson River level parallel to the PIP, Henry Hudson Drive offers recreational facilities for the public.

The **PIP** is a 42-mile, limited access, scenic pleasure drive extending north along the west side of the Hudson River from Fort Lee, NJ to Bear Mountain, NY. Construction of the Palisades Interstate Parkway was completed in 1961.

**Henry Hudson Drive** was constructed between 1916 and 1940. This scenic road begins at the Edgewater-Fort Lee border, winds its way along the Hudson River for 8.5 miles and ends at the Alpine boat basin and picnic area.

The Palisades Interstate Parkway is maintained by the bi-state Palisades Interstate Park Commission, formed in 1900 by governors Theodore Roosevelt of New York and Foster M. Voorhees of New Jersey. This unprecedented cooperative effort was launched to acquire and preserve a large tract of the Palisades that was threatened by quarry operations, and has led to the conservation of 100,000 acres of land now enjoyed by millions of visitors every year. The concept of the parkway, proposed for development in 1933, was supported by influential people such as John D. Rockefeller who donated 700 acres of land atop a 13-mile stretch of the New Jersey Palisades on which the PIP was built, and master planner Robert Moses who worked to establish the route and parkway design.

**Website References:**

- Palisades Interstate Park, New Jersey Section [www.njpalisades.org](http://www.njpalisades.org)
- NJDOT, Scenic Byways Program [www.state.nj.us/transportation/community/scenic](http://www.state.nj.us/transportation/community/scenic)
- America’s Byways, National Scenic Byways Program [www.byways.org](http://www.byways.org)

