

TYPE OF PLANT

1	COMMON BOXWOOD	<i>BUXUS SEMPERVIRENS</i>
2	DWARF BOXWOOD	<i>BUXUS SEMPERVIRENS</i> <i>SUFFRUTICOSA</i>
3	YEW	<i>TAXUS SP.</i>
4	AMERICAN HOLLY	<i>ILEX OPACA</i>
5	SOUTHERN MAGNOLIA	<i>MAGNOLIA</i> <i>GRANDIFLORA</i>
6	ENGLISH HOLLY	<i>ILEX AQUIFOLIUM</i>
7	JAPANESE HOLLY	<i>ILEX CRENATA</i>
8	LILYTURF	<i>LIRIOPE SPICATA</i>
9	MUGO PINE	<i>PINUS MUGO</i>
10	PRIVET	<i>LIGUSTRUM SP.</i>

LEGEND--

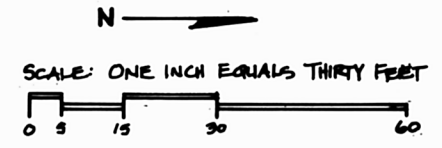
INTEGRITY OF PLANTING

- INTACT HISTORIC PLANTING
- HISTORIC LOCATION / NON-HISTORIC GENUS
- HISTORIC LOCATION / NON-HISTORIC FORM AND GENUS
- HISTORIC LOCATION / MISSING SPECIMEN
- NON-HISTORIC LOCATION

3/2 EXISTING PLANT TYPE / HISTORIC PLANT TYPE
 ** Intact HISTORIC PLANTING determined from implemented plans 1914-1933

SOURCES

- DEWBERRY & DAVIS. EXISTING CONDITIONS SURVEY. 12/90.
- "EXISTING PLANTING PLAN LINCOLN MEMORIAL." NATIONAL CAPITAL REGION. 6/69. TIC 806/80231
- FIELD INVESTIGATIONS, 1996.
- "LINCOLN MEMORIAL SITE AND GRADING PLAN." SHEET 2B OF 54. 6/94. TIC 806/25001.
- NATIONAL PARK SERVICE MAP FILES, SEE BIBLIOGRAPHY FOR MAP LISTING.



Map 15

FRONT

LINCOLN CIRCLE - VEGETATION

LINCOLN MEMORIAL CIRCLE & RADIAL ROADS

CULTURAL LANDSCAPE REPORT

LINCOLN MEMORIAL GROUNDS

PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997

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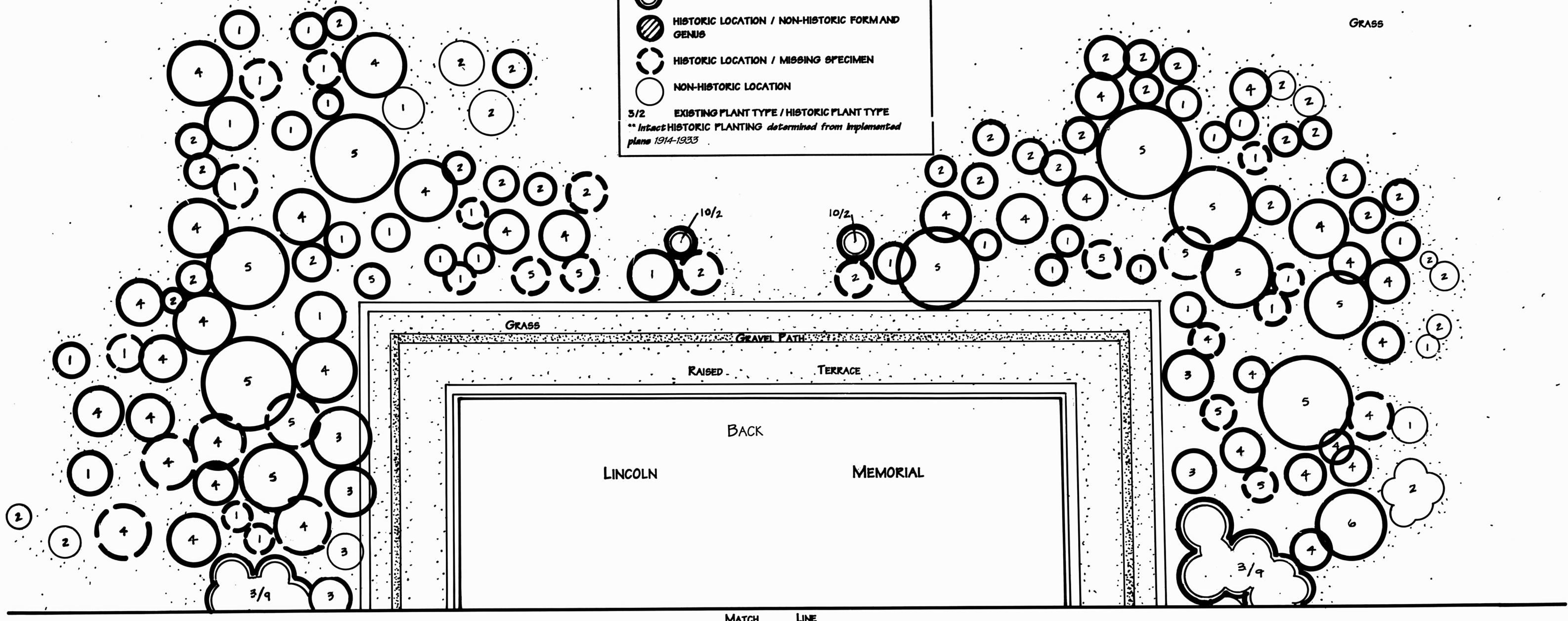
LEGEND--

INTEGRITY OF PLANTING

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- ◐ HISTORIC LOCATION / NON-HISTORIC GENUS
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5/2 EXISTING PLANT TYPE / HISTORIC PLANT TYPE

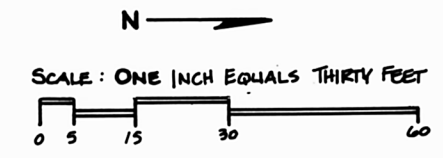
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 - FIELD INVESTIGATIONS, 1996.
 - "LINCOLN MEMORIAL SITE AND GRADING PLAN." SHEET 28 OF 54. 6/94. TIC 806/25001.
 - NATIONAL PARK SERVICE MAP FILES, SEE BIBLIOGRAPHY FOR MAP LISTING.



Map 16

BACK

LINCOLN CIRCLE - VEGETATION

LINCOLN MEMORIAL CIRCLE & RADIAL ROADS

CULTURAL LANDSCAPE REPORT

LINCOLN MEMORIAL GROUNDS

PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997

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Circulation

Vehicular Circulation.

Traffic around the circle has been a concern since the circular roadway was opened to automobiles in the 1920s. Initially automobile traffic had access to Lincoln Circle, 23rd Street NW, Bacon Drive, French Drive, and 23rd Street SW. From B Street (Constitution Avenue) on the north and a service road on the south (the west bound lanes of Independence Avenue uses a portion of this older road), the two-way radial roads, connected to the one-way, counter-clockwise traffic around Lincoln Circle. When Arlington Memorial Bridge and its approaches were completed in 1932, and Rock Creek and Potomac Parkway was completed in 1936, the number of commuter routes for workers driving into the city increased and the volume of traffic rose dramatically. In the 1940s the construction of Independence Avenue through West Potomac Park created another vehicular connection. Increases in traffic and speeds of automobiles around Lincoln Circle lead to the decision to temporarily close the roadway to through-traffic between Bacon and French Drives during the height of the tourist season in 1972. This measure was taken to provide a safer crossing for visitors walking from the Reflecting Pool area to the approachway to the Lincoln Memorial. By closing a portion of the circle, the one-way counter-clockwise circulation was changed to two-way traffic between the Memorial Bridge approach and Bacon Drive.



Figure 70 - Rush hour traffic around Lincoln Circle, c. 1944. MRC 2-4.



Figure 71 - Traffic congestion on French Drive and Lincoln Circle, March 1996. LINC 6-34.

The portion between Memorial Bridge and French Drive remained one-way. In 1976 all vehicular traffic between 23rd Street SW and French Drive, with the exception of tour buses and taxis were permanently restricted from the circle. Jersey barriers and planters were placed to prevent vehicles from using the previous the route (See *Lincoln Memorial circle and radial roads – Small-Scale features – Traffic and Pedestrian Barriers* section for more information on these features).

Changing the circulation patterns around the circle had both a positive and negative impact on the site. By restricting vehicular access to the circle between Bacon and French Drives, park officials provided visitors a safer crossing point from the Reflecting Pool area and the memorial. But by closing part of the circle, all the traffic was concentrated on the western side, which created additional difficulties and hazards for pedestrians crossing the road from the inner circle to the Watergate plaza area. See Map 17 *Lincoln Memorial circle and radial road - Vehicular Circulation* for graphic representation of contributing and noncontributing features.

Contributing Features	Noncontributing Features
<ol style="list-style-type: none"> 1. Lincoln Circle 2. 23rd Street NW 3. 23rd Street SW 4. Henry Bacon Drive 5. Daniel Chester French Drive 6. Constitution Avenue 	<ol style="list-style-type: none"> 1. Independence Avenue 2. Clockwise direction of traffic on Lincoln Circle 3. Limited access on French Drive and Lincoln Circle

Parking Areas. West Potomac Park has always had a limited number of parking spaces in the areas surrounding the memorials and the Washington Monument. Onstreet parking is not only limited in the Lincoln Memorial study area, but also is restricted around the circle and the radial roads. Although a few spaces once existed on the circle where the outer curb line was squared by the design of the Reflecting Pool steps (these had never been designated for automobiles during the initial or subsequent planning). However photo documentation indicates longstanding use of this area in front of the memorial for diagonal and, later, parallel parking. In 1953 the squared curb edge was removed to create a continuous circular curb around the outside of the roadway.



Figure 72 - Unofficial parking area at top of Reflecting Pool steps and Lincoln Circle, 1929. Used by permission from the National Geographic Society.



Figure 73 - Bus and taxi drop off along French Drive, July 23, 1996. LINC 10-14.

The curb change displaced that small parking area.

To accommodate public transportation services, areas were designated for a taxi stand and for local bus stops around the Lincoln Memorial area in the 1930s. The exact location of these dropoffs have yet to be determined. However, the taxis stand was probably at the southeast side of the circle's inner curb.

During the 1932 development of Arlington Memorial Bridge, the bridge commission proposed a parking area between 23rd Street SW and French Drive near the Ericsson Memorial. The lot was never installed. The construction of Independence Avenue through the proposed location in the 1940s prevented any further implementation of such a plan.

Parking remains a critical problem, as it was during the early development of the area. Along the southeastern portion of the circle's inner curb, eight handicap parking spaces have been designated. "Tourmobile" stops are on the outer curb of the circle, between 23rd Street SW

and French Drive and along the eastern side of 23rd Street SW. Other tour buses and taxis are directed to French Drive for all dropoffs and pickups, making this area very congested. See Map 17 *Lincoln Memorial circle and radial roads - Vehicular Circulation* for location of parking areas.

Contributing Features	Noncontributing Features 1. Parking around inner circle and radial roads
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