a look back “... toward the general welfare of everyone.”
189?
State Archives of Florida

Julia Tuttle
Pioneer Resident and one of Founders of Miami

195?
State Archives of Florida

TUTTLE HOMESITE

MRS. JULIA D. TUTTLE OF CLEVELAND, OHIO, ACQUIRED 644 ACRES ON THE NORTH BANK OF THE MIAMI RIVER IN 1891. SHE RESIDED IN THE REMODELLED OFFICERS QUARTERS OF OLD FORT DALLAS 100 YARDS S.E. OF THIS SPOT UNTIL HER DEATH SEPT. 14, 1898.

WITH RARE FORESIGHT AND ENERGY, SHE PERSUADED HENRY M. FLAGLER TO EXTEND HIS RAILROAD TO MIAMI IN 1896.

AS INDEUCEMENT, MRS. TUTTLE GAVE HIM 100 ACRES FOR A RAILROAD TERMINAL AND HOTEL AND 263 ACRES IN ALTERNATE CITY BLOCKS (MORE THAN HALF HER LAND) THUS EARNING HER NAME AS "THE MOTHER OF MIAMI."

THE HISTORICAL ASSOCIATION OF SOUTHERN FLORIDA 1952
1912
Henry Flagler disembarking train at Key West
6. BEAUTIFICATION

It was recognized that the attractiveness of Florida highways would do much to impress our visitors from other states and make our state more beautiful. One of the first steps was to designate one of our engineers as Landscape Engineer, and he works with the District offices, as well as the Tallahassee headquarters in planning for more attractive and scenic highways throughout the State. He does a commendable job in working with garden clubs and civic organizations in the planning for beautification of our urban, as well as rural, sections of our highways.
Back in the ‘50s, when the department was planning for new interstate routes through urban areas, he promised the public that “we were not going to just erect ribbons of concrete and asphalt through their areas, but would transform them into attractive green belts with plantings of grasses, shrubbery and trees.”
What is really desired, however, is attractive and useful roadsides which can be obtained by preserving or creating a natural or an approach to a natural condition in keeping with the adjacent or surrounding country. And the significant thing about this is that to follow a natural development is outright economy in road maintenance. Such a procedure produces the most attractive and the most useful results.
In 1937 I succeeded Mr. Gilchrist as State Highway Engineer. Since I was not responsible for the initiation of this work, coming as I did onto the scene after it was well under way, I am in position to speak of the work done with independence, and perhaps with some authority. Beyond doubt landscaping for the preservation of roadsides, promotion of safety, and conservation of soil is the final touch to a well-rounded highway system. It justifies itself on the basis of economy alone. The incidental beauty that results from proper roadside development is an added consideration in a civilized country. The principles laid down in this pioneer book on a pioneer subject are those that will be followed by the highways of tomorrow.

Julian Montgomery
Texas State Highway Engineer
An Historical Resume of the State Road Department

As all State work has its beginning in some kind of legislative enactment, it might be well to go back and review the various steps and laws enacted creating the present department, and some little of the history pertaining thereto.

About a generation ago, an enthusiastic body of gentlemen met in Orlando for the purpose of discussing good roads. It was at this meeting the Florida Good Roads Association was founded. The Association received support from several counties and from time to time various other counties fell in line.

This Association soon realized that it would require some action of the Legislature to secure roads across counties and that a system of State Roads would have to be provided for. To this end a general plan was worked out and submitted to the Legislature in 1915. The result was the Legislative enactment in Chapter 13,
Good Roads Movement

From Wikipedia, the free encyclopedia

The Good Roads Movement occurred in the United States between the late 1870s and the 1920s. Advocates for improved roads led by bicyclists turned local agitation into a national political movement.
The "Miller" Bill, Enacted by the Legislature of 1923, Defines the State Highway System

Located and Constructed Shall Become and be the Property of the State.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That the following named and numbered roads be and are hereby declared, designated and established as State Roads:

Road No. 1. Extending from the Alabama State line at Nunez Ferry and from Fломатоn to Jacksonville, passing through Pensacola, Milton, Crestview, DeFuniak Springs, Bonifay, Chipley, Marianna, Cypress, Chattahoochee, Quincy, Havana, Tallahassee, Monticello, Greenville, Madison, Live Oak, Lake City, Sanderson, Macclenny and Baldwin.

Road No. 2. Extending from the Georgia State line North of Jennings to Fort Myers, via Jasper.
Five things to be done in an adequate program of highway beautification.
1. Preserve great natural beauty
2. Don’t clutter up the landscape with unsightly signs.
3. Provide adequate width of the highway
4. Plant trees in all parts of our state.
5. Plant trees, tens of hundreds of thousands of them, supplemented with certain shrubbery and flowers.

“There is too much thoughtless cutting down of magnificent old trees along our highways. Most any fool can chop down in a few minutes a great tree that has taken decades and centuries to make.”
In the 1920s ...

- Avoid “formal or regular planting”
- Use natural groupings of native trees and shrubs”
- ... the footpath curves through the trees ... though only a few feet from the concrete, has constantly in view a delightful vista ...

Is expected to set a precedent in the handling of roadsides in America.

Jens Jensen 1992 by Robert E. Grese
Bayshore Boulevard  Tampa  1927–31
Hillsborough River Parkway (with P. French)  Tampa  1932
Venetian Causeway  Miami Beach  1934–37

As State and County Project Superintendent

Project 102, Brickell Avenue  Miami  1933–34
Project 68-B  Boynton  1934–35
Project E-91  Stuart  1934–35
Red Road (Hist. Restoration, 1992)  South Miami  1935–36
LeJeune Road–NW River Drive  Miami  1935–36
Kendall Road  South Miami  1934–35
Rickenbacker Causeway  Miami to Crandon  1940–47
Florida Overseas Parkway to Key West  1937–40; 1958 (see Bibliography for reports)
Franklin Boulevard to State Capitol  Tallahassee  1956–57 (doubtful whether his plan was used)
Automobiles - 1933

“more than nineteen million passenger automobiles registered and in operation in the US. US population in 1930 is 123 million. ... one automobile for every six persons. ... everyone makes use of the highways.”

Bennett p. 3

2019

• 329 million US population
• 272 million automobiles
• One automobile for every 1.19 persons
### Population of Florida: 1830 to 1920

<table>
<thead>
<tr>
<th>Census Year</th>
<th>Population</th>
<th>Increase Over Preceding Census</th>
<th>Per Cent of Increase for the United States</th>
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<tr>
<td></td>
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<td>Number</td>
<td>Per cent</td>
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<tr>
<td>1830</td>
<td>187,748</td>
<td>47,324</td>
<td>33.7</td>
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<tr>
<td>1840</td>
<td>140,424</td>
<td>52,979</td>
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<td>1850</td>
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<td>32,968</td>
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<td>54,477</td>
<td>19,747</td>
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<td>1870</td>
<td>187,748</td>
<td>47,324</td>
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<td>121,929</td>
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<td>1900</td>
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<td>137,120</td>
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<tr>
<td>1910</td>
<td>752,619</td>
<td>224,077</td>
<td>42.4</td>
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<tr>
<td>1920</td>
<td>968,470</td>
<td>215,851</td>
<td>23.7</td>
</tr>
</tbody>
</table>

1930: 1.47 million

2019: 21.64 million
1929 Tallahassee
Martin Building Constructed 1925
State Road Department Building until 1948
Adams St @ Jefferson
State Archives of Florida
Landscape Engineer
Started at the State Road Department in 1937

May 1952 Florida Highways
State Archives of Florida
"For over three centuries the beauty of America has sustained our spirit and enlarged our vision. We must act now to protect this heritage.

"In a fruitful new partnership with the states and cities, the next decade should be a conservation milestone. We must make a massive effort to save the countryside and establish - as a green legacy for tomorrow - more large and small parks, more seashores and open spaces than have been created during any period in our history.

"A new and substantial effort must be made to landscape highways and provide places of relaxation and recreation wherever our roads run."

"Within our cities imaginative programs are needed to landscape streets and transform open areas into places of beauty and recreation."

From President Johnson's State of the Union message to Congress, Jan 4, 1965
People want to come to Florida because of its natural beauty. Tourism ... helps spread the tax burden to non-Floridians, limiting taxes on our citizens."
“… roadside development serves to attract people to the community ... and also results in a direct increase of adjacent property values.”
So?
Dear FDOT Employees:

We can always look back to history to see how transportation was a major part in the foundational development of our country – from the placement of the ‘Golden Spike’ on May 10, 1869 that completed the First Transcontinental Railroad, to President Eisenhower’s signing of the Federal-Aid Highway Act on June 29, 1956 that was the springboard of the national Interstate Highway System, to the crew of Apollo 11 landing on the moon on July 20, 1969. Each event became the catalyst for something bigger in the country’s quest to efficiently move ‘people and goods’, especially as this nation founded in the belief of democracy continued to grow.

Senate Bill (SB) 7068
creating the Multi-use Corridors of Regional Economic Significance (M-CORES)

Out Mission: The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.
for the road(s) ahead ...

what can we learn looking back at the front yard of the nation?
"Though the word beautification makes the concept sound merely cosmetic, it involves much more," she said. "Clean water, clean air, clean roadsides, safe waste disposal and preservation of valued old landmarks as well as great parks and wilderness areas."

Mrs. Johnson
Beauty

“Roadsides ... day after day ... their effect upon the mental attitude of the public is much greater than is generally supposed”

Bennett p 46-47
Intrinsic Worth

“Theoretically, at least, the improved appearance of the roadsides exercises a quieting or soothing effect upon the mind and lessens the possibility of distraction.”

Bennett pp. 213
“If there is anything that any public organization can do ... to uplift the mental attitude of individuals, then it is a clear cut moral duty and should be executed without hesitation. ... everyone who makes use of automobiles cannot help but appreciate improved highways, shaded drives, and pleasant and attractive roadsides...”
“... roadside through the open country cannot be maintained to the same degree as a private estate, home garden, or boulevard, without an excessive use of funds and it should therefore not be planted according to such a standard.”

Bennett p. iv
Roadside Development

“Many well-meaning individuals and organizations have stressed the beautiful at the expense of the practical and necessary.”

Bennett p 5

State Archives of Florida
“Enthusiastic supporters of roadside beautification frequently advocate for the use of inappropriate and impractical planting material or an improper arrangement or quantity of plants... Such permission should never be granted...”
Roadside Development

“What is really desired, however, is attractive and useful roadsides which can be obtained by preservation or creating a natural or an approach to a natural condition in keeping with the adjacent or surrounding country. And the significant thing about this is that to follow a natural development is outright economy in road maintenance. Such a procedure produces the most attractive and the most useful results.”
A desirable example of the nation's front yard
Along the Indian River at Olympia Beach, Fla.
Upkeep

“... for most roadsides ... the public cannot afford and should not be asked to pay an unreasonable amount of money annually for the intensive maintenance necessitated by such planting.

Many landscape plans for roadsides are impractical... ”

Bennett p. 173
Upkeep

“... if the exorbitant costs of watering were realized, a more favorable opinion would result.”
Roadside Development

“The improvement of roads in all parts of the world since the earliest times has been followed by the planting of roadside trees. ... the planting of them alone will cost less and render the greatest service over the longest period of time.”
Roadside Development

“... The use of trees ... is well worth the money spent for their planting and maintenance.”

Bennett p. 7
HOME OF MAHAN PECAN
MONTICELLO NURSERY

THE FRED MAHAN DRIVE
DEDICATED IN HONOR OF
FRED MAHAN

BY HIS ENTIRE EFFORT
AND GENEROSITY HAS
BEAUTIFIED THIS HIGHWAY
BY ROADSIDE PLANTINGS
BEWEEN MONTICELLO
AND TALLAHASSEE

ERECTED—1948
BY
THE STATE ROAD DEPARTMENT
E. ELGIN WOOD, COMMISSIONER

FRED MAHAN

FRED MAHAN

51
Roadside Development

“Roadsides constitute the front yard of every community and because of this, if for no other reason, they should be developed and maintained in a manner befitting such a distinction.”

Helen Johnson Hendry
1930-2016
RLA #0000003
First Lady of Landscape Architecture in Florida
FNGLA Hall of Fame

Bennett p 1
(3) “Landscape architecture” means the performance of professional services such as consultation, investigation, reconnaissance, research, planning, design or responsible supervision in connection with the development of land areas, where and to the extent that the dominant purpose of such service is the preservation and enhancement of natural land features, ground cover and planting, and naturalistic and esthetic values. This practice shall include the design, location and arrangement of such tangible objects and features as are incidental and necessary to the purposes outlined herein, but shall not include the making of land surveys or final land plats for official recording; provided, however, that nothing contained herein shall preclude a duly registered landscape architect from performing any of the services described in the first sentence of this subdivision, and provided that nothing contained herein shall pre-
STATEMENT OF POLICY

Conservation of Landscape Features and Land Values

Engineering requirements and landscape architectural objectives should be carefully coordinated during the stage of location and design. The designer should take full advantage of the natural lay of the land and of natural and manmade features of the route. Where feasible, adjustments in alignment, profile, and cross section should be made to reduce disturbance and possible damage to streams, trees, and other natural features. The designer should try to preserve the natural slopes within the right-of-way. He should not overlook possibilities for saving areas of undisturbed woods and sites for safety rest areas as a part of the total design. Conservation of such landscape features frequently results in the introduction of terrain-fitting curvature in place of long tangents in alignment; thereby reducing the areas of cut and fill slopes and providing a reduction in the cost of erosion control measures as well as reducing annual highway maintenance. Desirable trees which will not interfere with construction or future traffic should be saved.
Roadside Development Coordinators (Landscape Architects) 1960s-2000

Roadside Development

“... several closely related operations designed to improve the appearance and usefulness of roadsides. ... between the travelled way or roadbed and the property lines.”

Bennett p i
“… roadside development... the practical improvement of the roadsides for the best use and benefit of the public. ... accomplished without lavish exemplification of the beautiful and also without a neglect of undesirable features, is the ideal.”

Bennett p. 218
“States and counties were slow to use public funds for such a purpose until the question of necessity was proven and until the public demanded action.”

Bennett p 4
“a public necessity ... publicly owned ... open to the view of every passer-by.”

Bennett pp. 35-37
ONE OF THE INVITING ROADSIDE PARKS ALONG THE TEXAS HIGHWAYS

Planted with trees, these areas, of which there are some four hundred in the State, provide the motorist with a chance to stop and rest on long Texas drives.
Intrinsic Worth

“Planting ... creates a natural reservoir of soil water which may be gradually released over a period of time. This retards and regulates the flow of water into ditches and drains.”

Bennett pp. 208-9

Trees; Nature’s stormwater regulators
Intrinsic Worth

“Price is not an absolute yardstick for value. ... If the true value were known, it would become much more desirable and its necessity would be much more evident.”

Bennett pp. 208-9
“... quality of plant ... is so important that it may be solely responsible, in many instances, for the success or failure of the work.”
PLATE III

Informal plantings of sugar maples and white birch are especially attractive along the highways
“... planting roadside trees in rows ... is largely because of lack of space. Usually only a very narrow planting strip is available...
“... skilled and trained help is required and reasonable budgets are necessary. ... as necessary ... as to the successful construction and maintenance of a concrete road.”
“Money appropriated for roadside development without provision for future maintenance is largely wasted.”

Bennett p. 171
“To those who have given the matter little thought, the securing of trees and shrubs of various kinds and the planting of them along the road seems relatively simple.”

Bennett pp. 225-226
“... people prefer attractive drives with properly developed roadsides to highways built with the sole objective of accommodating traffic. People cannot or will not live by bare necessities alone... And so in providing roads for motorists something more is needed than just a first class pavement.”
The visitor was provided a glimpse of the destination, and then treated to a pleasant (but relatively direct) scenic drive to admire the beauty of the landscape.
“Attention should be given during the preliminary planning to those elements that add to the attractiveness of the route.”

1961 AASHO Statement of Policy

“….coordinate roadway and roadside design to fit highway locations into the topography to conserve outstanding landscape features and to preserve the economic and aesthetic values of abutting land.”

1965 AASHO Operating Committee on Roadside Development
“The ‘complete highway’ ...is soundly engineered, is of attractive, if not beautiful appearance, safe for its users, and a desirable asset to the environment through which it passes.”

1965 AASHO Operating Committee on Roadside Development

19??
State Archives of Florida
Complete

“Complete road organization”

“Complete annual maintenance”
“...to protect the public investment in such highways, to promote the safety and recreational value of public travel, and to preserve natural beauty.”

23 U.S. Code § 131
“It shall be the policy of the state to conserve and protect its natural resources and scenic beauty.”

Constitution of the State of Florida, Article II, Section 7 (a) Adopted, 1968
“...assure for all Americans safe, healthful, productive and aesthetically and culturally pleasing surroundings.”

1970 National Environmental Policy Act
A Look Forward

“We give priority to aligning transportation decisions with land use and community development decisions to create great places in established urban center, emerging markets, small towns and rural areas.” p. 17

“The state’s unique natural environment is central to our economy, our quality of life, and our identity as Floridians ... we will restore and preserve the beauty of Florida for generations to come.”

Florida Governor Ron DeSantis March 5, 2019 State of the State Address
Roadside Development

“what is really desired, however, is attractive and useful roadsides which can be obtained by preservation or creating a natural or an approach to a natural condition in keeping with the adjacent or surrounding country. And the significant thing about this is that to follow a natural development is outright economy in road maintenance. Such a procedure produces the most attractive and the most useful results.”

Bennett p. 6