

Overcoming Barriers Associated with Inequitable Historic Highway Development Decisions: New Orleans Interstate-10 (I-10)

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Background

- Claiborne Avenue Alliance (CAA) is proposing to tear down the Interstate Highway 10 (I-10) overpass that runs through the Treme' neighborhood.
- CAA is seeking public input on how to:
 - 1) Fund I-10 removal and
 - 2) prevent gentrification.



Figure 1. Map of Claiborne Avenue Corridor (¹Source: Livable Claiborne Communities, Final Report.)



Figure 2. Claiborne Avenue Corridor Pre Interstate 10 (²Source: The Charles L. Franck Studio Collection at The Historic New Orleans Collection)

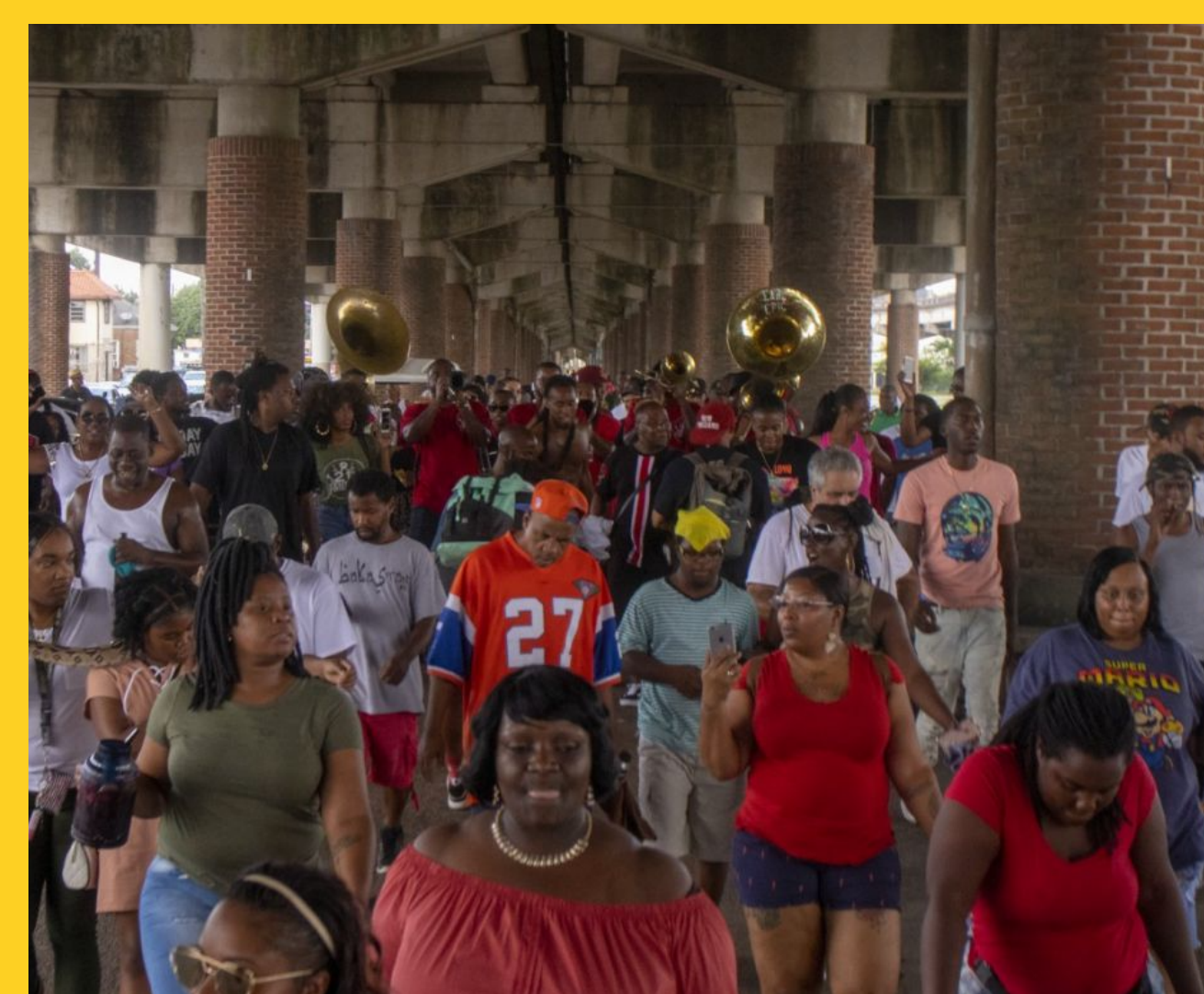


Figure 2. Second line under Claiborne Avenue I-10 (³Source: Jamell Tate [Link](#))



Figure 3. Context of Claiborne Avenue Alliance Proposal

Findings

Problem	Context	Recommendations
Need buy-in for I-10 removal	<ul style="list-style-type: none"> Stakeholder opposition includes: <ul style="list-style-type: none"> Port of New Orleans over routing concerns Residents over gentrification concerns 	<ul style="list-style-type: none"> Address gentrification and re-routing concerns
Gentrification upon I-10 removal	<ul style="list-style-type: none"> Gentrification: a process of neighborhood change that includes economic change in a historically disinvested neighborhood —by means of real estate investment and new higher-income residents moving in - as well as demographic change - not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents.⁴ High land cost & limited financial resources to purchase and retain property City of New Orleans Ordinances are needed to facilitate community acquisition of land for affordable housing 	<ul style="list-style-type: none"> Form a Community Land Trust (CLT) <ul style="list-style-type: none"> CLTs are nonprofit, community-based organizations designed to ensure community stewardship of land. Used for many types of development, but primarily used to ensure long-term housing affordability. Community acquires land and maintains ownership. Secure funding through the Economic Justice Act to create a Community Land Trust (CLT) <ul style="list-style-type: none"> Senate introduced bill [Economic Justice Act § 5441(e)(2)(F)] proposing \$350b for long-term improvements in communities of color. Adopt ordinance similar to San Francisco's Mission Economic Development Agency⁵ <ul style="list-style-type: none"> Revise New Orleans City Ordinance - M.C.S., Ord. No. 28546, § 1, 11-19-20, eff. 7-1-21 to include structures under 10 units
Community Land Trust	<ul style="list-style-type: none"> Gives qualified non-profits right of first offer and/or refusal to purchase eligible properties to prevent tenant displacement and create long-term affordability. 	<ul style="list-style-type: none"> City buy-in Time constraints San Francisco, California Admin. Code. § 2 Community Opportunity to Purchase Act
Need funding for I-10 removal	<ul style="list-style-type: none"> \$10b dedicated to removal of freeways and creation of community land trusts (CLTs) <ul style="list-style-type: none"> CLTs must partner with owner of infrastructure barrier (freeway) to apply for Capital Construction Grant. 	<ul style="list-style-type: none"> New Orleans City Councilperson Kristin Gisleson Palmer voiced interest in partnering with Claiborne Avenue Alliance (CAA) to apply for grant.
Re-routing upon I-10 removal	<ul style="list-style-type: none"> Traffic concerns post removal include: <ul style="list-style-type: none"> 1) Increased traffic. 2) Added time to Port of New Orleans 	<ul style="list-style-type: none"> New Orleans surface streets provide more routing options than the elevated I-10.

Figure 4. Economic Justice Act (Source: Sen. Chuck Schumer [Link](#))



Figure 5. Gentrification (⁶Source: Rachel K. Doole)

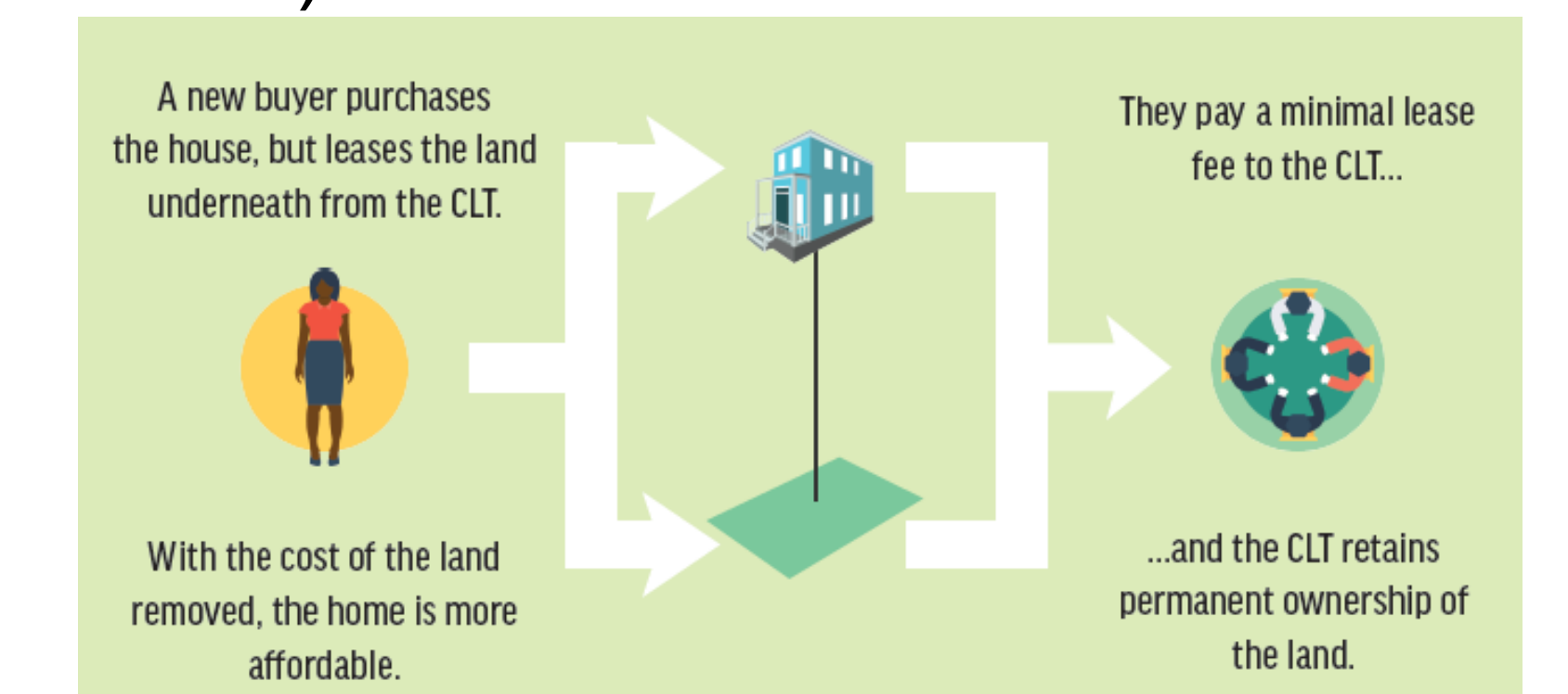


Figure 6. Community Land Trust (⁷Source: Church Hill People's News)

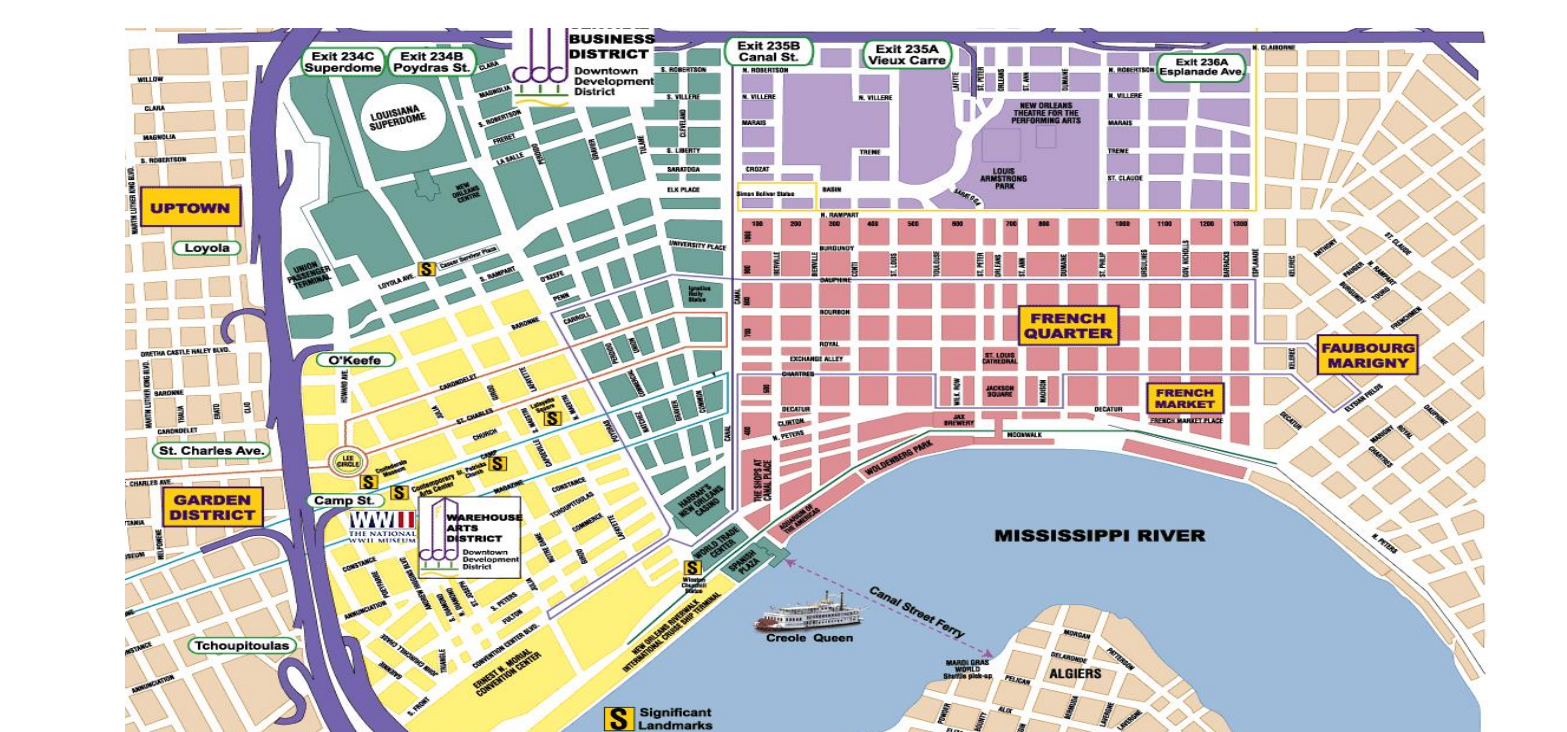


Figure 7. Map of Alternate Routes (⁸Source: [Link](#))

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