WORLD ROADTRIP:
Rethinking Road Accommodation
for Global Roadtrip Scenarios

by

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Ambitious road building projects are underway all over the world. Despite critiques of car infrastructure and its effects on urban morphology, the environment, rising gas prices, etc., these projects have already begun and are unstoppable. Expected to finish within the next twelve years and integrate with existing road networks, these projects will make the ability to drive around the world real. This world infrastructure will undoubtedly spawn scenarios of cultures, subcultures, and road appropriations that can not be predicted but can be projected - making clear the necessity for reconceptualizing road accommodation for both leisure and non leisure occupations. This design thesis proposes a road accommodation strategy using the gesture of highway exit and deceleration to create auto campsite infrastructures that will work to connect the global roadtrip experience directly into global/ local landscapes.
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Globalization, on the ground:
We travel far, but to few places.
The world roadtrip will be neither the American roadtrip nor the current standard of global travel, it will be a new way of experiencing, and reconceptualizing the world.
transcontinental roadtrip case studies:

On the Road in China

Political

India Accelerating was an online interactive produced by the NY Times in December of 2005 detailing a reporter's roadtrip along the new Golden Quadrilateral expressway in India. The reporter used photography along the roadtrip to capture information about how the country is adapting the infrastructure.

Cultural

Retired investment banker Jim Rogers has written two books Investment Biker in 1999 and Adventure Capitalist in 2003. Both books detail world roadtrips he made to gain information about where to invest internationally. His roadtrips provide a global cross section of developing economies, politics, and cultural encounters.

Economic

Down Highway One is a novel written by reporter Sue Downie who took a roadtrip from China to the Vietnam border in 1988. Her reports and interviews provided a base of information about Southeast Asia, which at the time little was known about.

Social

Invisible 5, www.invisible5.org, is a web-based audio tour made from, and for, a roadtrip from San Francisco to Los Angeles. The roadtrip highlights 23 environmental hazards along the route.

Environmental
In a document entitled Linking 5 Continents and More than 100 Nations, futurist McKinley Conway promotes the conception of a Global Highway. His contention is that much of the world is already covered by extensive highway infrastructure, missing zones are either under construction or have infrastructure proposed, and remaining connections are needed at only a few strategic points.

If manifested, this highway would make it possible "to drive through Europe, cross at Gibraltar into Africa and circle the continent, then take a new Silk Road from Istanbul to the Far East, drive north to the Bering Strait, cross into North America, cruise down across Canada, the United States, Mexico and Central America to Panama and then circle South America..."
Frank Didik is another individual promoting the idea of a Global highway. His proposals and sketch for linking networks are similar to those of McKinley Conway. On his website promoting the Trans-Global Highway, Didik states, "I would like to go from New York City to London. By car. Before the end of my life, I would like to go to England and drive my car all the way through Europe, south to Spain, go through the Gibraltar-Morocco Tunnel, drive east through all of north Africa, though the open boarders of Egypt, Israel, Syria, Iraq, Iran, Afghanistan, Pakistan, India China and than through the Korea's and on to Japan. Later, I want to go back to the Koreas on through Russia and on to the the United States, via the Bering Strait Tunnel. I want to do this, in
Road Networks:

Developing road networks and linkages will make driving around the world possible!

ASIA
☐ Asia Highway Network
☐ National Trunk Highway System of China
☐ India Highway Network

EUROPE
☐ International E-Road Road network
☐ Pan-European Highway Network

AFRICA
☐ Trans-African Highways
☐ National Road System South Africa

AUSTRALIA
☐ Auslink National Network

AMERICAS
☐ Pan America Highway
☐ IIRSA - South America
The concept of an integrated network of roads in Asia was initiated by the UN in 1959, and substantial progress occurred between 1960 and 1970. Funding ceased in 1975, and construction did not resume. In April of 2004, new intentions for construction linking 32 Asian countries were finalized at the 60th meeting of UNESCAP in Shanghai. Comprehensive maps, route logs, tourist itineraries, and design standards were established. Route numbers begin with AH (for Asian Highway) followed by one, two or three digits, depending on the region. The new effort is a response to economic growth in Asia, and once complete, this network will provide integrated road access to an extensive percentage of the Earth's surface.
AH1, Osan between Daejeon and Seoul ROK

AH1, Mount Fuji, Japan

AH1, Bangkok, Thailand

AH3, Ulanbaatar, Mongolia

route 312, Gobi Desert, China
China's national expressway initiative began in 1988, and in 1989, only 147 km of road were complete. By January of 2006, China had 41,000 km of expressway - 6,700 km of which were built in 2005. The system is organized by the Ministry of Communications of the People's Republic of China and includes 7 radiating lines from Beijing, 9 north south lines, and 18 east west lines. This network of highway infrastructure will provide access from routes of the global scale Asian Highway Network into large regions of eastern China.
The effort for an integrated highway network in India began in 1991, when India began reestrategizing economic policy to encourage foreign interaction. The Golden Quadrilateral is an initiative under the Asia Highway Network but is directly managed by the National Highway Authority of India providing direct, four to six lane, connection between Delhi, Mumbai, Kolkata, and Chennai. North south and east west corridors connecting the four major cities are also planned.
Golden Quadrilateral, India
The European Union is covered by a network of highway infrastructure that has been defined by UNECE since 1975; roads are numbered E01 and up. This system is generally safe and relatively easy to traverse. While considered comprehensive, there are additional proposed roads within the network, shown as dashed.
Though not as road accessible as Western Europe, Eastern Europe has much of the fabric of interstate infrastructure, however the roads are in such disrepair that they fail to be effective routes. The Pan-European Transport Conference has mapped an improvement initiative that includes ten key routes through Central and Eastern Europe known as the “Crete corridors.” Once complete, these roads would provide key transport linkages between Europe and Russia, and then into the Asia Highway Network.
doubling of route A4 in Germany
The Trans-African highway network, or TAH, was first conceived in the 1970’s to provide direct routes between African capitals. All progress stopped in the 1980’s and efforts to resume building failed through the 1990’s. In 2003, the African Development Bank produced a document with a revised analysis and proposals for several Trans-African highway routes and “missing links” across the continent. Time lines have been established for each of the nine major corridors, and the estimated cost for completion is 4.2 billion US dollars. Once linked to Europe and the Middle East, the Trans-African highway network would make the continent of Africa very road accessible.
Tunisia classified road network development

Trans African highway, Central African Republic

Swazi highway
The highway system was built in the 1970s under the Apartheid government and modeled after the United States Interstate Highway system. Highways are labeled with an N followed by a road number (1-18). South Africa is far ahead of other African countries in terms of road execution. The majority of roads are complete, however the department of transportation does have a strategic plan for new construction and maintenance.
N3, KwaZulu-Natal Midlands

N2, Cape Town
Australia first adopted a standardized route numbering system in 1955, and at this time Highway 1, the coastal highway which encircles the entire continent linking all major cities and coastal towns was the only national highway. Today, it is the longest national highway in the world and a major tourist attractor for continental scale roadtrips. The National Highway Act of 1974 continued to improve Australia's road networks, resulting in the fairly well maintained and comprehensive highway system of today. Auslink was established in 2004 as a government effort to maintain and further integrate Australia's road, as well as rail, air, and sea networks. With an investment of $15 billion dollars through mid 2009, this continent's accessibility by car will continue to improve.
A single unifying route for the Americas was originally conceived in 1923 at the Fifth International Conference of American States. In reality, the route developed in pieces and includes the Alaska Highway through Canada, Highway 101 along the US West coast, the InterAmerican highway to Panama City, and the South American route. The Pan-America highway is an essential route is very significant as it spine of access that links into local networks along the way.
network: IIRSA South America

complete: 2010

IIRSA - IMPLEMENTATION AGENDA BASED ON CONSENSUS 2005-2010

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The Initiative for the Integration of Regional Infrastructure in South America (IIRSA) is a cooperative organization of South American countries working together to produce a “Strategic Vision” for the physical integration of South America through several key infrastructure projects, including road building projects that will link existing national road networks.
N3, KwaZulu-Natal Midlands

N2, Cape Town
Global Sites:
road development

zones of current construction
zones of proposed projects

This mapping was created from an understanding of the extents and intentions of national and international road building initiatives.
This mapping was created from an understanding and interpretation of compiled road network research. The access judgements are made according to network density and road quality.
Scenarios:
What scenarios will play out on this infrastructure?

Because global exposure projects futures resulting from infra.
scenario 1:

**Personal Pilgrimages**

As society tends toward the individual, a massive trend of roadtrips for self exploration begins. It becomes common to take 2-3 years off from life to drive around the world and find yourself. Individuals go on roadtrips with wandering itineraries and sometimes never return.

scenario 3:

**Roadtrip Extreme Games**

In a society that over values the individual and competition, world infrastructure becomes a new frontier for extreme sporting. Car and bicycle races around the globe and continental marathons push the limits of technology and the human body.

scenario 2:

**Peace and Love**

World infrastructure unites the globe, creating a borderless society of peace and economic prosperity. People go on the road in caravans to embrace the world and experience culture. Bands go on world road tours with sprawling groups of nomadic fans.

scenario 4:

**Mad Max**

World infrastructure increases stress, as countries with no prior connection to global markets can compete. Accelerated nationalistic competition leads to rapid development with no concern for the environment or natural resources. Oil is depleted and without fuel, society shuts down. Highway infrastructure becomes a
scenario 5:
**Mass Commuting**
Global highway infrastructure leads to an extreme of suburban development patterns and regions come to dominate cities. Urban zones spread further and further apart making it common to live in one zone but commute several hours away. Daily commuting becomes exhausting and frustrating.

scenario 7:
**RV Scape**
The possibility to drive around the world lures baby boomers to the road in extreme force. They disappear from their spaces in cities and suburbs and create a culture existing in white RV form wandering from national park campsite to tourist attraction parking lot.

scenario 6:
**Dust Bowl**
Good roads lure economically and socially repressed populations of people to migrate to other regions of the world. Villages pack up and take to the road with all of their belongings. Global concentrations of populations undergo a massive flux.

scenario 8:
**Road movie re-mixing**
World road infrastructure causes an explosion in the genre of international road film. Road movies become a fascinating splicing and compilation of diverse cultures. Soon, the experience of watching a film has more cultural value for people than taking a real roadtrip.
scenario 9:

**Spring Break**

As the world gets increasingly un
interested in cultural pursuits, the low cost,
typical American college springbreak
roadtrip becomes the dominant option for
tavel. Continental stretches of coastline
become cluttered to accommodate
international low brow roadtrips to the
beach.

scenario 10:

**Luxury Vacation**

The world roadtrip becomes the trend for
a very small and exceedingly wealthy
class who take roadtrips just for the sake
of saying they drove around the world.
They drive luxury cars and make as few
stops as possible. Exclusive hotels
develop with exotic amenity packages
next to global highways in the middle of
nowhere.

scenario 11:

**Everyone is a Journalist**

With slow economic growth but an
increased interest in learning about the
world, the figure of the journalist on the
road, as well as the war photographer,
become overly romanticized.
Travelogues by people with some
supposed insight into culture become
best sellers. Everyone begins to fancy
themselves an anthropologist and hits the
road.

scenario 12:

**Bus tour**

Increased economic development leads to
better education and more disposable
income. With these trends, the global bus
tour becomes the ultimate vacation
promising a comprehensive visit to every
single significant point on the globe.
Busses packed with 50-100 tourists speed
around the world stopping for sometimes
only half an hour at “significant” points.
The scenarios bring up issues of significant increases in scales of mobility: in terms of sheer numbers of vehicles on the road, increases in group size for safety and necessity, increased time spent living on the road, as well as the greater demands for carried and accumulated belongings for long distance trips. Drastic jumps in critical mass will occur as large populations in the developing world gain access to the car for the first time, and road accommodation has the potential to become more migratory and caravan in nature, as populations fluctuate globally towards work or opportunity. The majority of new road construction runs through areas of the world that are undeveloped, where standards of living and definitions of accommodation vary significantly from American ones. These jumps in scale, and redefinitions of standards, make clear the necessity to propose an alternative strategy for roadside accommodation that can accommodate drastic fluctuations in number of occupants, and deal with sites that are remote.
Rethinking Accommodation:
FIGURE 9.4 The Holiday Inn, Wildwood, Florida, circa 1970. Beginning in the late 1950s, most new Holiday Inns were two-story structures with room and service building segments organized around a central recreational courtyard.

FIGURE 9.5 A property-facilities map distributed to guests of the Pensacola, Florida, Holiday Inn, 1965. Holiday Inns featured an array of amenities designed to meet the needs of families, business travelers, local organizations, newlyweds, and others.
FIGURE 2.18 The evolution of the American motel as a building type.

The typology of the motel (motor-hotel) is organized around direct and orthogonal relationships of parking and room. This strategy does not engage the surroundings or relate to adjacent road infrastructure. The scale, configuration, and number of rooms are inflexible and based on American standards of accommodation quality. Applying the typology of the motel to sites along new global infrastructure is inappropriate for accommodating the issues of scale brought up by the scenarios, and addition ignores the potential to engage the landscape of such unique sites.

The typology of the motel evolved from the roadside auto camp. Locally run, these camps were comprised of aggregated cabins, that would grow as owners could afford to build units depending on their camp's popularity and profits. The auto camps facilitated a link from new road infrastructure to the natural surroundings based on a configuration of parking integrated with the local landscape.
Auto campsites from around the world: Japan, Halkidiki Greece, along
Aerial photo of parking configuration at Burning Man festival, Black Rock City, NV
Car Camping, around the world:
The infrastructure for the auto campsite begins with an exit from the global highway, seeking to accommodate the roadtrip notion of the freedom to pull of the road and camp wherever you wish. A single arc exit develops a prototype for minimal road accommodation, providing simply an exit and means to explore and experience local ground. The arcs are intended as spurs along new roads in developing areas of the world where there may be no other accommodation, or even other roads. Wide enough to permit passing, but narrow enough that one must drive to the end to turn around; the arc forces the road trip onto local ground. The split at the end produces an accommodation space and the trajectories of the arcs could continue as paved or unpaved roads or trails into the local terrain. The arc will be constructed in the language of highway road building, but it can be imagined that the surfaces could be allowed to degrade, or become overgrown, over time.
The deployment of multiple arcs sets up the infrastructure for a linear car camp. Over a variable terrain, the arcs mediate the sloped landscape before blending into a field condition. The consecutive spacing of arc exits can fluctuate, and has the potential to generate different scales of campsite accommodation. The campsite is structured on an arced parking grid, a system that organizes accommodation structures and may or may not be left paved or unpaved.

The campsites have a linear progression from enclosed to open accommodation, as well as a surface material progression from man made (recycled tire or Astroturf) to natural (grass). The accommodation is organized across the arcs by scales of mobility with the top band (last exit) developing accommodation amenities such as gas, food, or supplies. Accommodation for smaller, more mobile travelers is located toward the top and larger caravan groups at the bottom (first exits). After the field condition, the arcs continue into the landscape, the threshold being mediated by parking (to continue on foot) or enclosed hedge rooms for car camping. The trajectories of the arcs continue and can eventually connect with local networks of roads or trails.
The area continues becoming footpaths and off-road paths. They set up access deep into the local landscape, leading more primitive forms of accommodation and provide a base from which tracks can connect to local networks of trails or paths.

At the threshold with the local, the end of the canopy is mediated by landscape cones that accommodate parking within your car. The area becomes projections out, while bands of natural vegetation cut back into the infrastructure, creating outdoor rooms.

As the elevation of the canopy eaves, the area trends for a moment into a field condition. The field is an ambivalent space, created by the infrastructure, but allows for a large open locale to enjoy the natural setting.

Canopy accommodation provides a stacked space for vehicles pulling in from the area and the ramps slope up in the center to make a center locale for travelers where campers provide base points. The size of the canopies can fluctuate with distances between arcs and vehicle dimensions.

As the arcs progress away from the rest into the landscape, their shoulders widen becoming grassed and inner cones between them develop into canopies. Canopy accommodation develop along the borders of these zones creating flexible shelters that allow travelers to pull in and unpack.

The arcs begin as consecutive arcs ordered by scales of mobility. They set up the infrastructure for a linear organization of the landscape and arricamp accommodation.
A deployment of many arcs has the potential to organize road accommodation on a vast scale. The scenarios bring up issues of drastic increases in scales of mobility, and as unprecedented populations gain access to the car for the first time, a critical mass will exist with the potential to attend large roadside recreational events.

As these events do not require permanent infrastructure, the arcs work to organize the orchestration of event set-up, as all amenities and equipment are brought in from the infrastructure. Designated sites for amenities (distinct for each arc) and campfires pits (which develop into campsites) will be the only permanent infrastructure, situated between the arcs.

The arcs complete the circle, depending collectivity and scale of event, but on a day to day basis, accommodation retreats to the beginning of the arcs, providing basic accommodation for travelers. The center of the arc can be used as a market when not an event destination.
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