

Measures for Multi-Purpose Use of Vacant and Underutilized Spaces of Expressways

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- Current status: Vacant and underutilized spaces of expressways caused by residual land, abandoned roads, and the introduction of smart tolling systems exist on 27 out of 33 expressways owned by Korea Expressway Corporation (except private-owned expressways), amounting to 20,072 lots or 13,492,18square meters.
- Definition: Vacant and underutilized spaces of expressways refer to spaces whose purposes are not specified due to changes in policies including the application of smart or intelligent technologies to expressways, spaces that are highly likely to be used for multiple purposes, or underutilized spaces that are created in the process of expressway projects.
- Types: Vacant and underutilized spaces of expressways are classified into: 1) underutilized spaces with limited usefulness; 2) spaces which can be changed from a single-purpose to multi-purpose use; and 3) spaces where policies based on smart and intelligent technologies can be implemented.
- Direction of utilization: Vacant and underutilized spaces of expressways should be used for multiple purposes, rather than a single purpose, in consideration of the characteristics of each type of space and connectivity to nearby areas. Preparation for climate change, potential for job creation, and urban regeneration policy should be also taken into account.

| Policy Suggestions |

① Cooperation with local communities and connectivity to nearby areas: To promote eco-friendly use of residual spaces of expressways, it is necessary to come up with a comprehensive approach that considers cooperation with local communities and connectivity to nearby areas.

② Consideration of public transportation: To promote multi-purpose use of spaces such as expressway service areas, the environment for public transportation of nearby areas and other factors, such as the location of intermodal transit centers, should be taken into account to focus on promoting the use of public transportation

system.

③ Legal and institutional support: While policies to promote the utilization of vacant and underutilized spaces of expressways created by the adoption of smart tolling systems should consider demand for spaces, legal and institutional support are also needed for the smooth implementation of policies.

④ Connection to smart highway policies: Policies to promote the utilization of vacant and underutilized spaces of expressways should be linked to smart highway policies such as smart tolling.