Freeway Corridor Planning
DARWIN G. STUART, Barton-Aschman Associates

ABRIDGMENT

• FREEWAY corridor planning is identified as a means for achieving integrated transporta-
tion and land-use development. It can strengthen the process of specific route
location for both urban and interurban freeways. Six different kinds of corridor plan-
ning are discussed, and each may be applied as a basic technique for coordinating fre-
eways with adjacent land use. A general planning procedure for joint development within
freeway corridors is outlined.

Recreation corridors are concerned mainly with the coordinated development of
regional parks and interurban freeways. They offer major potential for meeting grow-
ing urban recreation demands, especially through the provision of high-level freeway
access. They might involve both outdoor recreational facilities, such as picnic grounds,
hiking trails, swimming beaches, or amusement parks, and cultural-recreational facili-
ties, such as museums, stadiums, exhibition halls, or performing arts centers. Freeway
service corridors are concerned with the provision of properly located service facilities
for highway users, including safety rest areas, gas-food-lodging services, specialized
truck parking facilities, overnight parking for camping trailers, and scenic overlooks.
Industrial corridors represent a means for promoting coordinated metropolitan de-
velopment, primarily in suburban and urban fringe areas. They can provide guidance for
the substantial trend toward outlying industrial location and relocation at sites provided
with convenient freeway access.

Integrated urban corridors focus on the need to design urban freeways in full coordi-
nation with multiple-purpose adjacent land use, often involving the multiple use of rights-
of-way. Perhaps the most important needs and opportunities for freeway corridor plan-
ning lie in this area. Appropriate joint development projects might involve air rights de-
development, neighborhood parks, major public buildings (medical facilities, educational
buildings, government facilities, and cultural and public assembly facilities), various
utilities systems, housing, and various private developments (office buildings, hotel,
shopping centers, industrial parks, and distribution centers). Freeway-renewal cor-
ridors represent a special opportunity for achieving integrated urban corridor develop-
ment. Within near-in central city areas, important potentials for freeway corridor
planning can often be identified in association with urban renewal needs. Finally, co-
ordinated transportation corridors are concerned with the accompanying provision of
needed transit and parking facilities, including exclusive transit lanes for rail or bus,
special turn-outs or passenger stops for express bus operations, and interchange park-
ing facilities for car pooling and transit park-and-ride.

Perhaps the most critical problems in achieving a wider use of this corridor planning
concept arise in connection with the practical aspects of interagency cooperation. Some
kind of structured intergovernmental and public-private coordination is needed for
identifying and organizing the major potential roles and decision points in the processes
of freeway corridor planning and joint development. One such planning procedure might
have two major administrative thrusts. First, it would generally place the initiative for
inviting specific joint project proposals with the transportation agency involved, and,
second, it places the initiative for independently studying and recommending joint project
opportunities with an area-wide (state, county, metropolitan, or city) planning agency.
In this way, much of the leadership and commitment necessary to draw other public
agencies and private developers into a corridor planning joint development process
could be provided.

Paper sponsored by Committee on Origin and Destination.