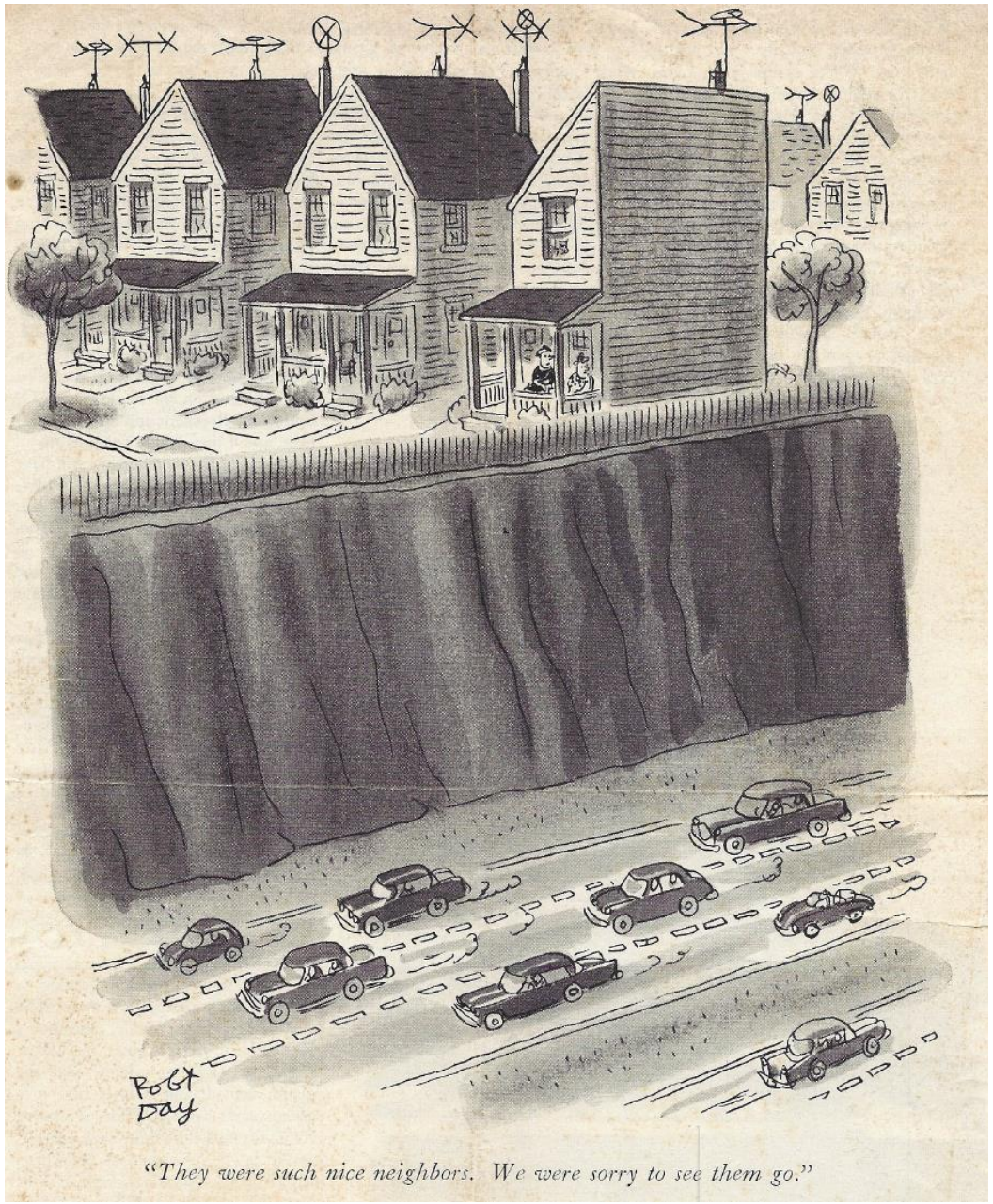


Re-thinking Highways

Knitting Communities and Waterfronts Back Together

Evans Paull, author

Stop the Road,

Stories from the Trenches of Baltimore's Road Wars

Typologies

- Highways that represent “historic inequities,” bisecting or destroying minority neighborhoods
- Highways that separated communities from waterfronts
- Highways that ringed downtowns and separated downtowns from neighborhoods

Historic inequities

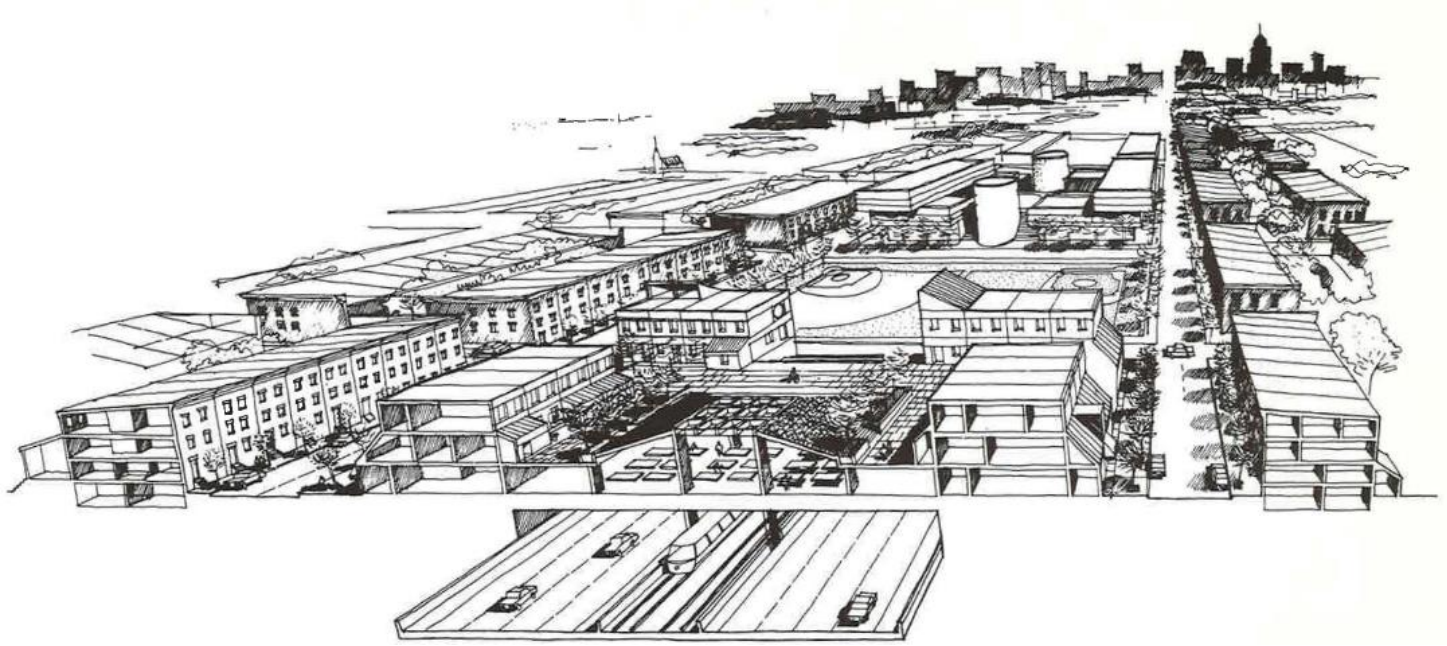
Highway to Nowhere

- Robert Moses – 1944 plan
- 1972 injunction
- 1973 construction

Highway to Nowhere

Joint development – the Platform

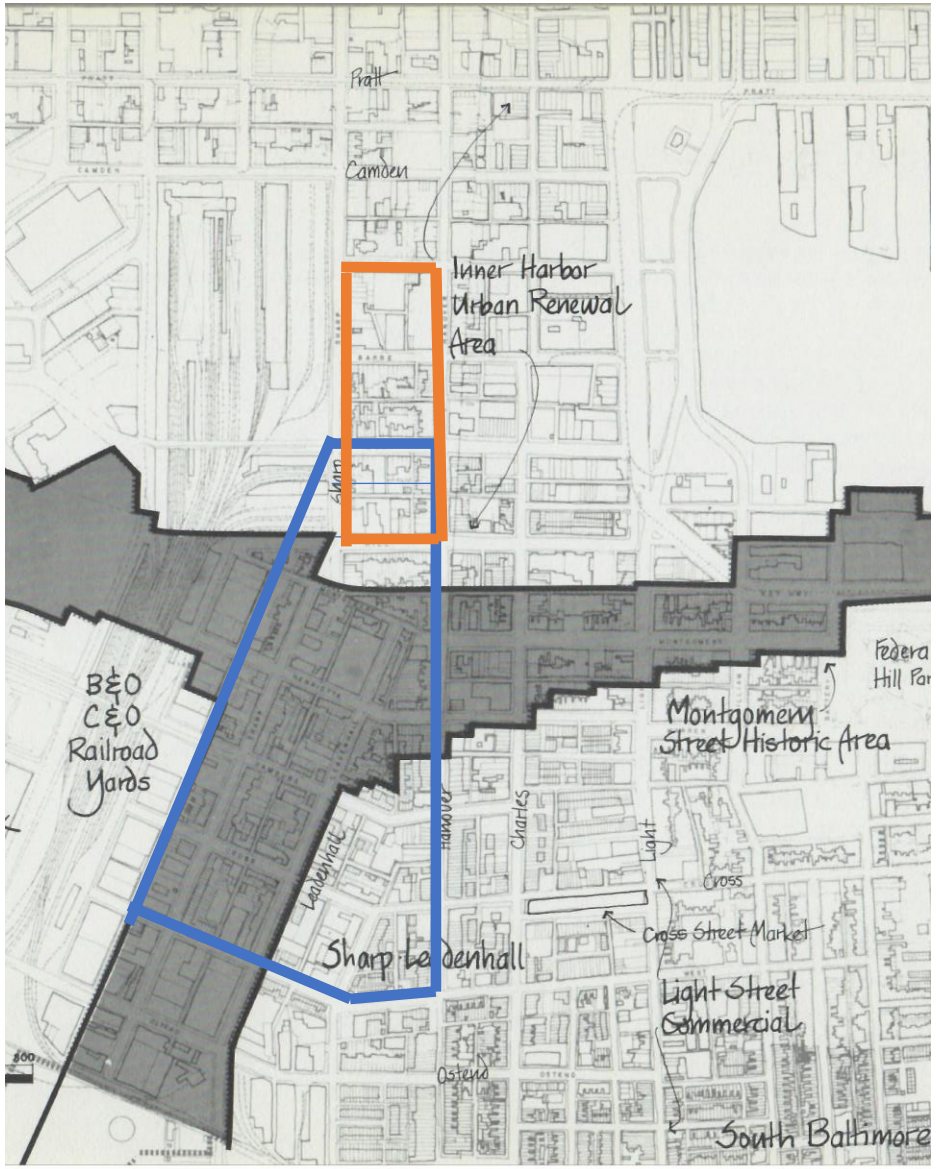
- 1968 - $6 million
- Dropped in 1973

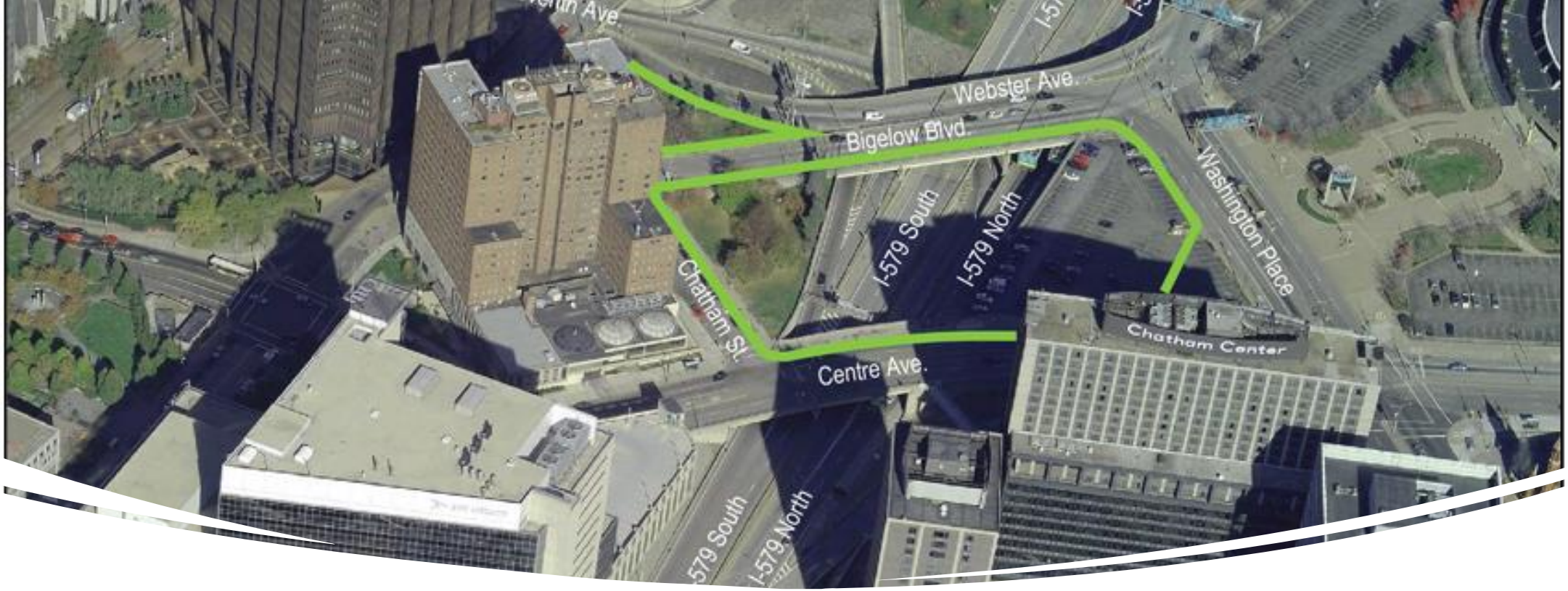


Historic Inequities

Sharp Leadenhall

- Freedmen history
- 3,000 down to 500 population
- 1973 alignment changed – partial rebuild





Historic Inequities

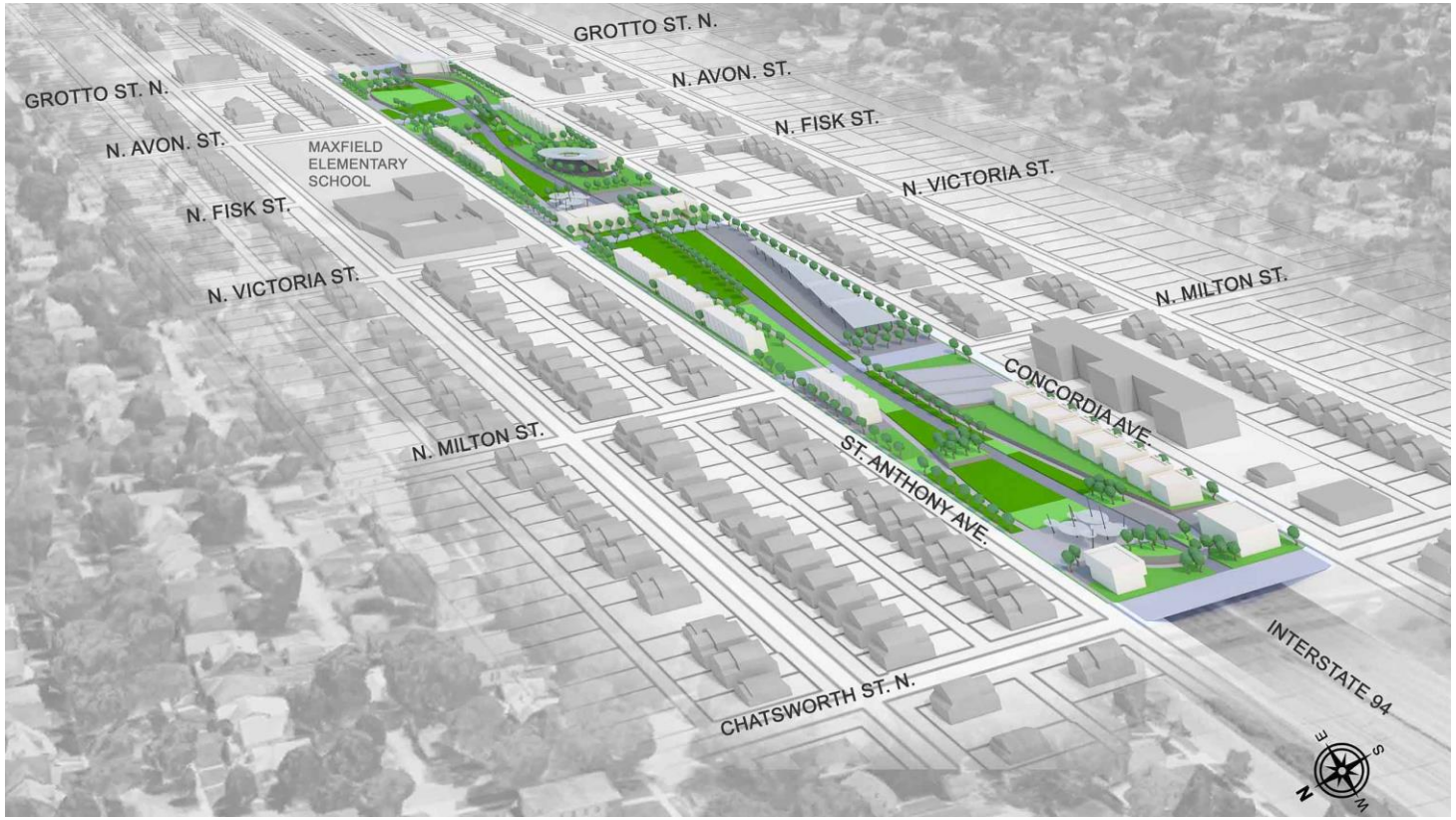
Secretary Anthony Foxx

- Ladders to Opportunity Program
- Pittsburgh I-579 cap TIGER project
  - Hill District re-establishing connectivity to downtown

Historic Inequities

St. Paul

- Re-Connecting Rondo. Rondo Land Bridge gets $6.2 mil. from state



Historic Inequities

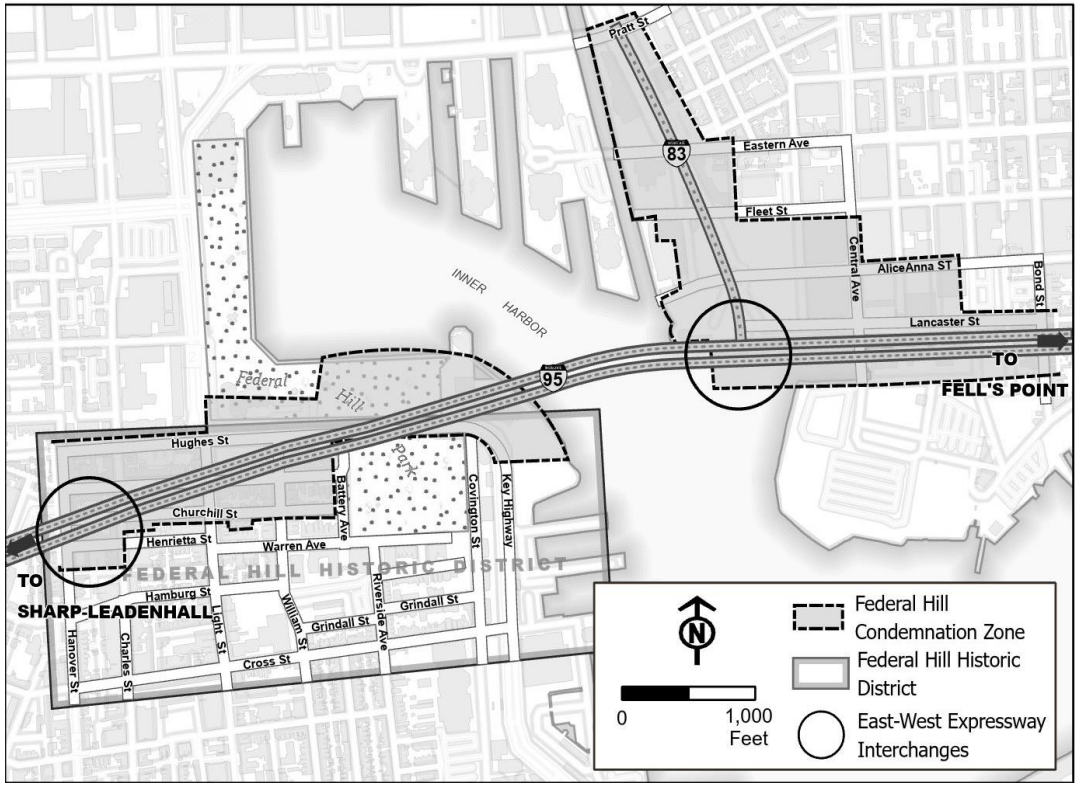
New Orleans

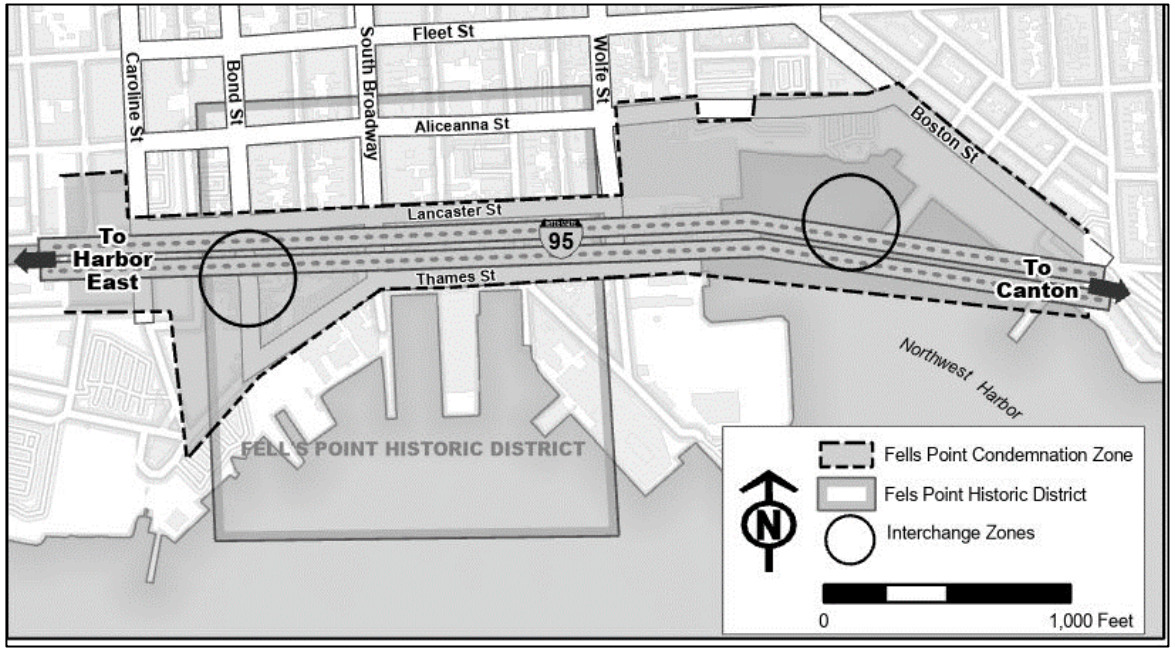
- I-10 built replaced thriving Claibourne Ave. business district - Tremé neighborhood
- 123 Businesses before/44 after

Separating communities and waterfronts

Baltimore's 10-D plan

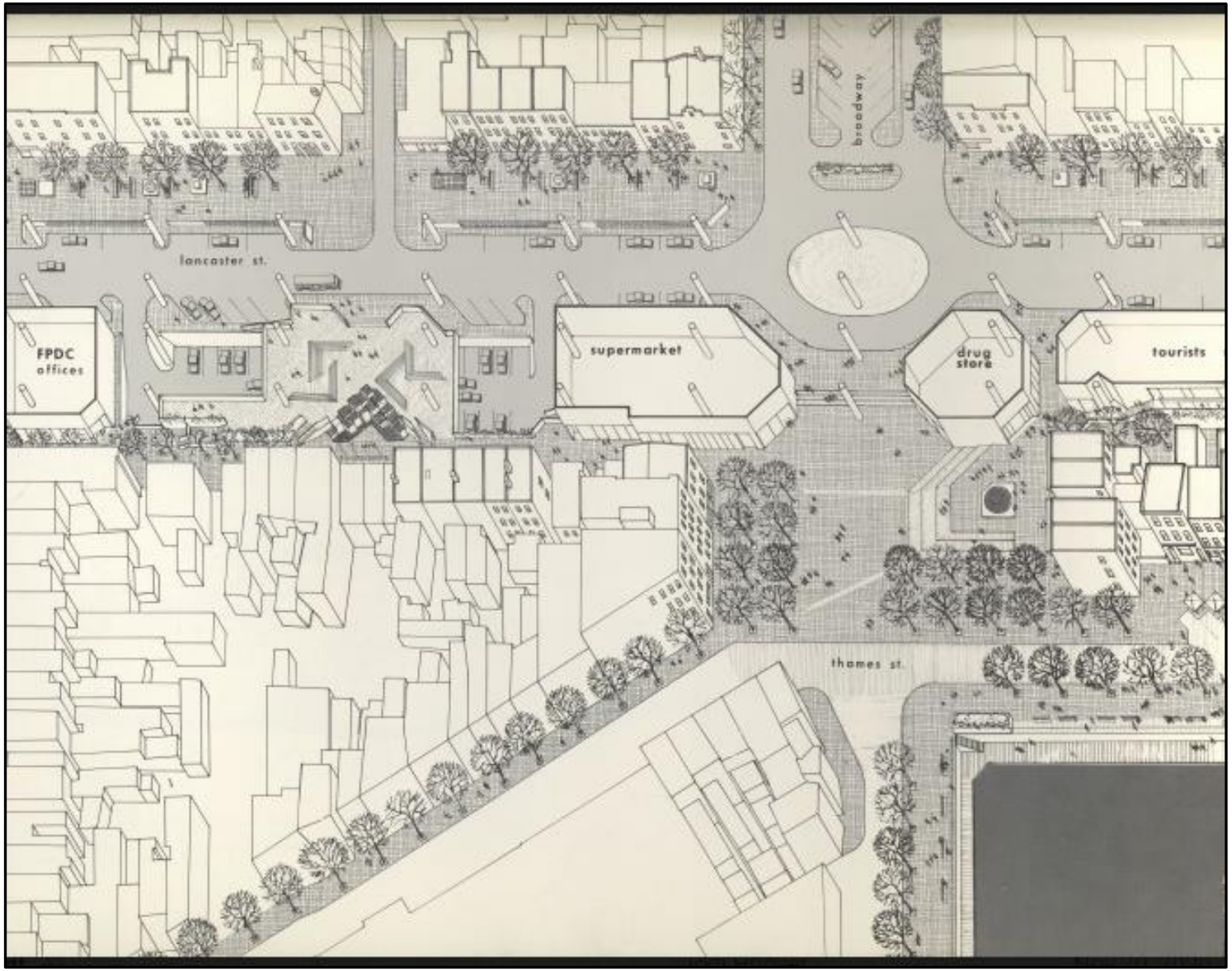
- the "Future Investment Prevention Program"
- Planner insurgent consulting
- Outsiders/powerless v. the insiders/powerful





Baltimore – Fell's Point

Joint Development – Town Center under the elevated highway



Separating communities and waterfronts

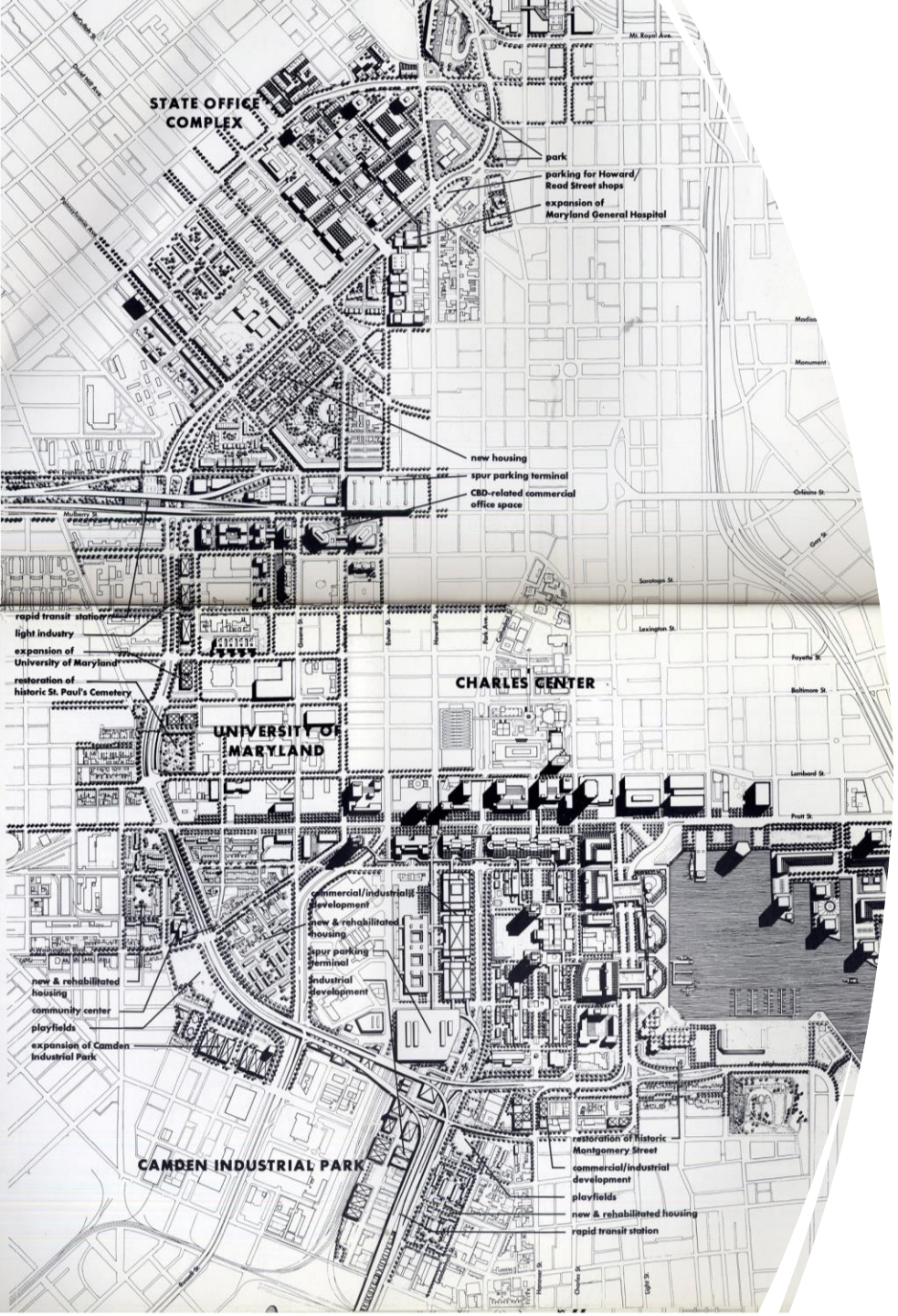
Anthony Foxx example: Seattle Viaduct Project:

- $3.3 billion project
- relocates a two-mile stretch of SR 99 to underground tunnel
- Reconnecting downtown Seattle to the waterfront.

Separating communities and waterfronts

Philadelphia Penn Landing project

- 10-acre cap
- $225 million



Separating Downtown from neighborhoods

Baltimore – Inner loop changed to boulevard (1970)

Post-1970 development on west side of MLK:

- Barre Circle homesteading area
- UMAB Bio-park
- Mixed income Heritage Crossing project
- Future redevelopment plans for Poppleton and State Center

Separating downtowns and neighborhoods

Secretary Foxx' example: Rochester's Inner Loop.

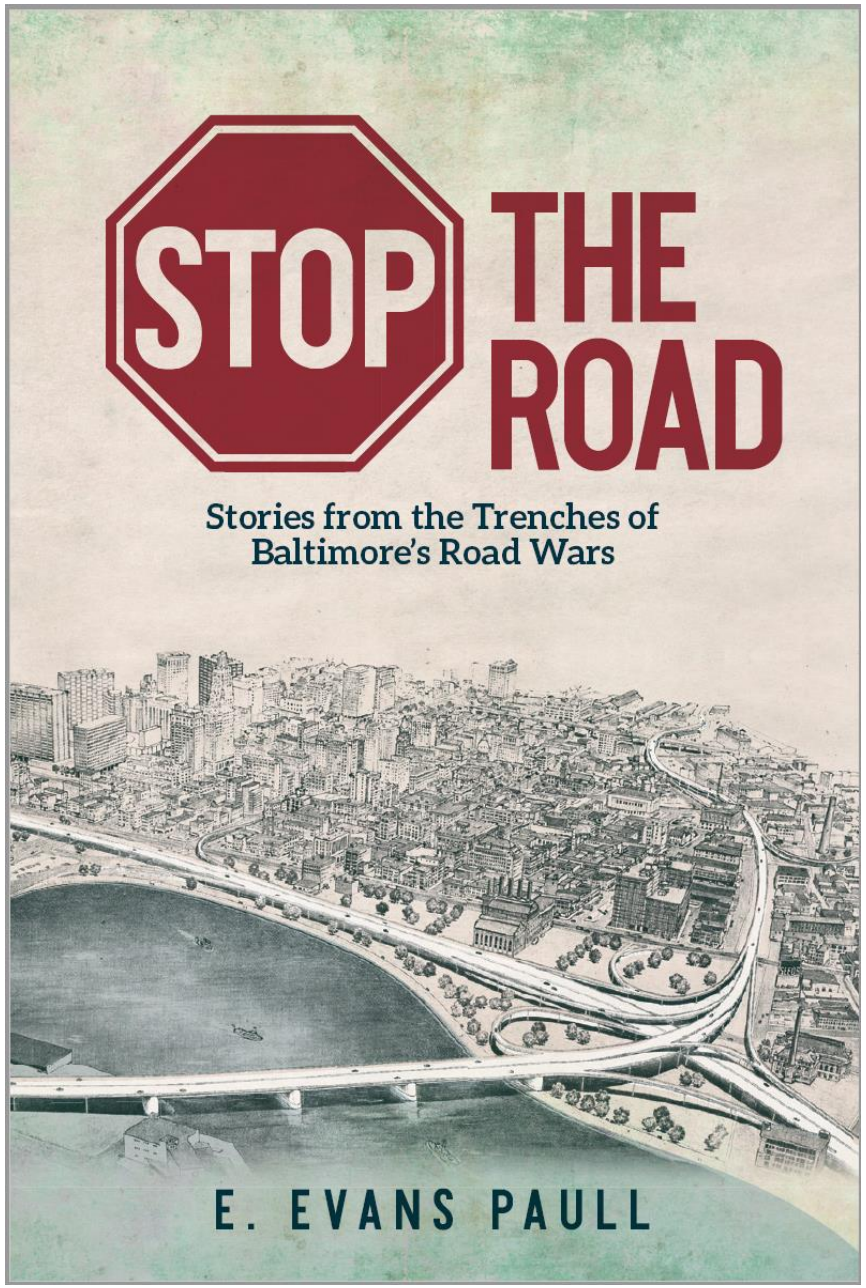
- $21 million, ($18 million TIGER grant)

Separating downtowns and neighborhoods

Dallas – I-345

- Downtown link to Deep Ellum
- Free up 245 acres
- Cost $500 million
- Potential:
  - 20,000 jobs,
  - 12,000 residential units
  - $5 billion investment

Evans Paull

www.stop-the-road.com

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