



## 1964: "Wow, what a road!"

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The late Pasquale Caro of Mariners Harbor was the first motorist to travel the sleek North Shore stretch of what was then known as the Clove Lakes Expressway when the barriers were opened on Jan. 30, 1964, at 12:39 p.m.

"It's beautiful. Wonderful," he told the Advance that afternoon. "Wow, what a road!" Caro's daughters, who now reside in Old Bridge, N.J., remember that the expressway (planned by the city's late master builder, Robert Moses) cut their father's intra-borough commute time in half.



Advance file photo1979: Staten Island Expressway motorists have something rarely found today: Breathing room.

"Oh my God, when it first opened it was pretty barren," the pioneer's daughter, Patricia Caro, recalled.

But the days of leisurely drives on the expressway didn't last long.

The Advance first began describing regular bumper-to-bumper, rush-hour traffic on the expressway in the 1980s. The clogged road was the inevitable result of several factors, including the growth and maturation of the post-Bridge population boom, and the construction of a network of connecting highways that made the expressway an attractive shortcut for motorists traveling between Brooklyn and New Jersey. The expressway's lanes are clogged with traffic as many as 15 to 18 hours a day, according to Jonathan Peters, a transportation expert and professor of finance at the College of Staten Island.

Along with the George Washington Bridge/Cross-Bronx Expressway, the Staten Island Expressway is one of two main regional freight corridors for the transport of goods into the city and Long Island.

That means that Islanders running errands or taking their kids to school each morning are sharing the road with anxious commuters pressing to get to work on time as well as businesses and trucking companies delivering goods throughout the entire region.

"It's just one of those roads that are trying to serve too many purposes at once," said Kate Slevin, executive

director of the Tri-State Transportation Campaign.

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