

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.

Francis C. Turner, Director of Public Roads, explained that the formation of the division was a logical outgrowth of the increased emphasis placed by the Bureau on locating and building highways that are more compatible with the environment through which they pass.

"A highway is not just a road arbitrarily imposed on a city without regard for its impact," said Turner. "It should be an integral part of the city and must be built in such manner to consider all desired public community value goals on an overall basis."

The new division, he declared, will develop standards for evaluating the economic, social, aesthetic, cultural, environmental factors which must be weighed in selecting a highway route.

Turner said the team of experts also will foster the Bureau's joint development concept which involves the use of freeways to serve nontransportation needs of a community. The key, he continued, lies in using the normal severance damage payment to acquire entire city blocks of property instead of the minimum width required for freeway right-of-way.

"Of the total property acquired by a local authority, the state highway department would buy an easement for the right-of-way. The rest of the property over, under, and adjacent to the freeway could then be used for other community purposes such as replacement housing, recreation centers, parks, public buildings, and commercial development," he added.

FHWA Order 1-3.2 states that the Environmental Development Division:

(a) Develops and promotes the application of policies, procedures, standards and instructions for the quantification and evaluation of economic, social, aesthetic, cultural and environmental factors and values for a variety of highway location alternatives, recognizing such variables as the character of the area; road function, i.e., freeway, arterial, feeder or land access; neighborhoods; displacement of individuals and businesses; land use; community goals, and similar pertinent factors.

(b) Conducts and directs educational and promotional activities in furtherance of the Bureau's joint development concept programs. The basic objectives of these programs are to locate, plan, design, and construct urban and rural freeways in cooperation with other public and private entities in a manner conducive to the maximum utilization of the highway right-of-way and adjoining land to help communities meet their needs for such additional facilities as other transportation modes, utilities, new or replacement public and private housing, industrial sites, schools, and parks within the highway corridor. The application of the joint development approach involves cross-modal and inter-disciplinary planning that will make highways an integral part of the community, strengthen its economic base, and improve the quality of the environment.

(c) Develops and disseminates instructional and technical directives to emphasize advantages to be gained from joint development planning, in

terms of the variety of improvements that can be provided in less total space and at substantially lower cost than would occur with separate development. The application of the joint development concept will improve an entire corridor having multiple and complementary uses, making it completely compatible with the adjacent total environment, and resulting in savings that come about through the economics of joint land acquisition for multiple land use.

(d) Provides professional, scientific and technical assistance and guidance to the FHWA field organization, State highway departments, State planning commissions and other State and local agencies regarding the use of the multi-disciplinary team review of urban design in achieving an integrated and coordinated highway and environmental program, such as the "linear city" approach to the problem in the larger cities, through staff representatives on design concept teams consisting of architects, sociologists, landscape architects, highway engineers, economists, right-of-way appraisers, and individuals from other appropriate disciplines.

(e) Cooperates with such Federal agencies as the Department of Housing and Urban Development, Department of Interior, Federal Communications Commission, Small Business Administration, Department of Labor, State and local housing authorities, urban planning and urban renewal authorities and land and relocation agencies to bring their professional and financial resources to bear on a total effort to enhance, benefit, and strengthen other community programs and projects at potentially lower cost commensurate with community needs.

(f) Confers with State and local agencies and organizations engaged by them to develop integrated highway and environmental plans designed to utilize more fully the potential of the highway improvement as a positive and dynamic force in reshaping and restructuring the environment to achieve community goals and objectives. Assists State and local officials and their decision-making bodies in the implementation of the planning report recommendations, as approved and adopted.

(g) Participates on a continuing basis with the Systems and Location Division, and the Highway Standards and Design Division in the Office of Engineering and Operations to utilize the expertise those divisions can supply, and to assist, as required, in the solution of problems.

(h) Furnishes informative data for dissemination by the Office of Public Affairs to promote and advance wider public understanding and acceptance of the joint development concept."