

# Freeway Corridor Planning

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## ABRIDGMENT

•**FREEWAY** corridor planning is identified as a means for achieving integrated transportation and land-use development. It can strengthen the process of specific route location for both urban and interurban freeways. Six different kinds of corridor planning are discussed, and each may be applied as a basic technique for coordinating freeways 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 growing 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 facilities, 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 development, 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 coordination 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 planning lie in this area. Appropriate joint development projects might involve air rights 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 corridors represent a special opportunity for achieving integrated urban corridor development. Within near-in central city areas, important potentials for freeway corridor planning can often be identified in association with urban renewal needs. Finally, coordinated 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 parking 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.