

of fair market value, and with some related methodology. The field of valuation is complex enough of itself. When one seeks to apply it to vertical as well as horizontal scales, the assistance which the author seeks to provide should be welcomed indeed.

The public official and the practicing lawyer who increasingly will become involved with air-right uses will find the discussion of airspace transactions and conveyancing of keen interest. The methods discussed range from the lease method to easements, conveyance of the fee with reservation of an easement, conveyance of a fee above a stipulated level with an easement for supporting structures, and others. Each is considered in light of actual illustration and practical operating experience. Descriptions in airspace instruments pose some special problems of their own, and these are mentioned too.

195-3 THE FREEWAY IN THE CITY -- A SET OF GUIDELINES FOR PLANNING AND DESIGN OF URBAN EXPRESSWAYS.

Two years ago, a group of outstanding engineers, architects, landscape architects and planners agreed to draw up "a set of guidelines for planning and design of urban expressways" in the United States.

Entitled, "The Freeway in the City," the 140-page document offers more than 170 specific recommendations for planning, locating, designing and building urban highways to provide the required mobility of people and goods and at the same time serve and enhance the total environment of the city, itself.

Secretary of Transportation Boyd described the two-year study as "a valuable contribution to our continuing effort to improve the quality of the highway transportation environment and, in doing so, to make highways serve society as fully as possible.

"It has developed new and refreshing thinking on the principles and potentials of highway planning and design," he added, "It can be for highway planners, designers, and builders a guideline which will help them seize the opportunity for social good which is implicit in the highway program."

The study sees freeways as "part of the machinery of a city -- but perhaps at times too defiantly so." While there has been concern for human and cultural values in highway location-design, too often in the past, it added, the choice was made with attention to the transportation needs and cost from the point of view of the motorist, with the city's overall interest under-emphasized.

A major premise of the report is "that the urban freeway of the future cannot function only as a transport facility but must become an essential element in the redesign of old cities and the establishment of new ones."

The primary purpose of the report the authors say, " is to present a basic statement on the urban highway -- its problems and its possibilities." And it offers, they say, "a technique by which all critical highway design problems should be approached."

Many of the proposals are not original, the report admits. Some were gleaned from early studies and practices of the Bureau of Public Roads, the American Association of State Highway Officials, the Highway Research Board and others.

It recommends, for example, "an interdisciplinary team approach" to the problem of freeway planning. Federal Highway Administrator Lowell K. Bridwell said, "Concept design teams, involving planners, engineers and architects, already are at work in Baltimore, Phoenix and Chicago, and other cities such as New York, Boston, and Washington are considering this same type of approach."

The report urges the expansion of the techniques of Systems Analysis and Operations Research to the city-highway problem. "Expressway development, with all its social, political, economic and physical ramifications, is so complex that it can only be effectively attacked by improved or new study procedures," it adds.

It recommends that a System group should be initiated within the Departments of Transportation, Health, Education and Welfare, and Housing and Urban Development. A primary responsibility of such a group would be to develop techniques for rating the many values involved in urban transportation and freeway planning.

It suggests, too, creation of an independent review board of qualified experts who should serve the Federal Highway Administrator, the Director of Public Roads, the State Highway Engineer, or the City Public Works Chief as advisors on urban highway problems.

The report calls for more encouragement of the multiple utilization of urban right-of-way, a concept which the Bureau of Public Roads has been emphasizing in recent years. This concept sees the highway as but one occupant of the right-of-way. The use of space beside, below and above the freeway should be planned and designed along with the highway itself the report says. Its planning, if related to urban renewal, can help restructure the city in a more efficient and orderly way.

The group of urban advisors who produced the report was chaired by Michael Rapuano of New York City, a landscape architect and engineer, and former member of the National Commission of Fine Arts. Other members of the advisory group are:

Lawrence Halprin of San Francisco, a landscape architect who has served as a consultant to the California State Division of Highways and currently is a landscape consultant for two new towns being developed in the West.

Dr. Thomas C. Kavanaugh of New York City, a structural and highway engineer and former chairman of the Department of Civil Engineering at New York University.

Matthew L. Rockwell of Chicago, an architect and city planner, who currently is serving as Executive Director of the Northeastern Illinois Planning Commission.

John O. Simonds of Pittsburgh, a landscape architect and planner who assisted in the development of the Allegheny Center Redevelopment in Pittsburgh and currently is a consultant for the Chicago Botanic Gardens and the Virginia Outdoor Recreation Study.

Marvin R. Springer of Dallas, head of an urban planning and development consultant firm which currently is serving some 40 cities in Texas and railroads and utilities in other southwestern states.

Harry B. Powell of Seattle, a structural engineer whose firm, Harry B. Powell & Associates, has received nine national awards for bridge designs.

Kevin Roche of Hamden, Connecticut, an architect and partner in the firm of Roche, Dinkeloo and Associates (formerly Eero Saarinen & Associates) which designed the Dulles International Airport near Washington, D.C. He also helped design the Oakland Museum Complex in California and the Ford Foundation headquarters in New York City.

The report, "The Freeway in the City," may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price is \$3 per copy.

195-4 ENVIRONMENTAL DEVELOPMENT DIVISION CREATED IN BUREAU OF PUBLIC ROADS, FHWA, DOT

Creation of a new Environmental Development Division within the Federal Highway Administration, Bureau of Public Roads, to guarantee full consideration of environmental factors in the location, design, and construction of freeways was announced by Secretary of Transportation Alan S. Boyd.

The division will be responsible for the protection and enhancement of human values and resources in highway-building. It will serve as a coordinating office in the use of urban freeways to serve the social and economic goals of communities, as well as their transportation needs.

Housed in the Bureau's Office of Right-of-Way and Location, the division will be staffed by a balanced team of experts in various disciplines who will help integrate highways into the environment. These will include urban planners, architects, landscape architects, sociologists, economists, and highway engineers.