



SOURCES:
 - U.S. NATIONAL PARK SERVICE, NACC RESOURCE MANAGEMENT, LIVETREE DATABASE, 10/96.
 - FIELD INVESTIGATIONS, 1996.
 - HISTORIC PHOTO DOCUMENTATION, NATIONAL PARK SERVICE, MARS
 - NATIONAL PARK SERVICE MAP FILES, SEE BIOGEOGRAPHY FOR MAP LISTING

LEGEND**

- HISTORIC PRIMARY ROAD
- HISTORIC PRIMARY ROAD / NON-HISTORIC LIMITED ACCESS
- - - HISTORIC PRIMARY ROAD / NON-HISTORIC DIRECTION
- NON-HISTORIC PRIMARY ROAD

*** Historic Circulation Patterns determined from implemented plan 1914-1933*

Map 17
VEHICULAR CIRCULATION
LINCOLN MEMORIAL CIRCLE & RADIAL ROADS
 CULTURAL LANDSCAPE REPORT
 LINCOLN MEMORIAL GROUNDS
 PREPARED BY: M. JOSEPH DATE: OCTOBER 1996 FEB. 1997

Pedestrian Circulation. The 1916 plans developed for the memorial and the surrounding areas showed a range of treatment for the various types of proposed pedestrian and vehicular routes. The plans established a hierarchy of circulation for both use and materials, with the more formal in the immediate vicinity of the memorial. The main entry to the memorial, the approachway, was paved with granite and cobblestone, creating a stately surface (further detail is presented in the “Structures” discussion for the Lincoln Memorial circle and radial roads). Around the Lincoln Circle the material changed, a 15-foot-wide concrete sidewalk was placed along the inside circumference, while a concrete sidewalk, only 8 feet wide, was placed between the first and second circular band of elms, along the outside



Figure 74 - Initial sidewalk installation, February 13, 1922. U.S. Navy photo. MRC 1-61.

circumference. Lawn surrounded both walkways. Along the radial roads, the proposed concrete walks paralleled both sides of the four different streets. Each sidewalk was lined by a row of elms planted in an alternate design. Lawn also surrounded these walks. For the first phase of construction in the 1920, sidewalks were installed on both sides of 23rd Street NW and Bacon Drive, around the entire inner circle and on the eastern portion of the outer circle, between 23rd Street NW and SW. The final construction phase for the circle sidewalks did not occur until 1973, when an 8-foot-wide concrete walk was installed on the western circumference of the outer circle between 23rd Street NW and SW, replacing a temporary granite paver surface installed about 1950. Since 1973, portions of this walk have been replaced and repaved with bituminous asphalt. Circulation along French Drive has the least amount of design integrity of all the radial roads. Here, the proposed sidewalk alignment was never fully implemented. On one side of the road the walkway was placed between the alternating rows of elms, but on the opposite side (southwestern curb) the walk was installed in the 1960s along the curb edge.

Accessible routes to the memorial were installed in 1976 paralleling the approachway on the north and south sides. These routes were improved in 1995 and 1996, which provided a safer pathway to the base of the raised terrace. (A more detailed discussion about the accessible routes to the memorial can be found in the “Structures” section for the Lincoln Memorial circle and radial roads.)



Figure 75 - Painted crosswalks from Lincoln Circle to the sidewalks along the radial roads and approaches, 1934. MRC 1-67.

At Lincoln Circle, pedestrian crosswalks were painted at all intersections with the radial roads and the approachway (1932 photo documentation). However, from that time forward, pedestrians crossing from any point on the circle encountered hazardous traffic conditions, especially on the east side of the memorial. To provide a safe, unimpeded place for crossing, the National Park Service began limiting vehicular traffic to the eastern segment, between French and Bacon Drives, during the 1972 tourist season.

Although changes in width and materials have occurred, the pedestrian circulation still follows

the same patterns from the 1930s. Some of these material changes are reflected in the reinstallation of 1970s work at the entrance to the Korean War Veterans Memorial, in the earlier 1980s development of the Vietnam Veterans Memorial, and in Bicentennial projects. These



Figure 76 - Eight-foot wide sidewalk along 23rd Street NW, January 3, 1997. LINC 16-13.



Figure 77 - Nonhistoric layout of sidewalk along west side of French Drive, December 5, 1996. LINC 13-13.

changes included extending sidewalks to the curb edge, the creation of individual tree planting beds with raised curb edges, and the addition of post and chain barriers to protect both the trees and the adjacent lawn. Many of the changes to the outer circular sidewalk and French Drive have been compounded with further additions brought on by the Korean War Veterans Memorial and by the perpetuation of nonhistoric site features. On the opposite side of the Reflecting Pool steps, at the Vietnam Veterans Memorial, the sidewalk width has been maintained, but it too is edged

with post and chain. See Map 18 *Lincoln Memorial circle and radial roads - Pedestrian Circulation* for graphic representation of contributing and noncontributing features.

<p>Contributing Features</p> <ol style="list-style-type: none">1. Sidewalks along both sides of 23rd St. NW and Bacon Drive2. Sidewalks on northeast side of French Drive and east side 23rd St. SW3. Inner circle sidewalk4. Outer circle sidewalk5. Approachway6. Sidewalk along south side of Constitution Avenue	<p>Noncontributing Features</p> <ol style="list-style-type: none">1. Nonhistoric paths to Korean and Vietnam Memorials2. Accessible routes north and south of approachway3. Sidewalk on southwest side of French Drive4. Volunteer path along Independence Avenue
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