



## **TRANSPORTATION CORRIDORS AND FACILITIES** **(Replaces Highways and Scenic Roads and Parkways Policies)** **(1968, R1990, R2001)**

### **Policy Statement**

The American Society of Landscape Architects believes that transportation corridors and facilities are integral features of the nation's landscape. They contribute a character-defining element to our communities and rural areas. Therefore, these facilities should provide for the needs of all peoples and be planned and designed in a manner that is compatible with sustainability, in sympathy with ecological settings and community character.

### **Rationale**

Transportation corridors and facilities should be an integral part of the planning, development and maintenance of cohesive, multi-modal communities. Communities should have well-connected, easily accessible transportation systems that provide attractive, safe, comfortable and cost-effective access; improve mobility; and support economic vitality in conjunction with environmental quality. Residents, workers and visitors of all ages and levels of mobility should have reasonable access to pedestrian and bicycle networks that promote safety, reduce auto dependency, and support public transportation options.

Comprehensive transportation planning should be a component of land use planning, matching infrastructure capacity with current and proposed land uses. Inter-disciplinary teams should be utilized in transportation planning and design to ensure a balance between transportation needs, community needs and expectations, and environmental considerations.

Transportation corridors should be planned, designed and managed to preserve the landscape's natural and cultural character and integrity and to minimize impacts on users and the adjacent landscape. Special land use procedures such as scenic easements should be considered for corridors along scenic byways to preserve their visual quality and character. Special care needs to be given to the preservation of historic roads and parkways, transit, and rail facilities in order that these facilities meet current needs without destroying their character defining elements. Consideration should be given to the conversion of abandoned corridors such as rail rights-of way to new uses such as light rail or trails, which enhance mobility within the community.

Urban and suburban transportation corridors should be designed to minimize or eliminate their impact as barriers in the community and to make walking, bicycling and transit usage desirable and safe. Parking facilities should be designed and managed to minimize visual and physical impacts and the consumption of land, while maintaining the safety of pedestrians and motorists and supporting adjacent activities.

The design and development of other transportation facilities such as transit and bus stations, airports, rail depots, and ports, all of which affect a community's character and quality of life, should provide for full integration into the community and into inter-modal facilities.