HUDSON PARKWAY OPENS TOMORROW

Newest Link in City's Great Express Highway Projects Ready for Motorists.

ACCLAIMED BY LA GUARDIA

Vital Step in Reconstruction of West Side, He Says—Moses Sees a Dream Realized.

The Henry Hudson Parkway will be opened tomorrow as the newest link in a great express highway and parkway system that city planners hope eventually will extend from the south shore of Brooklyn to the northern boundary of the city in the Bronx.

The new parkway provides four and a quarter miles of modern through highway from the upper end of Riverside Drive, just below Dyckman Street, to the Saw Mill River Parkway at the city line in Van Cortlandt Park. The parkway will be opened without ceremony tomorrow morning.

At the same time the Shore Parkway Extension will be opened in Brooklyn. It extends for more than a mile from the end of the present Shore Drive at Fort Hamilton on a curve around Gravesend Bay toward the site of the proposed Marine Park.

Mayor La Guardia joined Park Commissioner Robert Moses and other city officials in statements yesterday hailing the Henry Hudson Parkway as a "vitally important" highway improvement and as the partial realization of a "dream of a reconstructed, renovated West Side."

Includes Arched Bridge

The new highway includes an arched bridge stretching across the Harlem River Ship Canal with a length of 840 feet and a height of 142.5 feet above high water. For the first two days no toll will be charged for crossing the bridge, but beginning Monday there will be a charge of 10 cents.

From the upper end of Riverside Drive, at the northwestern edge of Fort Tryon Park, the new highway traverses Inwood Hill Park, last home of the Indians in Manhattan, and crosses the Henry Hudson Bridge to Spuyten Duyvil Parkway. From Spuyten Duyvil Parkway the new parkway runs down the middle of Riverdale Avenue, and then in a wide swing eastward it stretches over Broadway into Van Cortlandt Park and curves northward to the Saw Mill River Parkway in Westchester.

The roadway through Inwood Hill Park and across the bridge is forty feet wide and carries two lanes of traffic in each direction. North of the Harlem span two thirty-two-foot roadways separated by a central mall have been laid out, but at present have been paved just twenty-one feet wide along Spuyten Duyvil Parkway.

The Henry Hudson Parkway Authority already has made plans for a second roadway through Inwood Hill Park, and an upper deck on the bridge with one-way traffic on each deck.

Relief Labor Employed

The parkway project was the joint work of the city and the State Department of Public Works. Relief labor was employed for grading work and for the paving of service roads and sidewalks along Spuyten Duyvil Parkway.

The parkway authority was created by the 1934 Legislature with the New York City Park Commissioner as the sole member, and built the lower half of the parkway with the proceeds of a privately subscribed bond issue. The upper half was constructed by the Department of Public Works with State and Federal highway funds on rights of way acquired by the city and the Authority.

Meanwhile, work is progressing on a highway through Riverside and Fort Washington Park to connect with the West Side Express Highway south of Seventy-second Street. Joining of the shore highway with the Henry Hudson Parkway is expected to be made next Summer.

Mr. Moses, in a statement in a souvenir booklet, pointed out that suggestions for improvements on the West Side had been advanced as long ago as 1891.

"The Henry Hudson Parkway and the West Side and related improvements are not new," he said. "They were not invented by me or by my fellow-workers. On the contrary, they reflect the forethought, the enthusiasm and the years of effort of scores of citizens, distinguished and nameless, selfish and unselfish, practical and visionary, most of whom have by now gone to their reward.

"Our pride of authorship at most encompasses the larger details. If we make any claim, it is that we have had the gumption to translate plan into reality. It cannot be said too often that what New York needs today is not vision, with which we have always been plentifully endowed in the past, but elbow grease."

Not Merely a Speedway

Mayor La Guardia pointed out that the new speedway was not merely a speedway or through road.

"Its construction has been accompanied," he said, "by the complete rebuilding and extension of park areas and the addition of many play areas for local use, and all danger of crossing the parkway has been eliminated."

Borough President Samuel Levy announced that the last section of the West Side express highway between Canal Street and Seventy-second Street would be opened by the end of this year. Work on extension of the elevated highway from Canal Street south to Battery Park will be under way early next year, he said.

Borough President James J. Lyons of the Bronx pointed out that for more than a quarter of a century the people of the Bronx had urged and petitioned for a bridge connecting Inwood in Manhattan with Spuyten Duyvil.

"Throughout the intervening years," he said, "the people of the Northwest Bronx, embracing Kingsbridge, Spuyten Duyvil and Riverdale, together with civic organizations from all parts of the Bronx, have consistently and constantly pleaded and hoped for the consummation of this project. The opening of this bridge enables all of these people to rejoice and to feel that their early efforts were not in vain."

NEW PARKWAY SPAN TO BE OPENED TO THE PUBLIC TOMORROW
The Henry Hudson Bridge