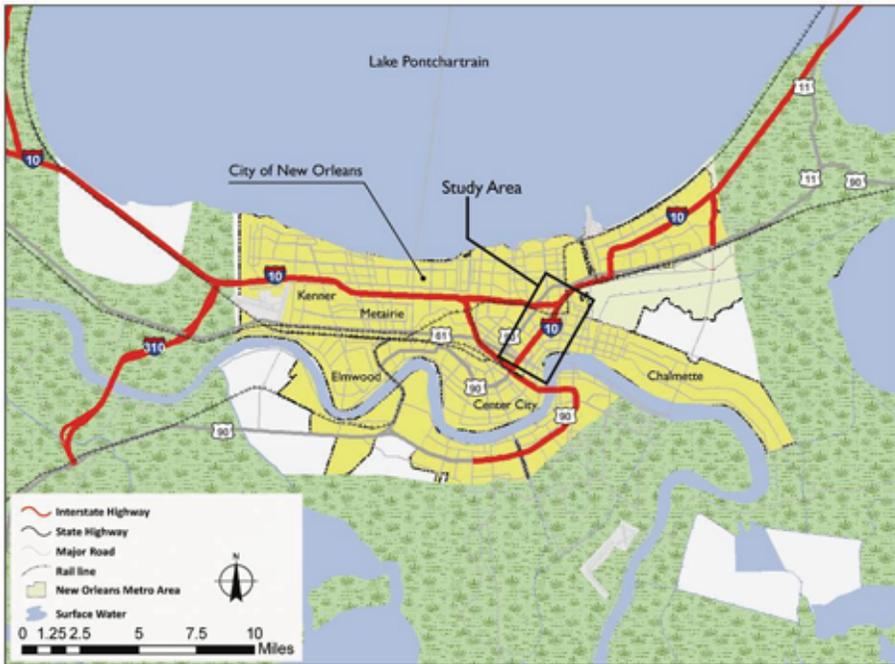


I-10/Claiborne Expressway

| | I-10 | I-81 |
|---------------------|------------------|---------------------------------|
| Type | elevated highway | existing elevated highway - TBD |
| Interstate Highway? | yes | yes |
| Through Traffic? | yes | yes |
| Vehicles /Day | 69,000 | 100,000 |
| Project Length | 2 miles | 1.4 mi. |
| Context | downtown | downtown |
| City | New Orleans, LA | Syracuse, NY |
| Population | 288,000 | 140,658 |
| Project Stage | planning | planning |
| Estimated cost | unknown | unknown |

Regional Context



Project Location



A portion of Interstate 10 was constructed as an elevated route on top of Claiborne Avenue in New Orleans in the 1960s. This dramatically altered the neighborhoods in the area, as many buildings were demolished to make room for the freeway, and the remaining structures were impacted by noise and shadows.

What was the decision-making process?

Since Hurricane Katrina, the Unified New Orleans Plan (UNOP) has been considering significant changes to the city’s infrastructure, including the conversion of I-10 to an at-grade Claiborne Boulevard, more closely resembling its historic role and character. The overall goals of the UNOP include community stabilization, transit expansion, and repairing local infrastructure. Removing the Claiborne Expressway,

and establishing a boulevard similar to what was in place before the highway, should serve these goals⁹.



Historic Claiborne Avenue, Times Picayune Archives

The regional transportation impact of this conversion could be limited because I-610, constructed in the 1970s, provides a direct alternative for long distance travel. The potential for improved local traffic circulation provided by an at-grade boulevard has great appeal, as do the slower speeds and ability to create a more attractive, tree-lined street.

What can *The I-81 Challenge* learn from this effort?

The traffic volumes on I-10 are comparable to those on I-81; and an alternate route exists that does not require significant additional travel time for through traffic. Current planning for a replacement to I-10 is multimodal and includes substantial transit improvements. A primary motivation of the project is redevelopment of the corridor, and the city has concluded that traffic redistribution onto the local street network can be a factor to stimulate economic development.

For More Information:

<http://www.unifiedneworleansplan.com/home3/section/136/city-wide-plan>

