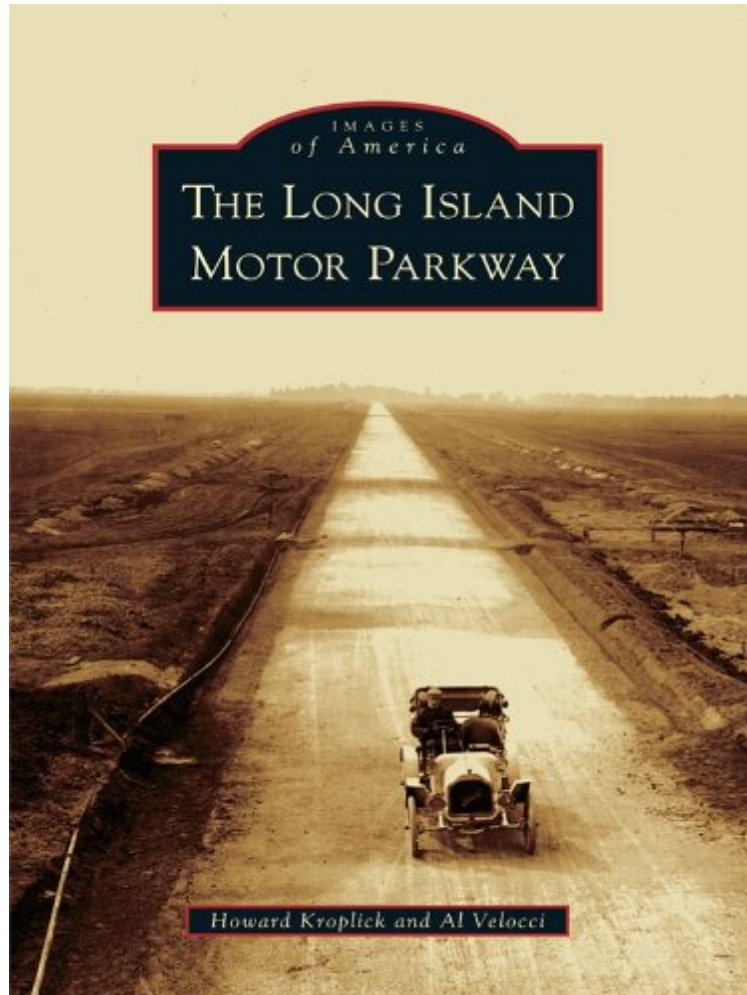


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## The Long Island Motor Parkway

*Howard Kroplick, Al Velocci*

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**Howard Kroplick, Al Velocci : The Long Island Motor Parkway** before purchasing it in order to gage whether or not it would be worth my time, and all praised The Long Island Motor Parkway:

0 of 0 people found the following review helpful. mostly pictures on Long IslandBy Rego Park runnerMostly quaint pictures. Of some interest if you like Long Island, like the Vanderbilts, or like car travel (first limited access highway in the Americas.)3 of 3 people found the following review helpful. Great book, a little piece of LI historyBy Ray ZatorskiHaving grown up on long Island, the fragments of stories about the LI Motor Parkway - or as the locals called it the Vanderbilt Parkway -were fascinating but how could anyone build his own road? The history and photos explain everything and provide sources to find out more. I can now verify, or in some cases, disprove the stories and urban myths about this piece or LI history.1 of 1 people found the following review helpful. history in my own backyardBy Frank ScottySince moving into Levittown,N.Y. recently, I've discovered for myself the remains of the parkway close to where I live. By buying this book, I've been able to explore places within this book with facination. This is the

handbook of the Motor Parkway, and I recommend it highly.

A forerunner of the modern highway system, the Long Island Motor Parkway was constructed during the advent of the automobile and at a pivotal time in American history. Following a spectator death during the 1906 Vanderbilt Cup Race, the concept for a privately owned speedway on Long Island was developed by William K. Vanderbilt Jr. and his business associates. It would be the first highway built exclusively for the automobile. Vanderbilt's dream was to build a safe, smooth, police-free road without speed limits where he could conduct his beloved automobile races without spectators running onto the course. Features such as the use of reinforced concrete, bridges to eliminate grade crossings, banked curves, guardrails, and landscaping were all pioneered for the parkway. Reflecting its poor profitability and the availability of free state-built public parkways, the historic 48-mile Long Island Motor Parkway closed on Easter Sunday, April 17, 1938.