

**ROADSIDES; THE  
FRONT YARD  
OF THE NATION**

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Roadsides; The Front Yard of the Nation by J. M. Bennett

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**J. M. BENNETT**

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OF THE NATION**



ROADSIDES  
THE FRONT YARD OF THE NATION



A desirable example of the nation's front yard

# ROADSIDES

THE FRONT YARD  
OF THE NATION

*By*

J. M. BENNETT

SUPERINTENDENT OF PARKS AND FORESTRY  
BOARD OF COUNTY ROAD COMMISSIONERS  
WAYNE COUNTY, MICHIGAN



THE STRATFORD COMPANY  
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**THIS BOOK**  
**IS SINCERELY DEDICATED TO THE MOTORING PUBLIC**  
**WHOSE WORTHY DEMANDS THE ROAD AUTHORITIES**  
**ARE EARNESTLY STRIVING TO FULFILL.**





## PREFACE

**T**HE development of roadsides, however completely carried out, is not absolutely necessary to the health, happiness and prosperity of a community, county, state or nation. It does not rank in importance with road construction, public parks, sanitary sewer systems, water supply and similar enterprises, but it does contribute its full proportional share toward the general welfare of everyone. It is a logical and desirable forward step in public improvement and one among many that should not be overlooked if the greatest benefits are to be realized by the general public. It occupies a place of relative importance and necessity in the complete scheme of public works, yet it applies only to roads and it has only recently been considered as embracing a number of betterments which logically fall under a single classification.

This is known as roadside development, which is the collective title for several closely related operations designed to improve the appearance and usefulness of roadsides. This designation has been employed in its present sense by various governmental highway departments since its inception in 1922 by the Board of County Road Commissioners of Wayne County, Michigan, although organized road-

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side tree planting was done to some extent in a few localities prior to that time.

The accepted term, roadside development, is now generally understood to include other work in addition to tree planting, or in short, everything except drainage, that has to do with the appearance and use of the roadsides between the travelled way or road-bed and the property lines. Some highway authorities prefer to place certain parts of this work under road maintenance and construction, while others believe that the responsibility of all the necessary operations involved should be confined to a single department or division of the highway organization. The latter method is the most economical and is to be preferred provided the work which other divisions are best suited to perform are allotted to them under the co-operative direction of a competent roadside development head. This is entirely an organization matter but an important one if the best results are to be achieved.

There is an increasing tendency on the part of road authorities to assume a more broadminded attitude toward roadside development and there is also a marked indication that landscape architects, public-spirited organizations and influential individuals are curtailing a too elaborate display of enthusiasm. This merging or leveling off of two extremes represents a most economical and serviceable situation. The realization has been reached that roadside development with its various activities is important,