



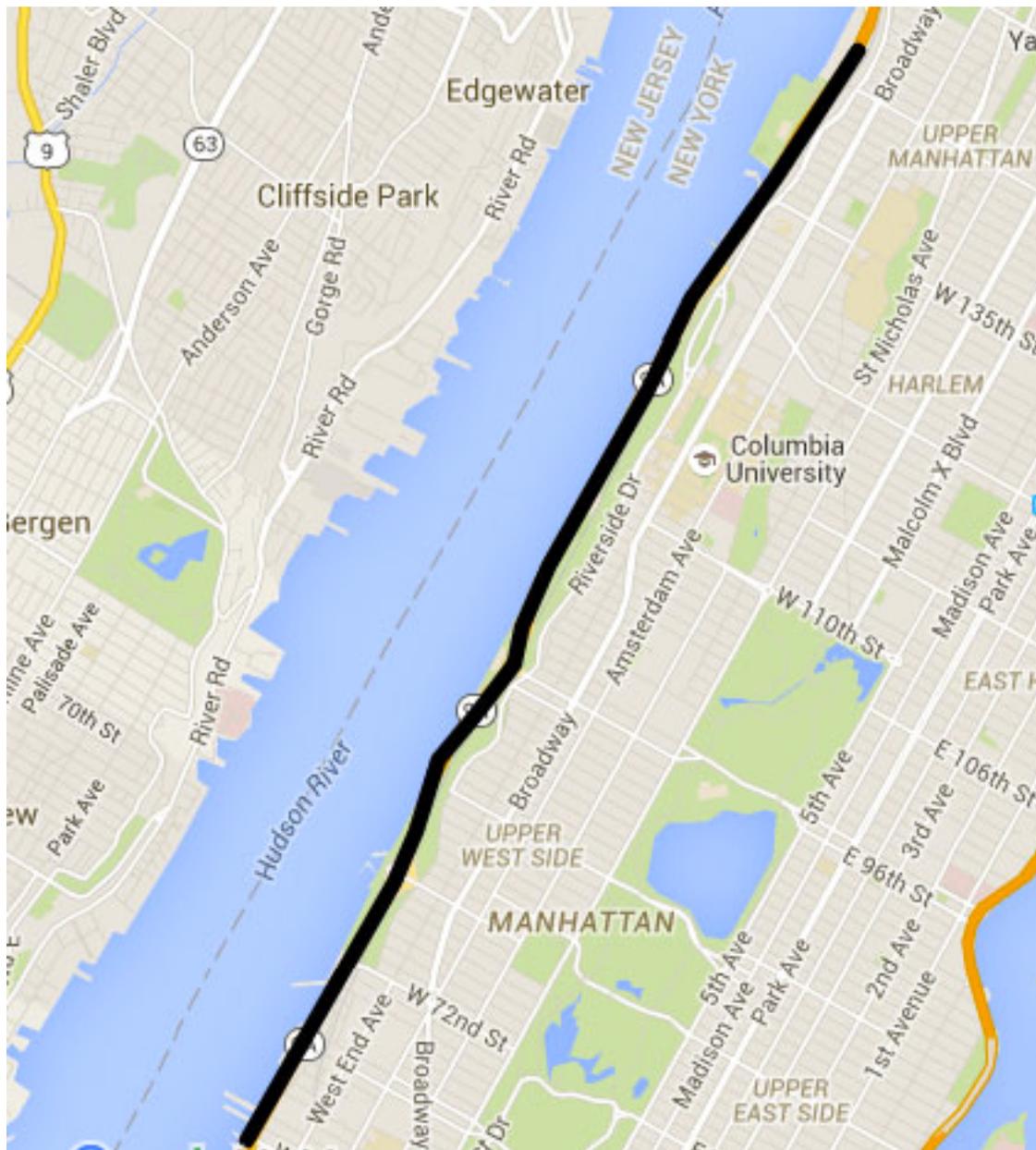
Interstates/Highways to Boulevards Research

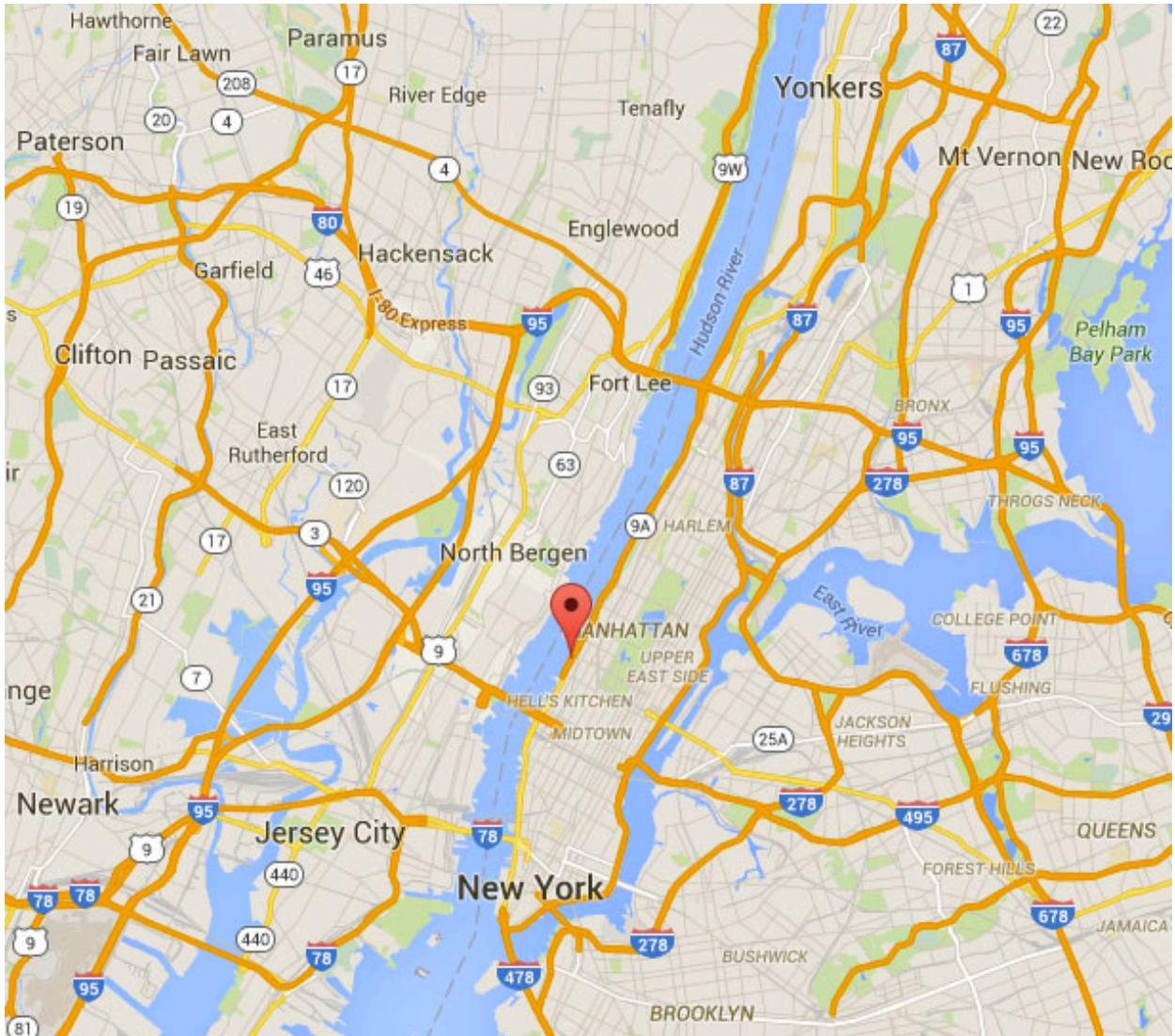
The CoPIRG Foundation and groups counter to the widening of the Central 70 project have referenced highway-to-boulevard conversions in their argument for urban freeway removal. Below are examples of highways that have been converted to boulevards or removed, as well as projects that are under debate and have not been removed.

Frequently used examples of highway conversions:

West Side Elevated Highway – New York, NY

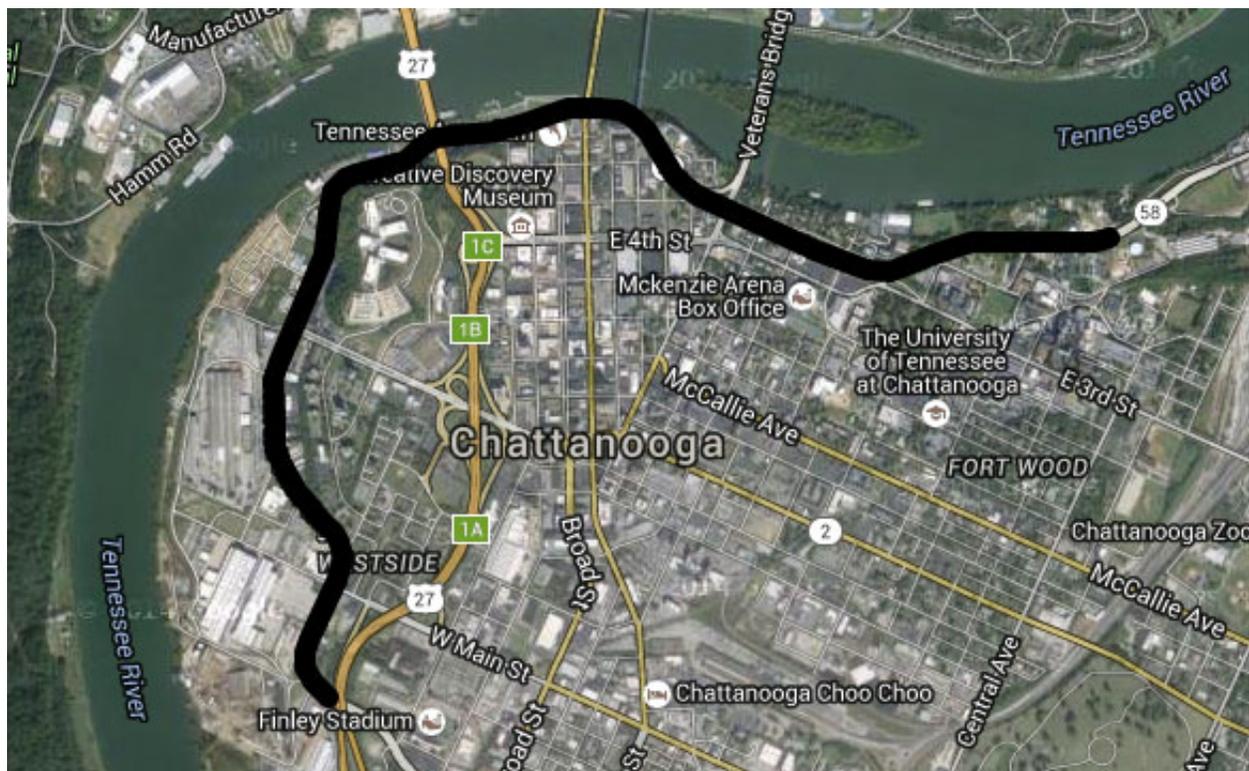
- **Connections at each end:** South: I-478 in Manhattan; North: NY 9A in Manhattan, NY
- **Interstate before conversion?** No
- **Length:** 5.29 miles
- **Lanes:** Six
- **Traffic:** 80,000 daily vehicles
- **Status:** Highway removed due to collapse in 1973 and converted to wide boulevard
 - Lanes were considered too narrow could not accommodate trucks
- Traffic engineers found that traffic dissipated after removal

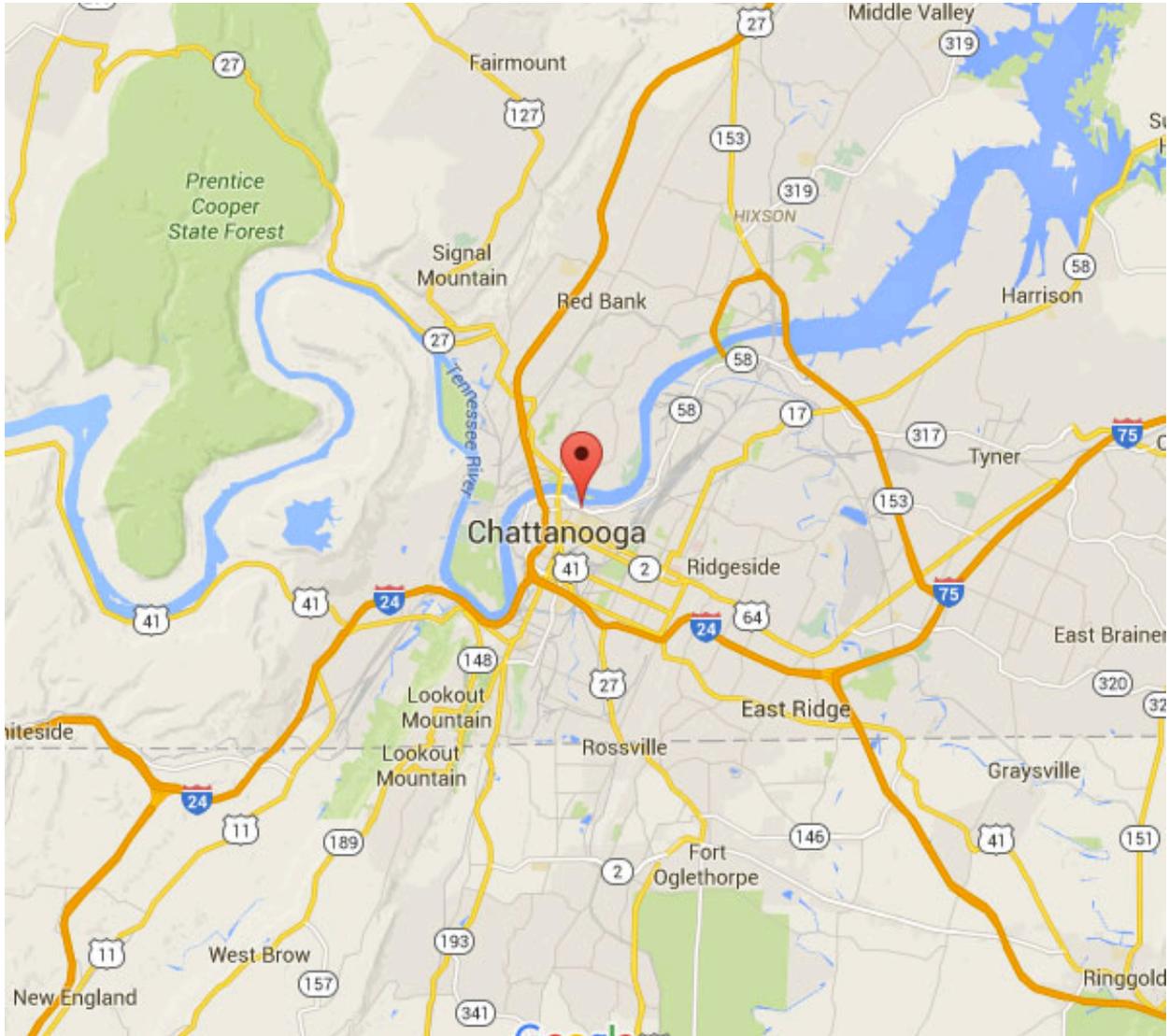




Riverfront Parkway - Chattanooga, TN

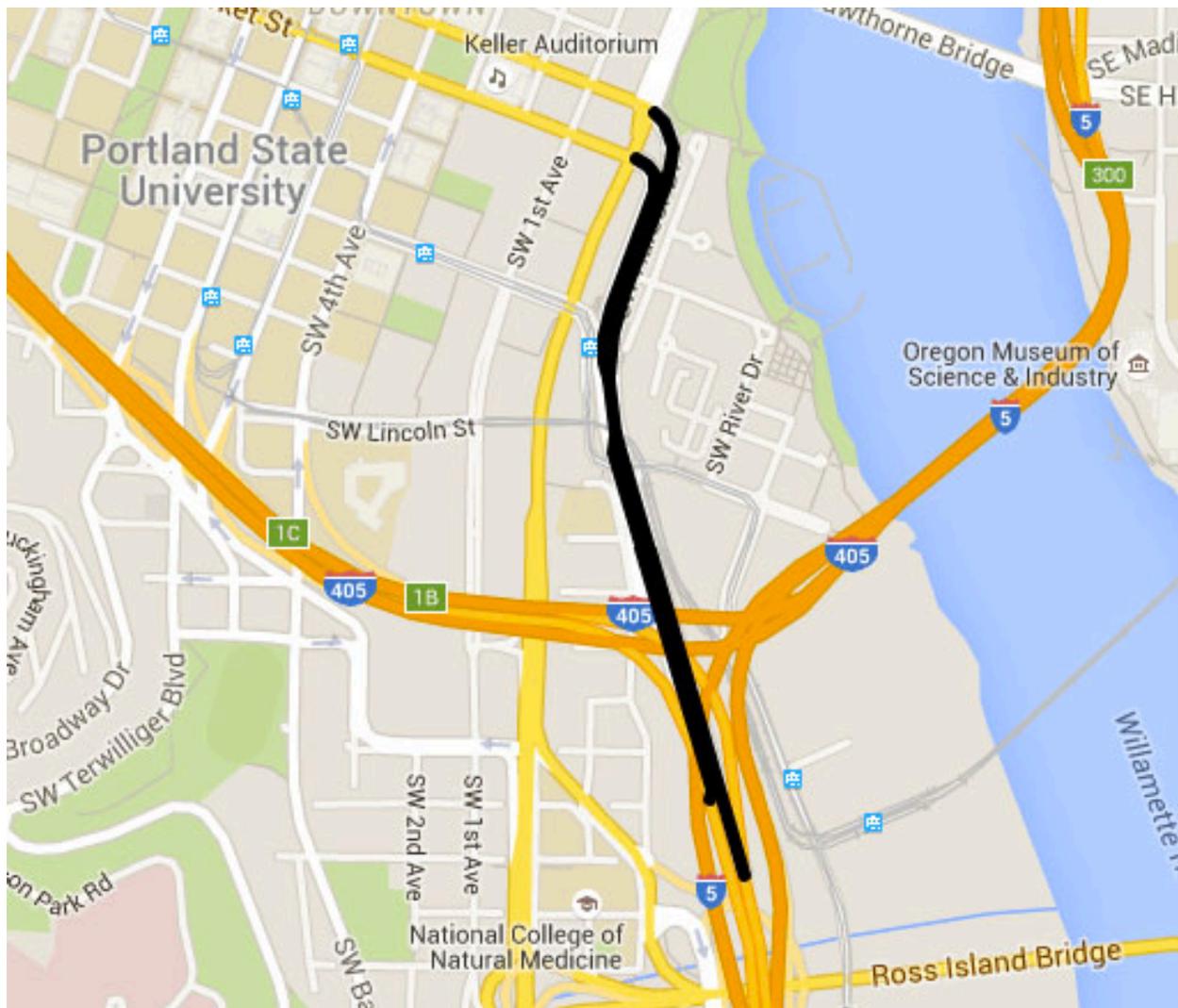
- **Connections at each end:** Runs from Riverside Dr. to W 20 St.
- **Interstate before conversion?** No
- **Length:** 3 miles
- **Lanes:** Four
- **Traffic:** 20,000 daily vehicles
- **Status:** Highway replaced with boulevard to better use space in early 2000s
 - Highway was built in 1960s

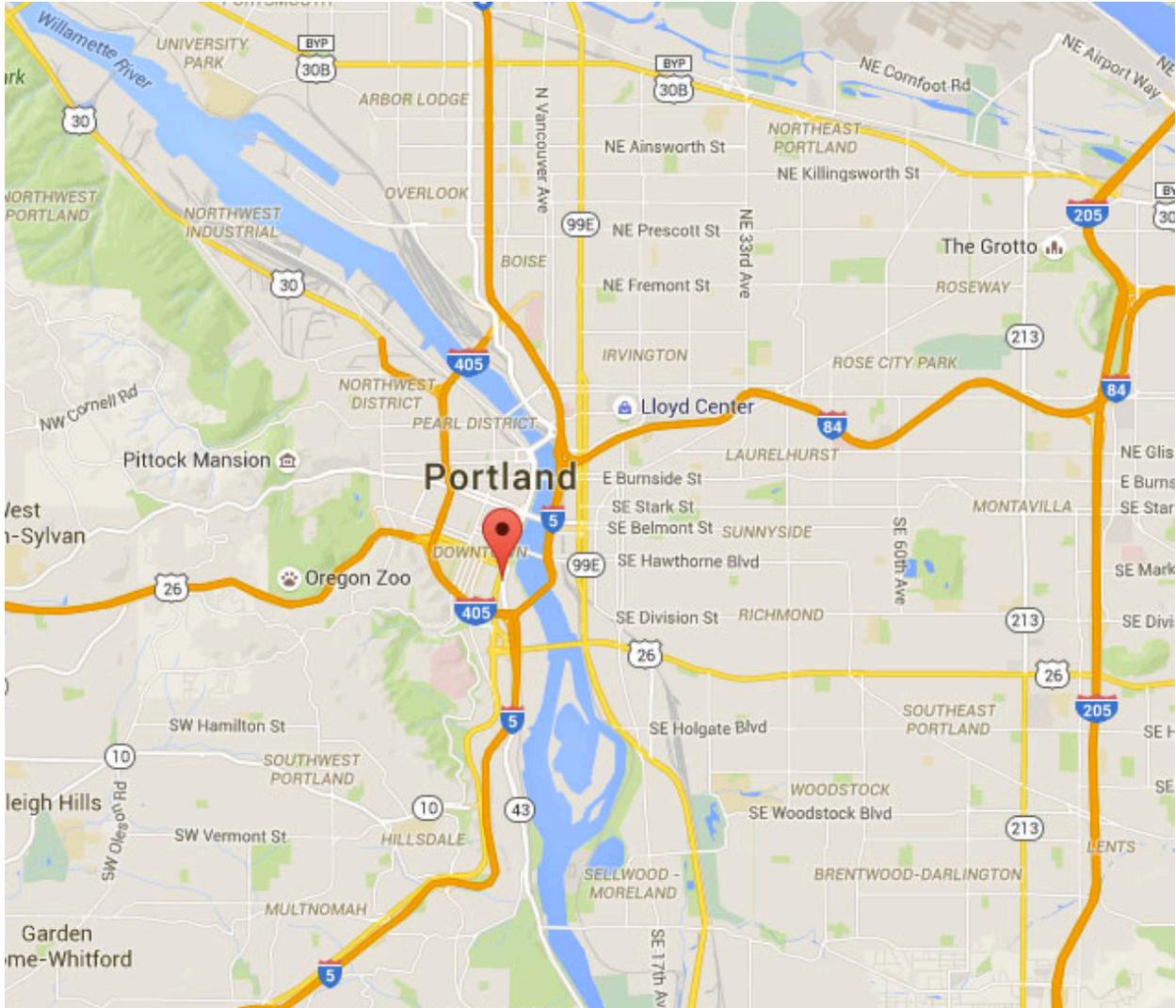




Harbor Drive - Portland, OR

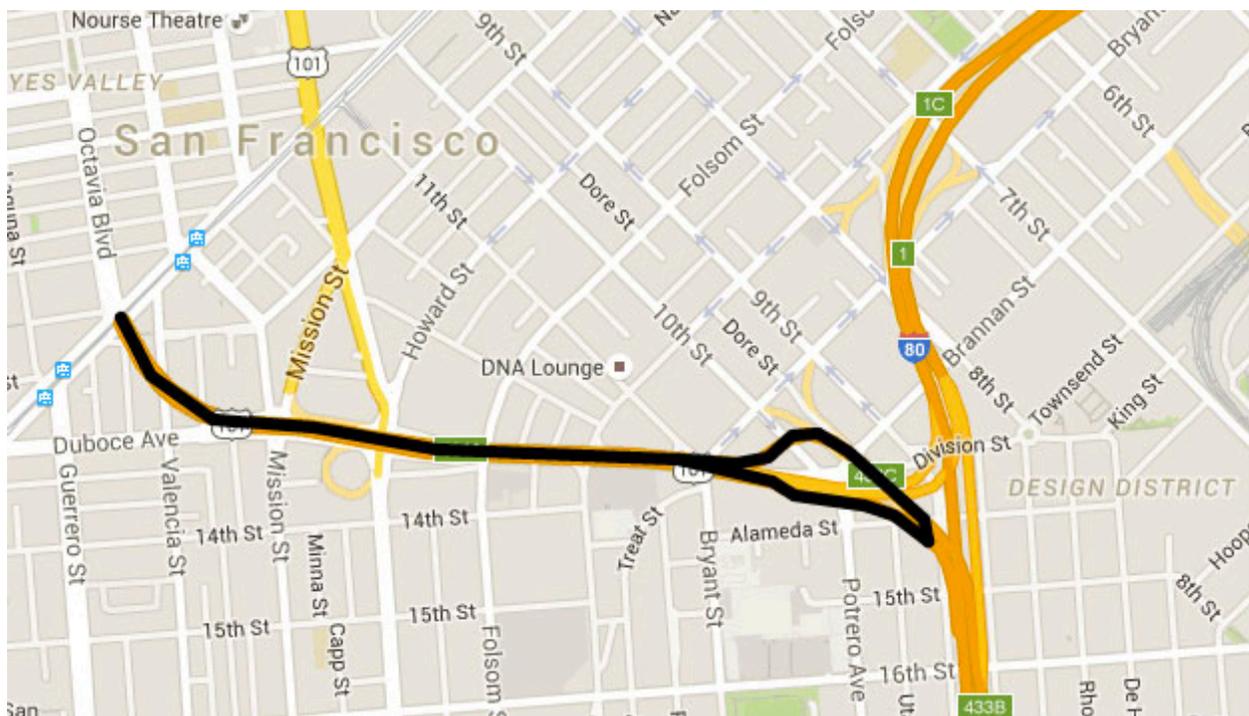
- **Connections at each end:** Connected US 99W to downtown Portland along the western bank of the Willamette River
- **Interstate before conversion?** No
- **Length:** 3 miles
- **Lanes:** Four
- **Traffic:** 24,000 daily vehicles
- **Status:** Permanently closed in 1974 for construction of new park
 - As more freeways were built in the city during the 1960s--including Interstate 5 on the eastern bank of the Willamette and Interstate 405, a western bypass around downtown--Harbor Drive became less important as a long-haul freeway route

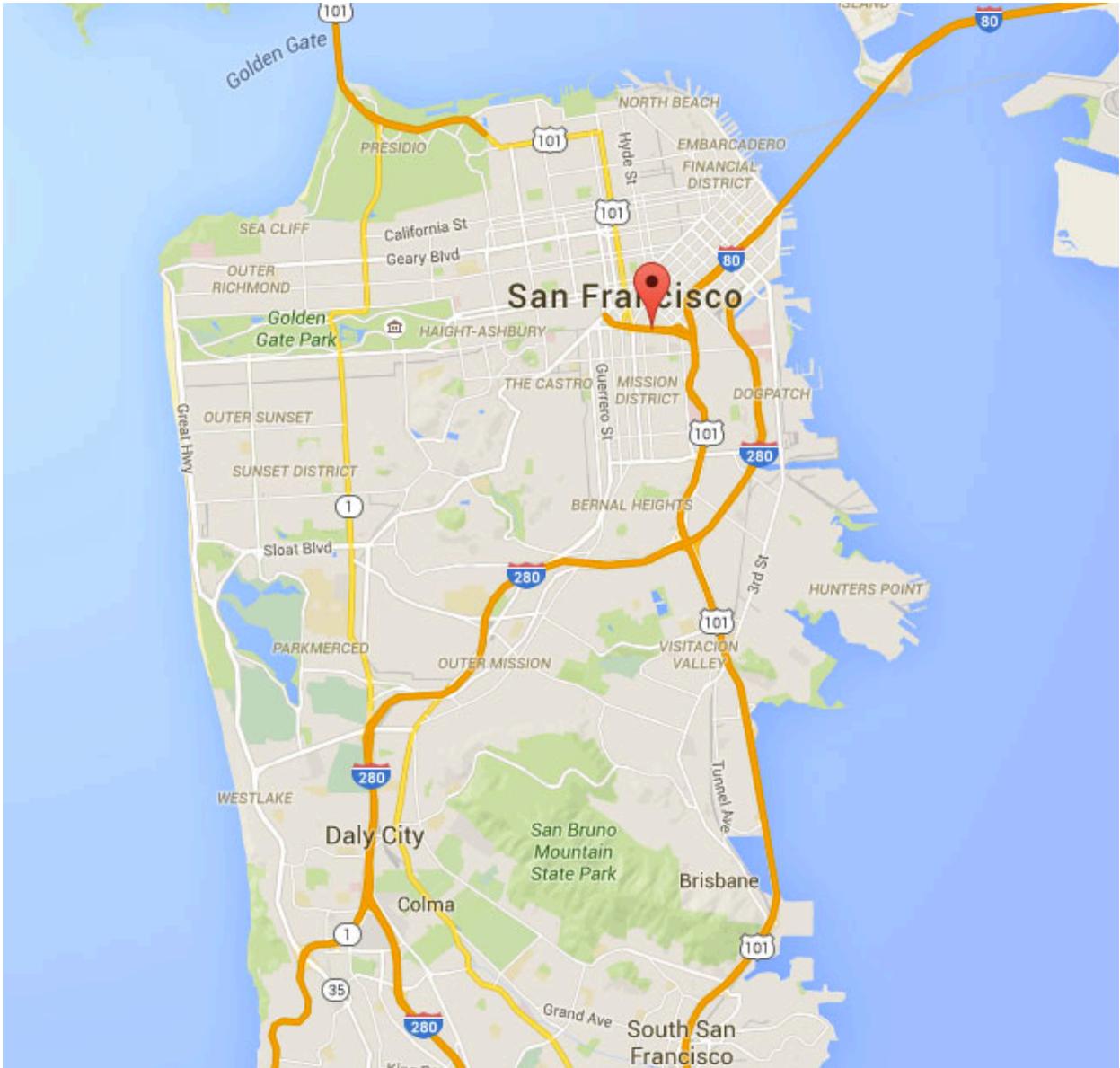




Central Freeway – San Francisco, CA

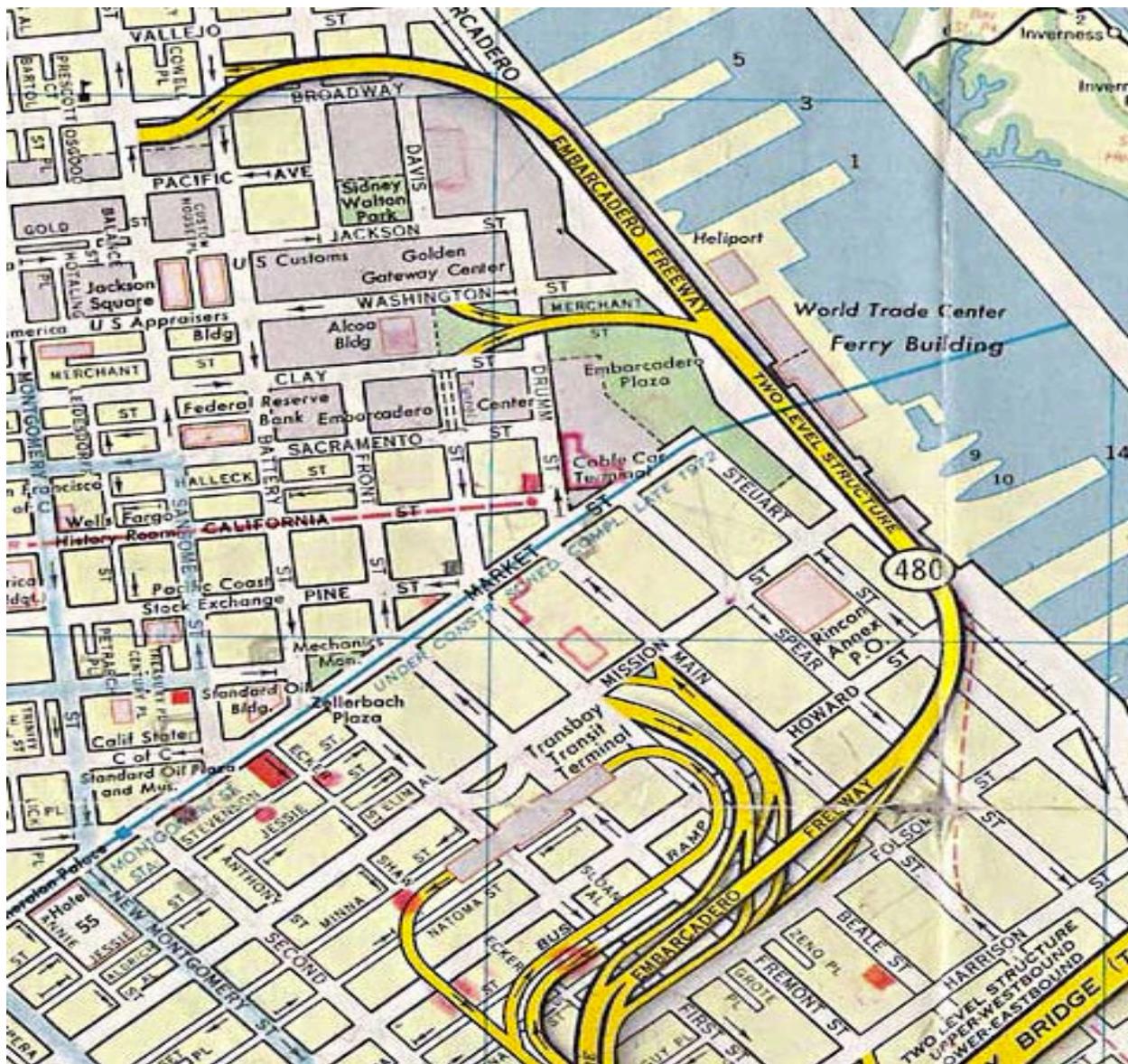
- **Connections at each end:** Connected Bayshore Freeway – the approach to the San Francisco–Oakland Bay Bridge – through downtown San Francisco to Broadway St.
- **Interstate before conversion?** No
- **Length:** 2 miles
- **Lanes:** Four
- **Traffic:** 100,000 daily vehicles
- **Status:** Earthquake damaged freeway in 1989 and was completely removed in 1992; replaced with the surface-level boulevard





Embarcadero Freeway – San Francisco, CA

- **Connections at each end:** Connected Broadway along the Embarcadero to the Bay Bridge
- **Interstate before conversion?** No
- **Length:** -
- **Lanes:** Four (two in each direction)
- **Traffic:** 100,000 daily vehicles
- **Status:** Earthquake damaged the freeway in 1989; closed & eventually removed in 1991
- **Converted to multi-use boulevard**
 - Contains two banks of thoroughfare traffic, 3 lanes going in each direction and a streetcar line down the center



Park East Freeway - Milwaukee, WI

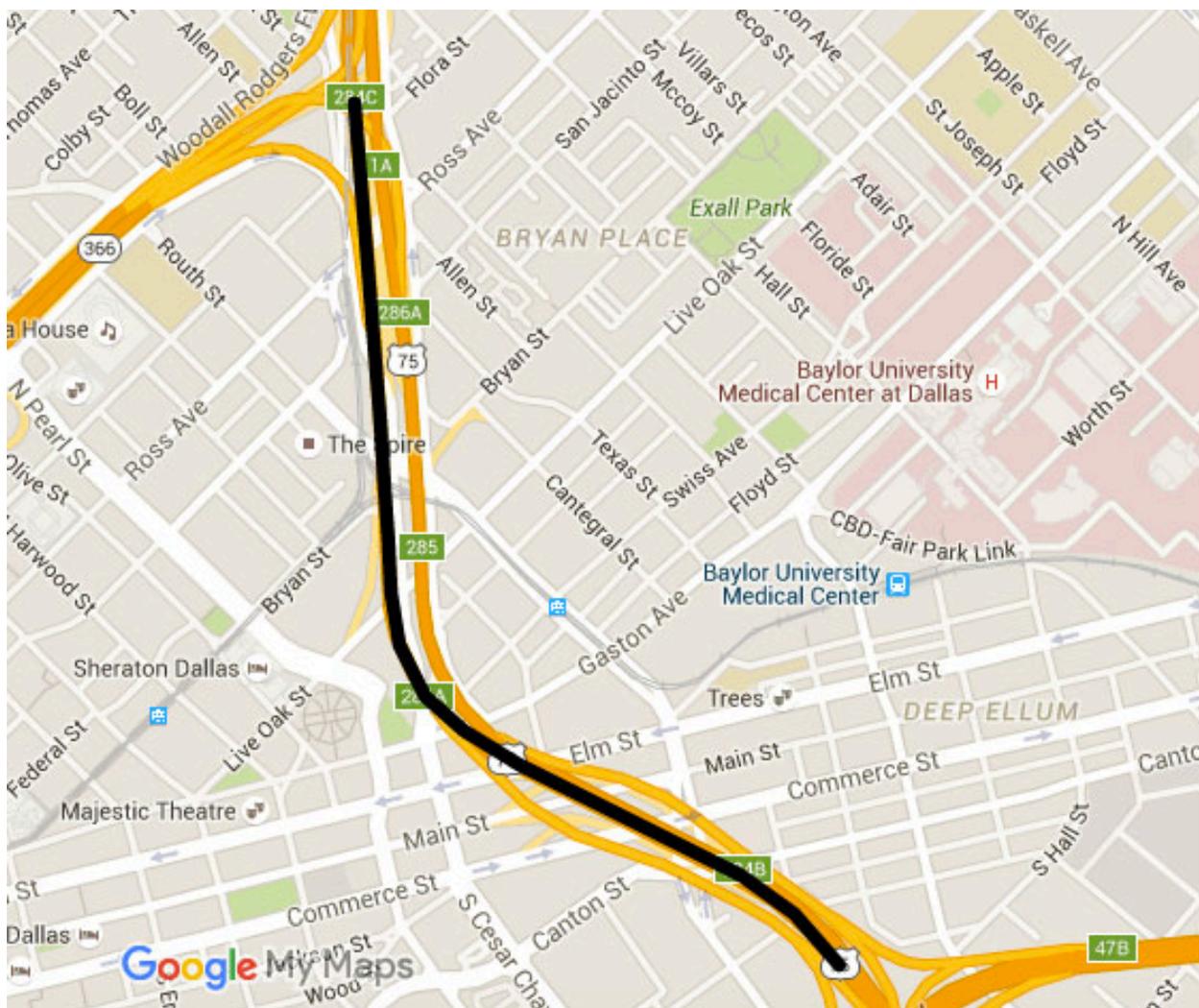
- **Connections at each end:** Connected Lake Freeway at the northeast corner of downtown and proceeded westerly across the north side of downtown to a junction with the North-South Freeway
- **Interstate before conversion?** No
- **Length: 1 mile**
- **Lanes: -**
- **Traffic: 54,000 daily vehicles**
- **Status:** Demolished in 2002 and replaced with six-lane boulevard

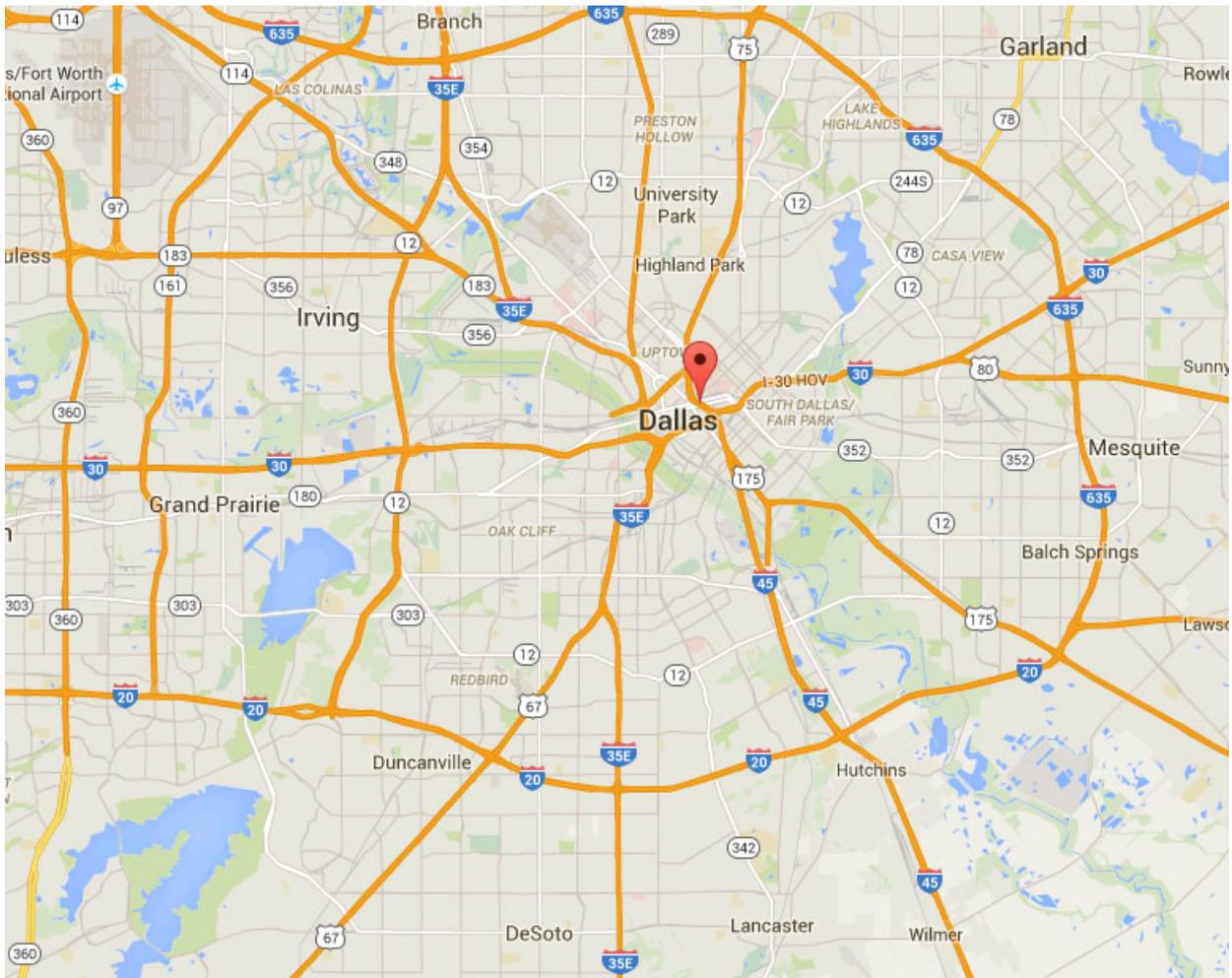


Highways/Interstates Under Debate for Removal:

I-345 - Dallas, TX

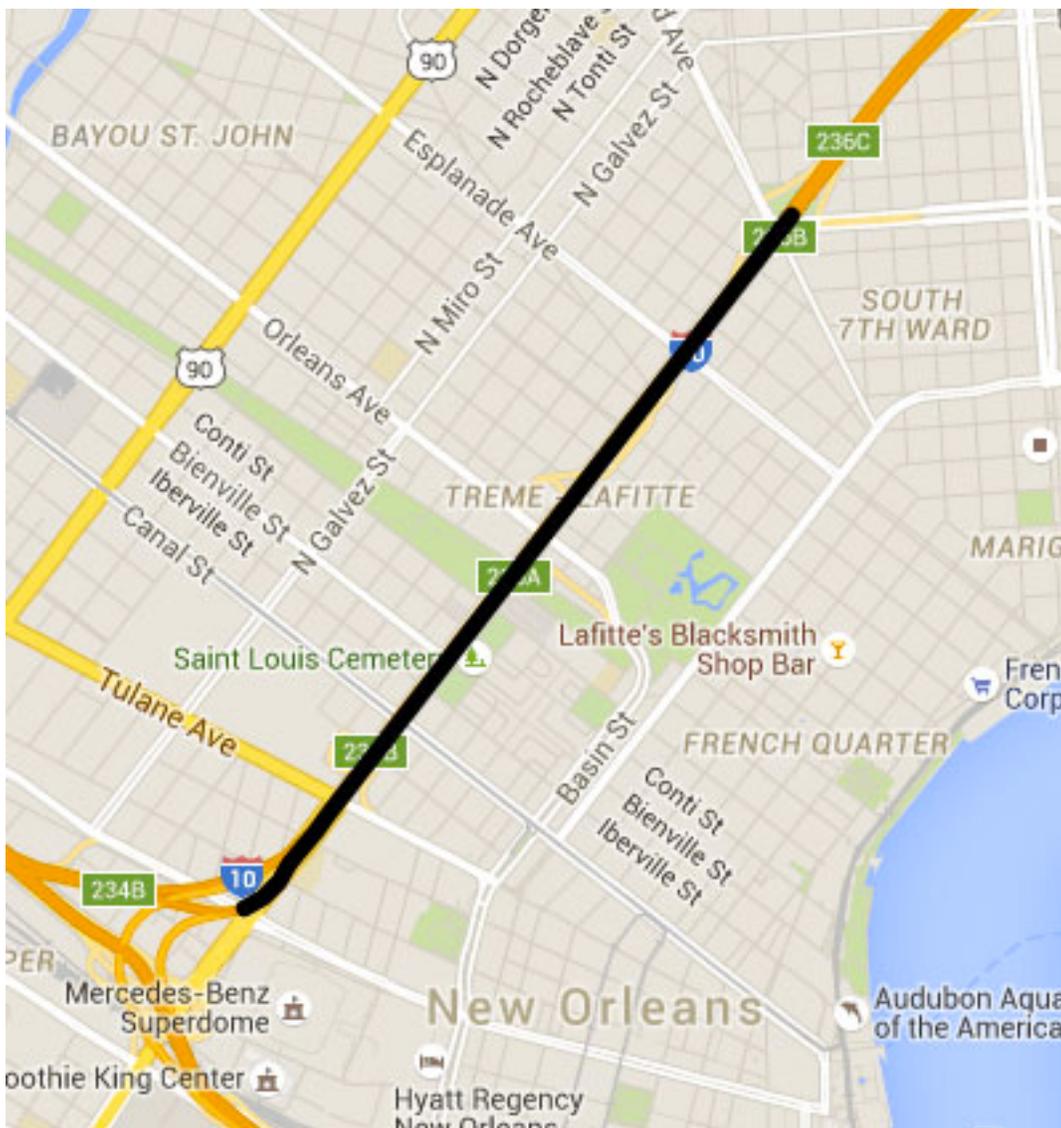
- **Connections at each end:** North: I-70 South: I-35
- **Interstate:** Yes
- **Length:** 1.4 miles
- **Lanes:** Three
- **Traffic:** 170,00 daily vehicles
- **Status:** Project proposal pending to demolish the elevated structure of the interstate
 - Proponents want it replaced with an at-grade parkway and reconnected streets
 - Bridge was designed and built in 1974





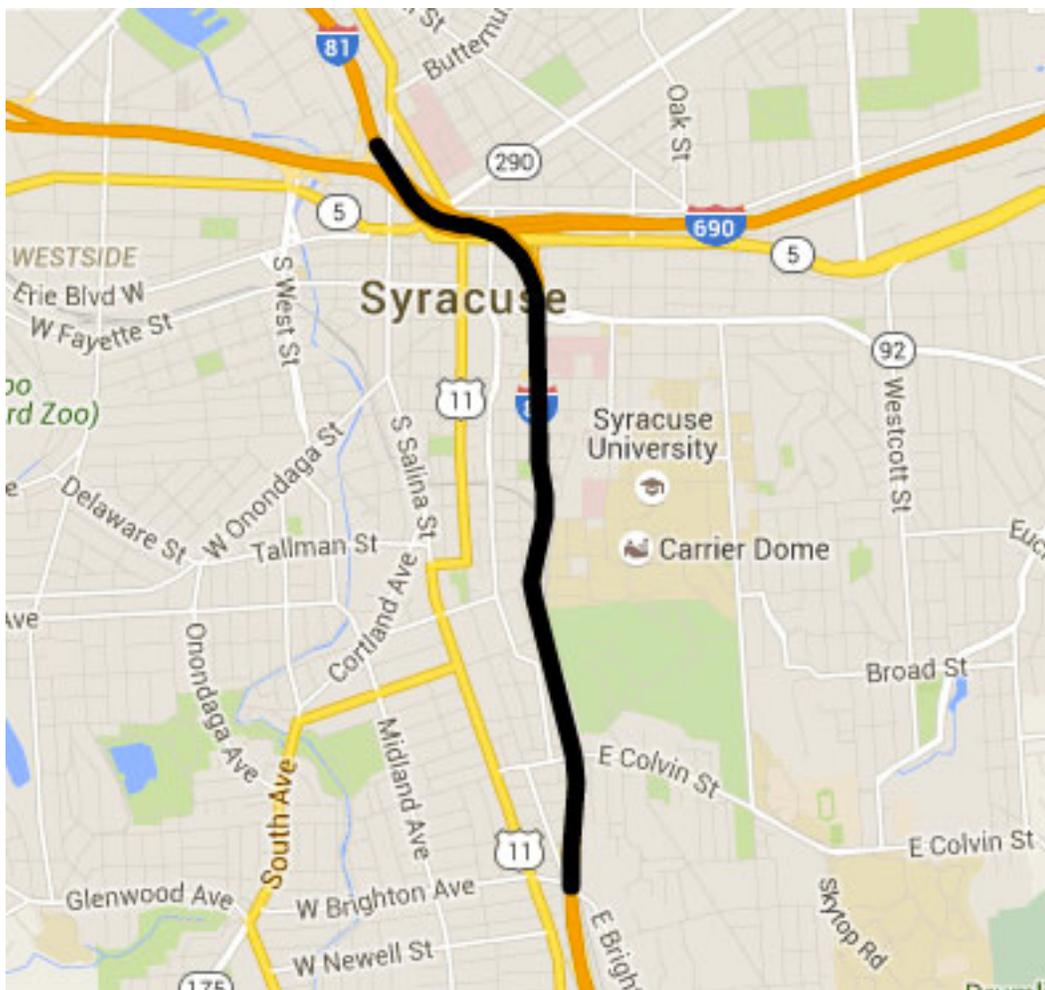
I-10/Claiborne Overpass - New Orleans, LA

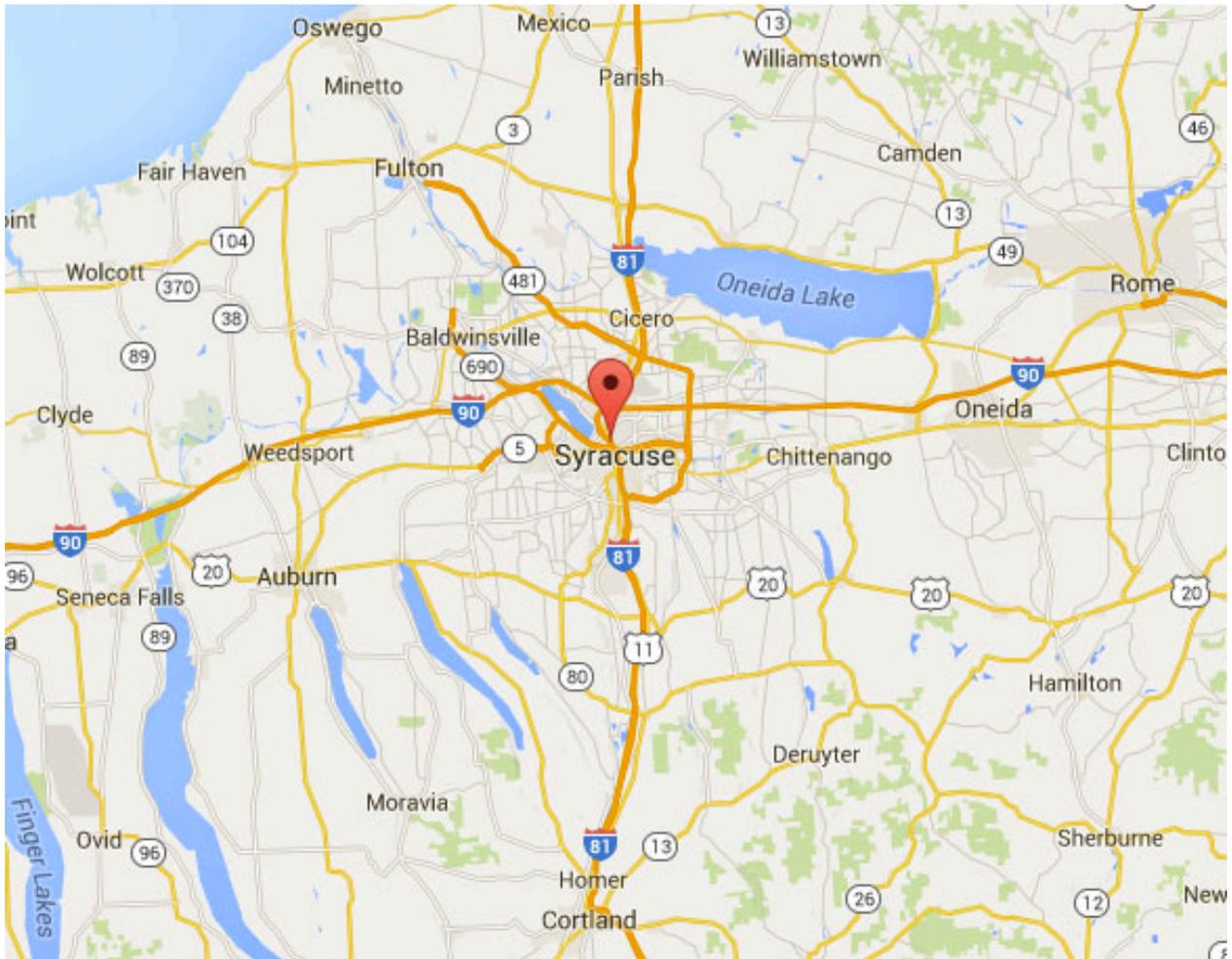
- **Connections at each end:** Elevated portion of I-10 (the interstate connects Pacific Ocean at State Route 1 in Santa Monica, CA, to I-95 in Jacksonville, FL) built directly over Claiborne Avenue
- **Interstate:** Yes
- **Length:** 2.2 miles
- **Lanes:** Six
- **Traffic:** 70,000-110,000 daily vehicles
- **Status:** Active
 - Increasing calls from local neighborhoods to remove overpass after damaged sustained from Hurricane Katrina
 - Proponents of removal say it would reconnect neighborhoods, reclaim city blocks and replenish oak trees



I-81 – Syracuse, NY

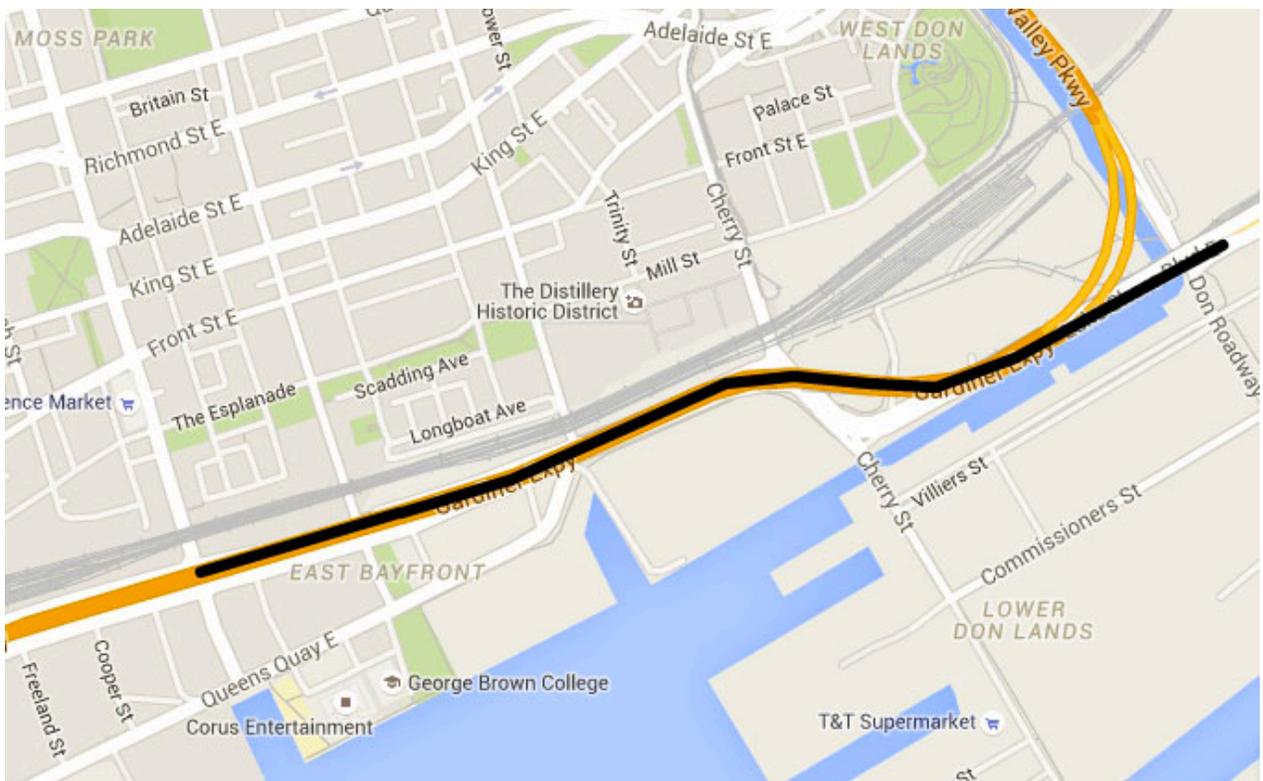
- **Connections at each end:** Interstate segment runs east of downtown and connects with I-690
- **Interstate:** Yes
- **Length:** 1.4 miles
- **Lanes:** Three
- **Traffic:** 43,000-90,000 daily vehicles
- **Status:** Active
 - Local political and university leaders are pushing to remove the elevated interstate
 - Removal advocates want an urban boulevard that would reconnect downtown neighborhoods
 - Supporters say it will be less costly to maintain and increase economic activity along the corridor

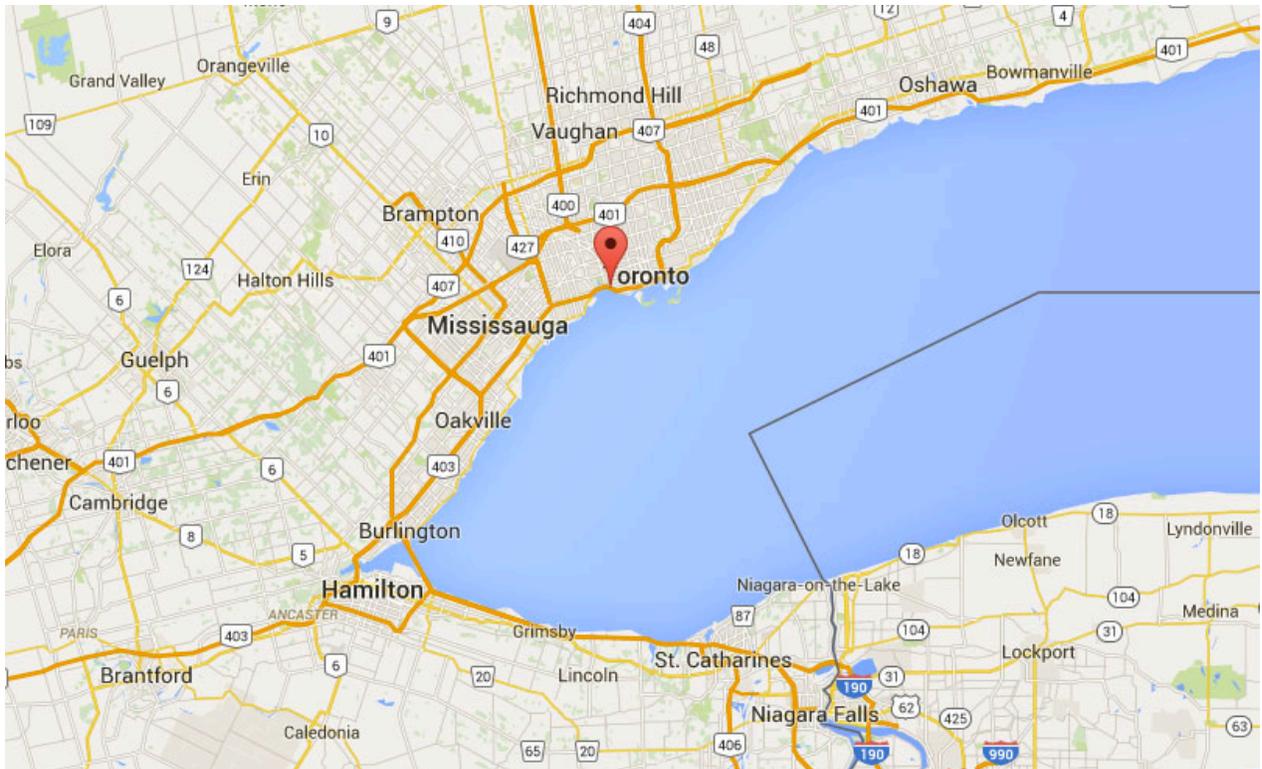




Gardiner Expressway – Toronto, ON

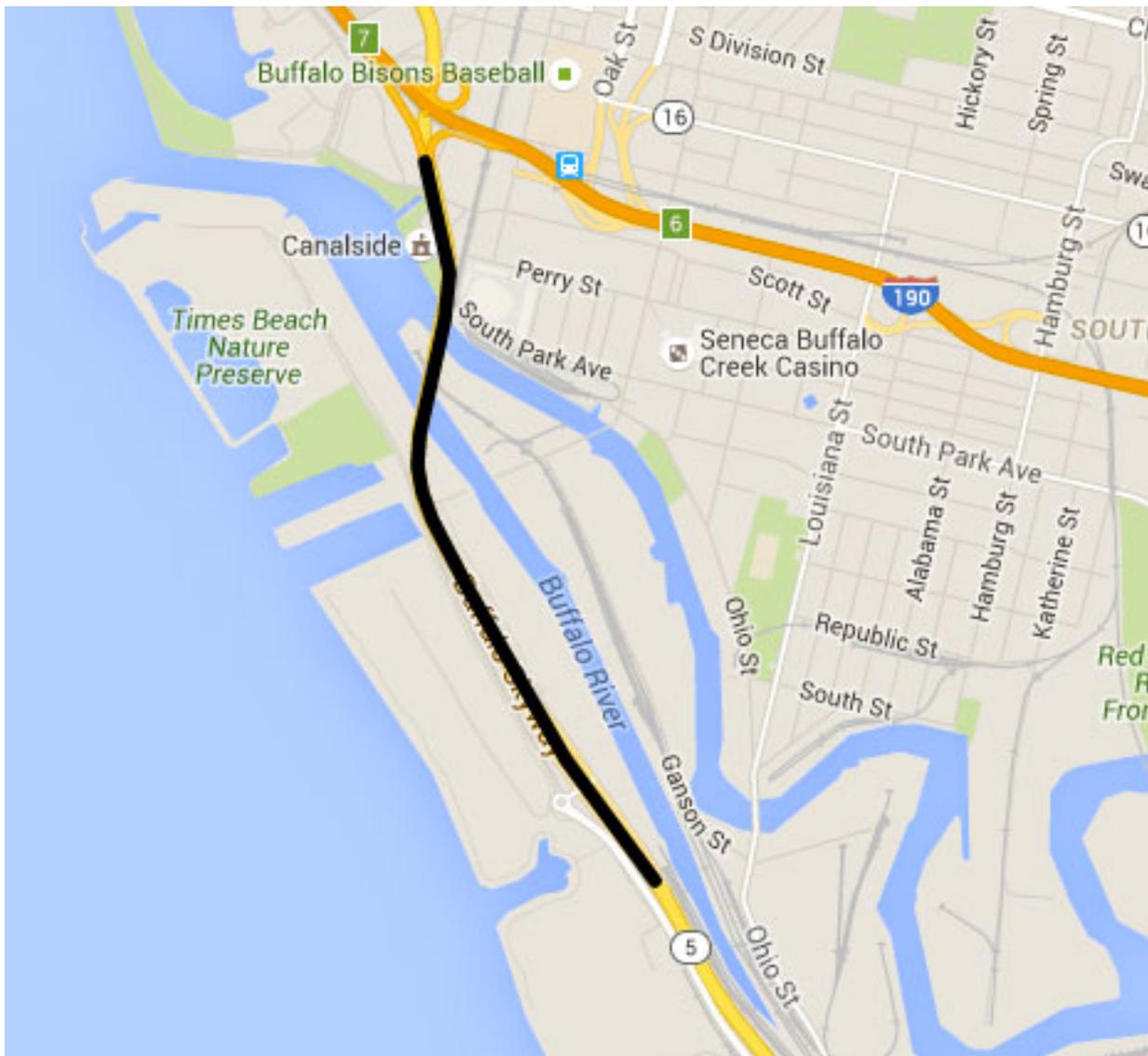
- **Connections at each end:** Major east-west thoroughfare that connects downtown Toronto to its western suburbs
- **Interstate:** No
- **Length:** 1.5 miles
- **Lanes:** Eight
- **Traffic:** 120,000 vehicles daily
- **Status:** Active
 - Local citizens have called for the removal of a 1.5 mile stretch of the elevated expressway as it runs from from Jarvis Street to just east of the Dan Valley Parkway
 - Removal supported by local officials
 - A far eastern portion of the freeway was successfully removed in 1999

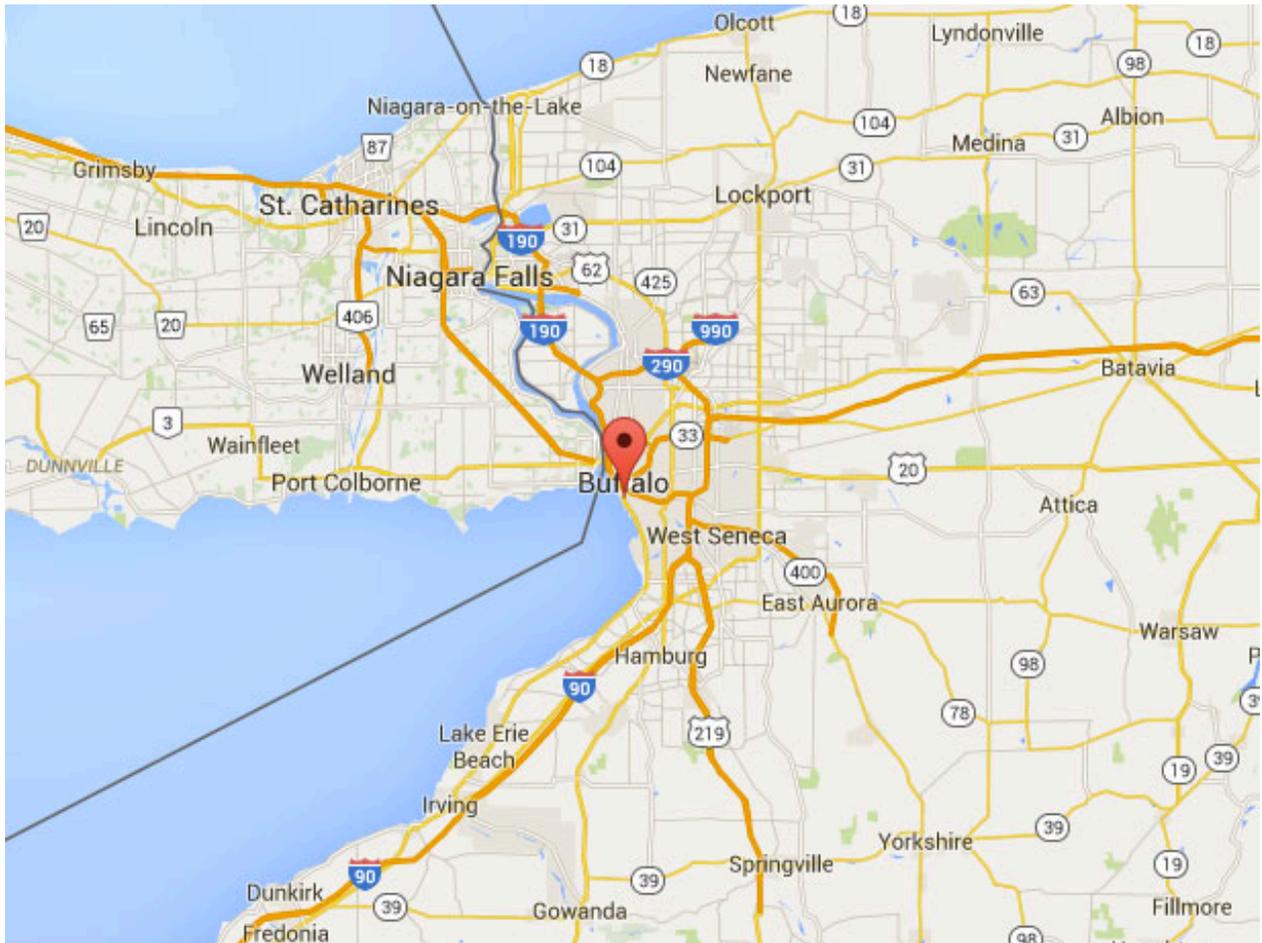




Route 5/Skyway - Buffalo, NY

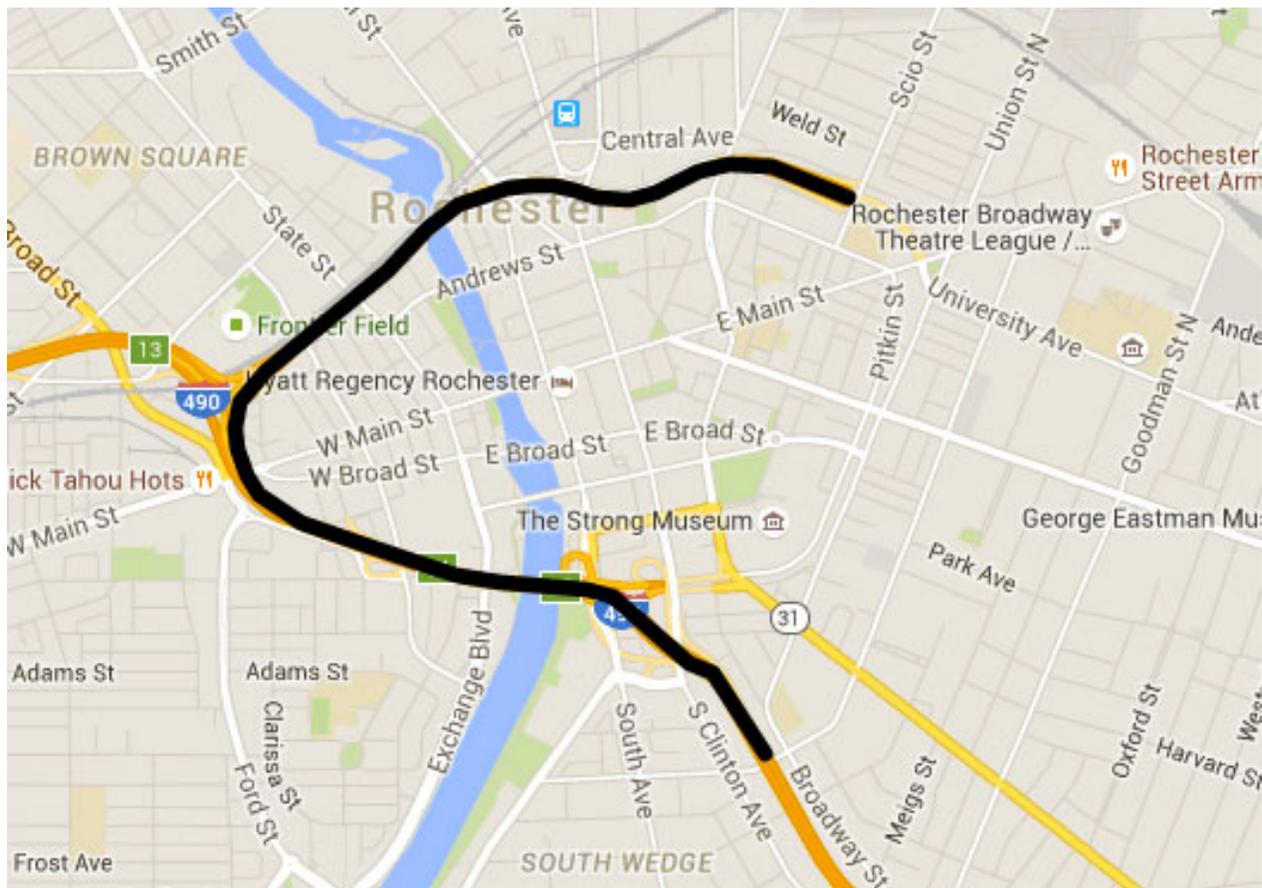
- **Connections at each end:** Begins at the Inner Harbor downtown, crosses the Buffalo River and touches down as Route 5 in the Outer Harbor
- **Interstate:** No
- **Length:** 1.4 miles
- **Lanes:** Four
- **Traffic:** 41,500 daily vehicles
- **Status:** Active bridge
- Local citizens and civic organizations call for removal and replacement of bridge with surface boulevard
 - Removal advocates tout environmental and economic benefits for downtown and waterfront redevelopment

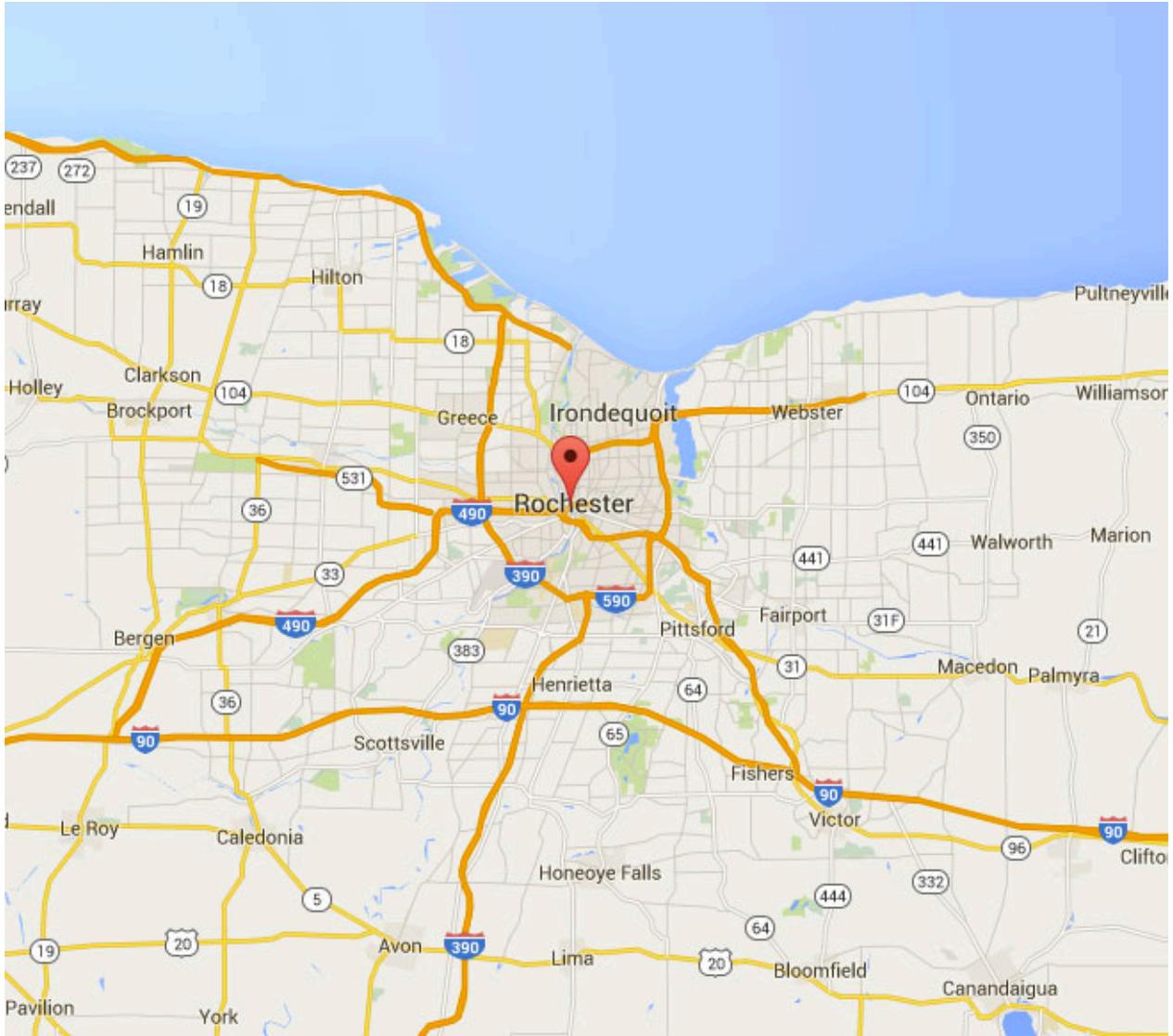




Inner Loop – Rochester, NY

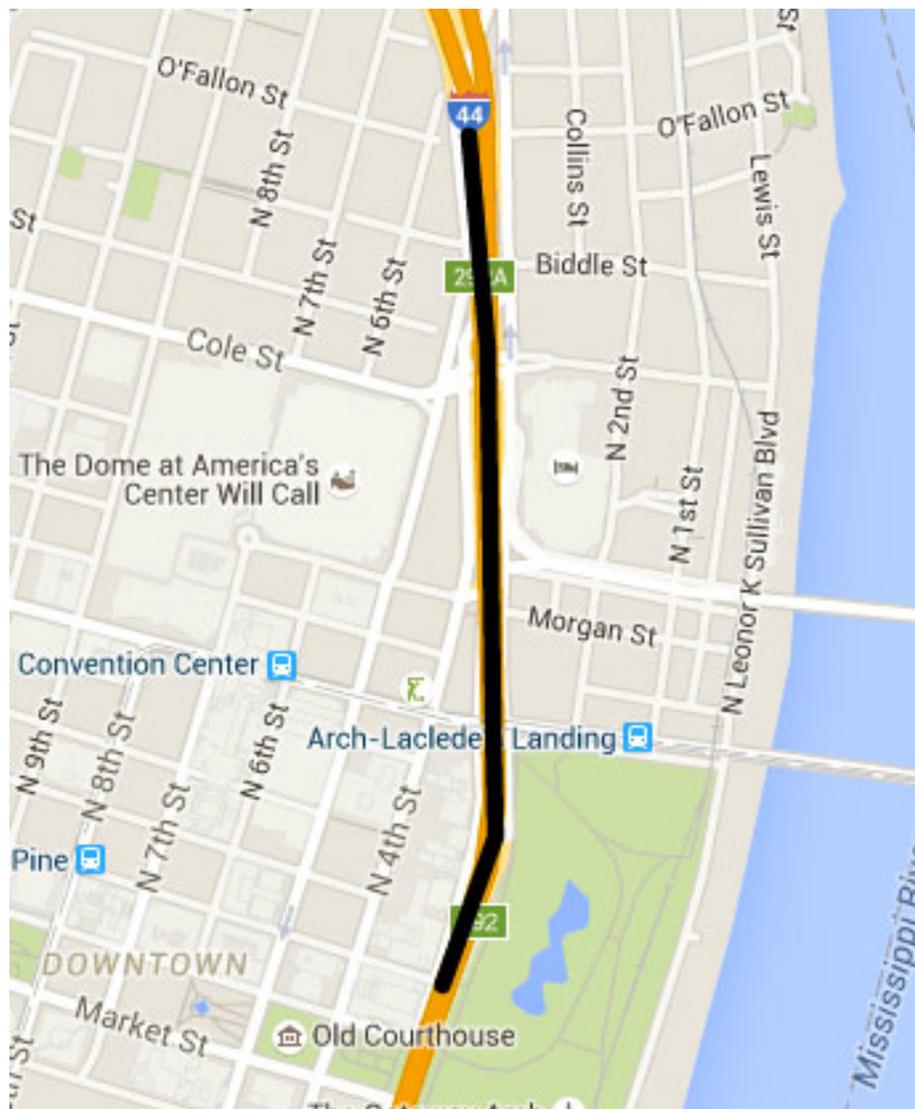
- **Connections at each end:** West: I-490 exit 13; East: I-490 exits 15 and 16 directly south of downtown
- **Interstate:** No
- **Length:** 2.68 miles
- **Lanes:** 12
- **Traffic:** 10,500-46,500 daily vehicles
- **Status:** Under construction
- Plan in motion to reconstruct a 2/3 mile stretch of the eastern segment between Monroe Avenue and Charlotte Street with at-grade boulevard
- Sections were shutdown in 2015 and are currently under construction
- Removal advocates say it will beautify the city and could improve economically distressed areas

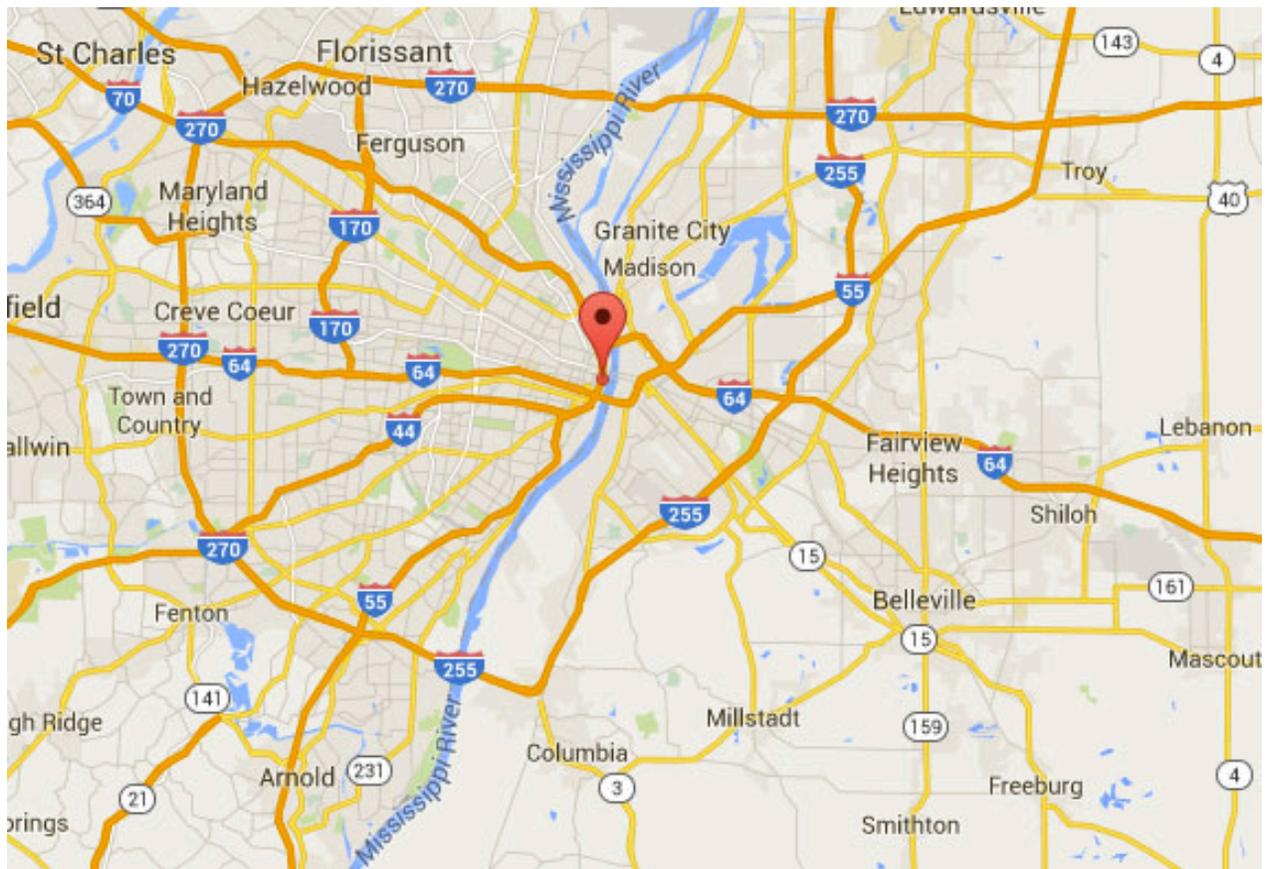




I-70 – St. Louis, MO

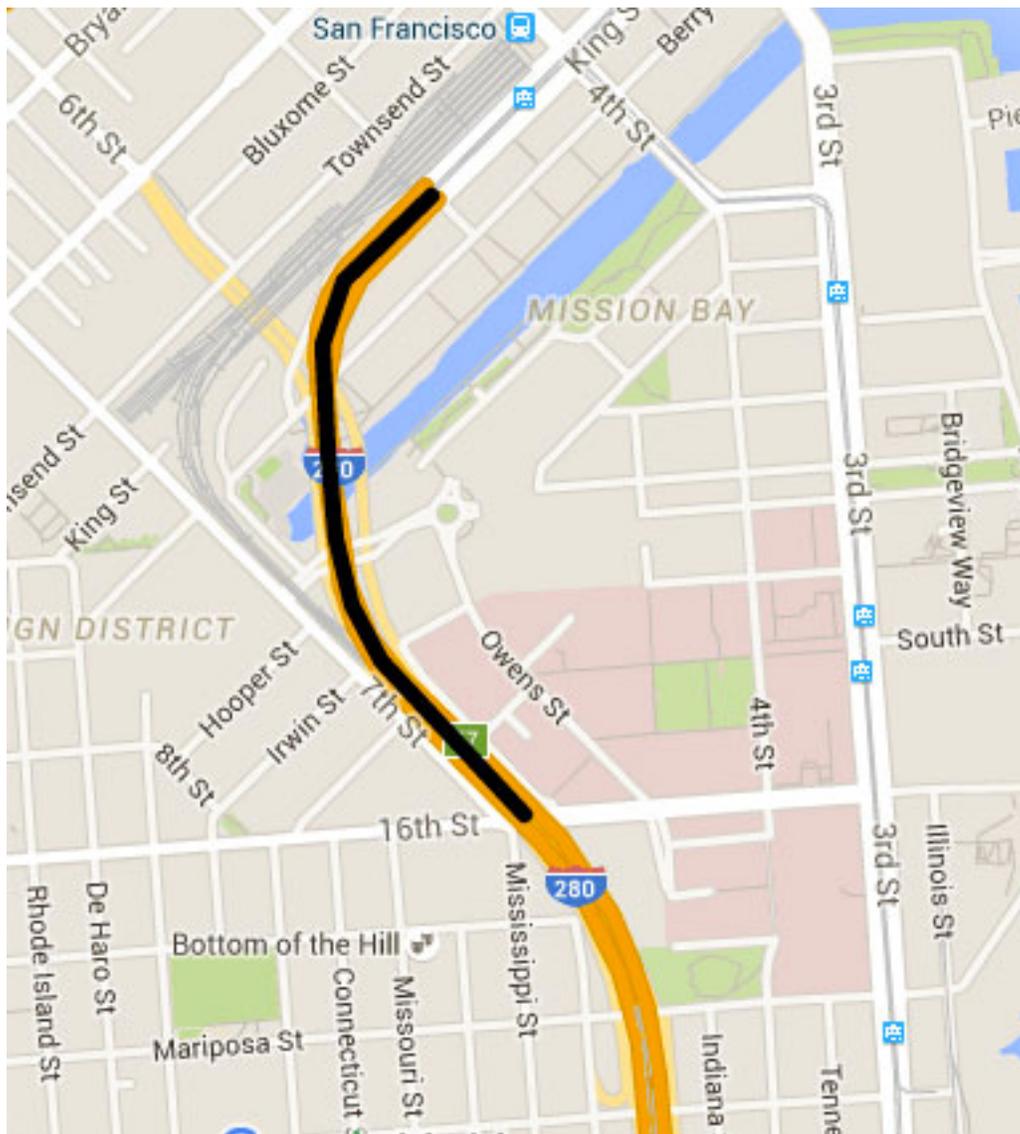
- **Connections at each end:** Passes through St. Louis from East of Wentzville to the city of St. Charles
- **Interstate:** Yes
- **Length:** 1.4 miles
- **Lanes:** 13
- **Traffic:** 165,000 daily vehicles
- **Status:** Active
- Changed routes to north of downtown; former route is now I-44
- Advocates called for the replacement with urban boulevard, renovation plans never materialized
- Instead, an enhanced pedestrian access and landscaping overtop was implemented on depressed portion of I-70, named "Park Over the Highway"

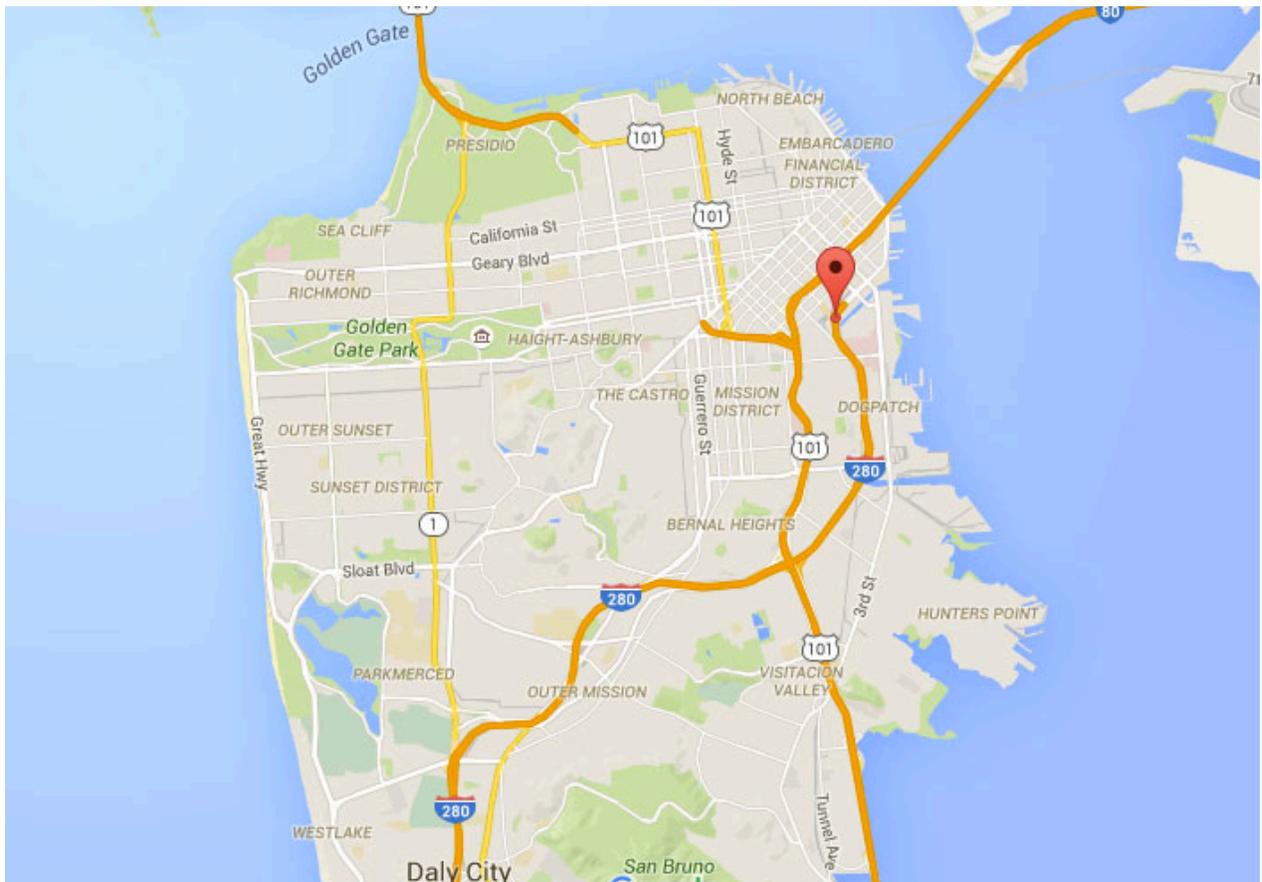




I-280 – San Francisco, CA

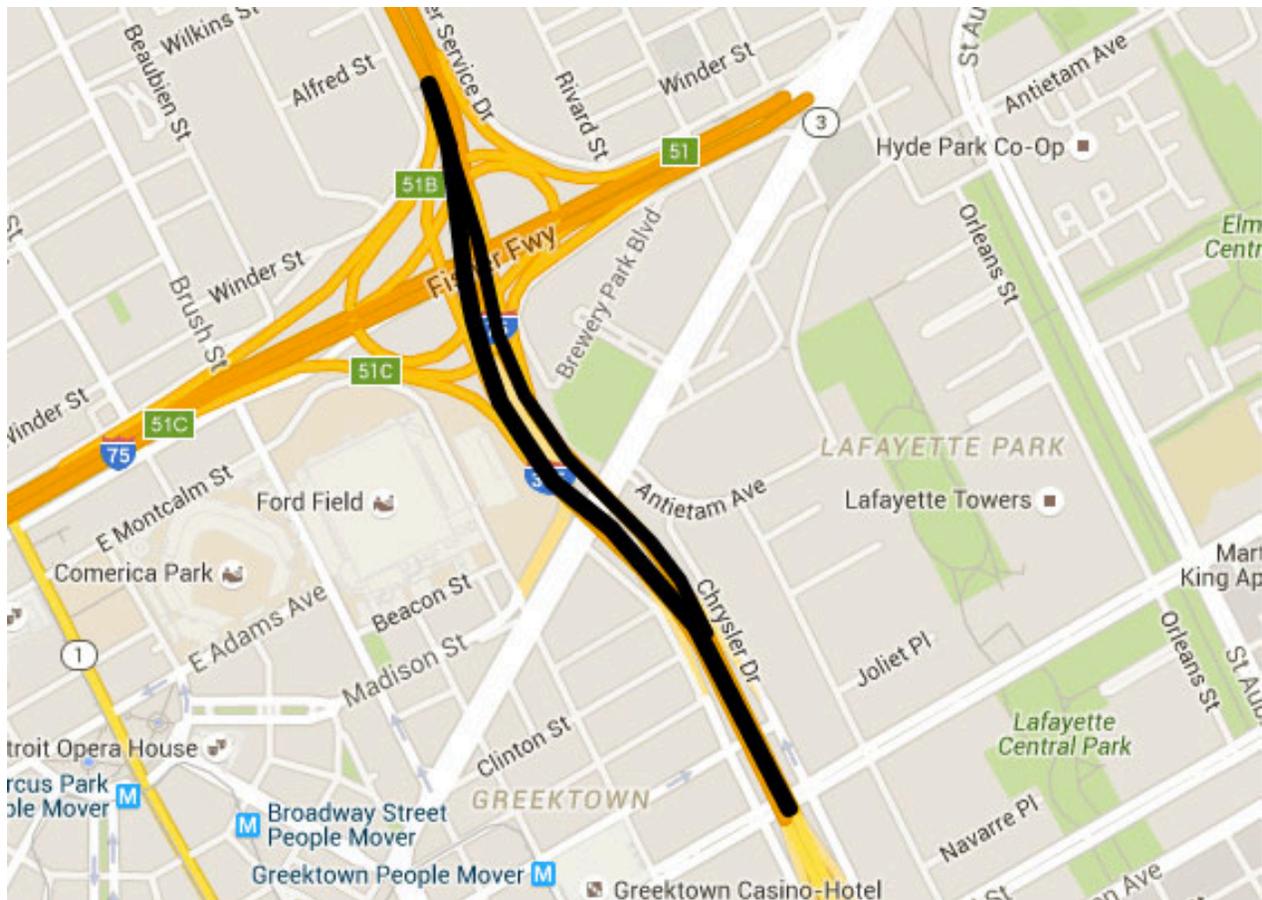
- **Connections at each end:** Connects 4th and King Streets south to 16th Street
- **Interstate:** Yes
- **Length:** 1.2 miles
- **Lanes:** Eight
- **Traffic:** 11,000 to 226,000 daily vehicles
- **Status:** Active
 - Mayor is pushing proposal to remove stretch of I-280 and replace with boulevard
 - Proposal calls for an eventual connection with rail line service

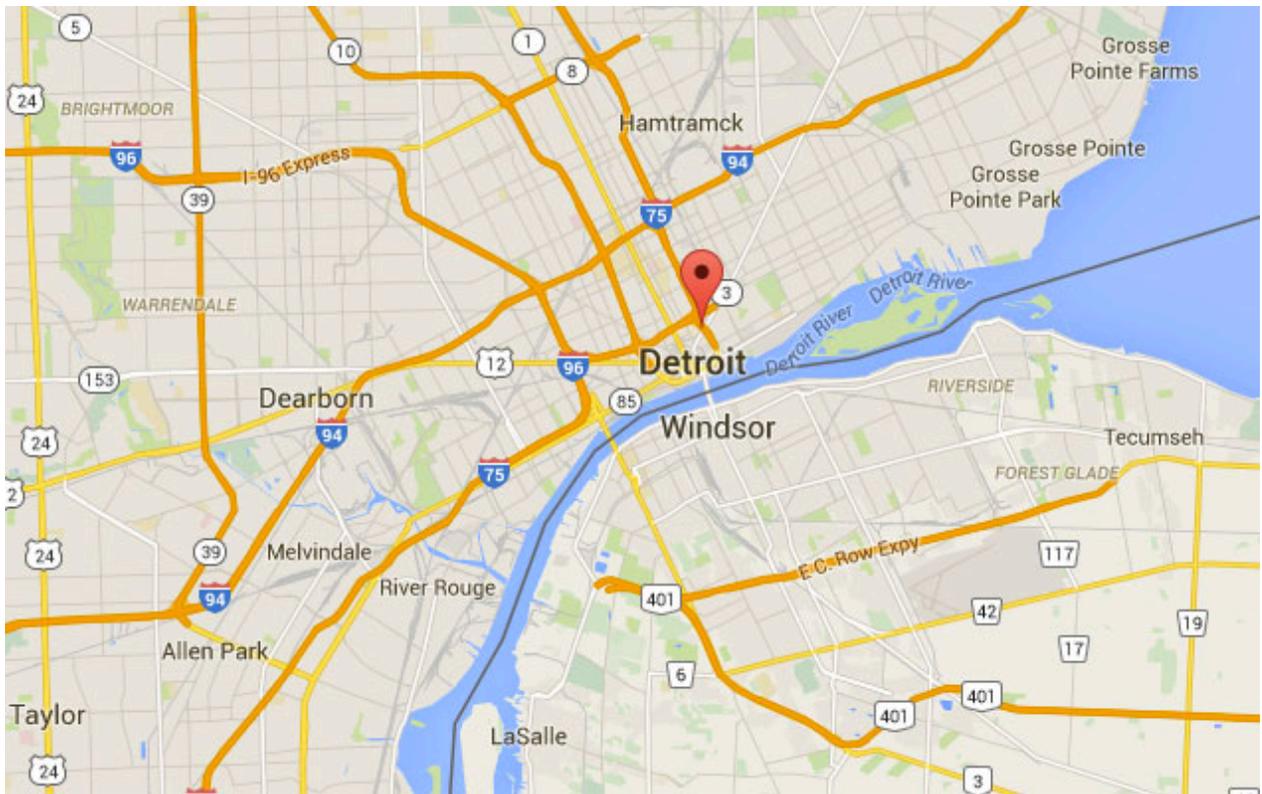




I-375 – Detroit, MI

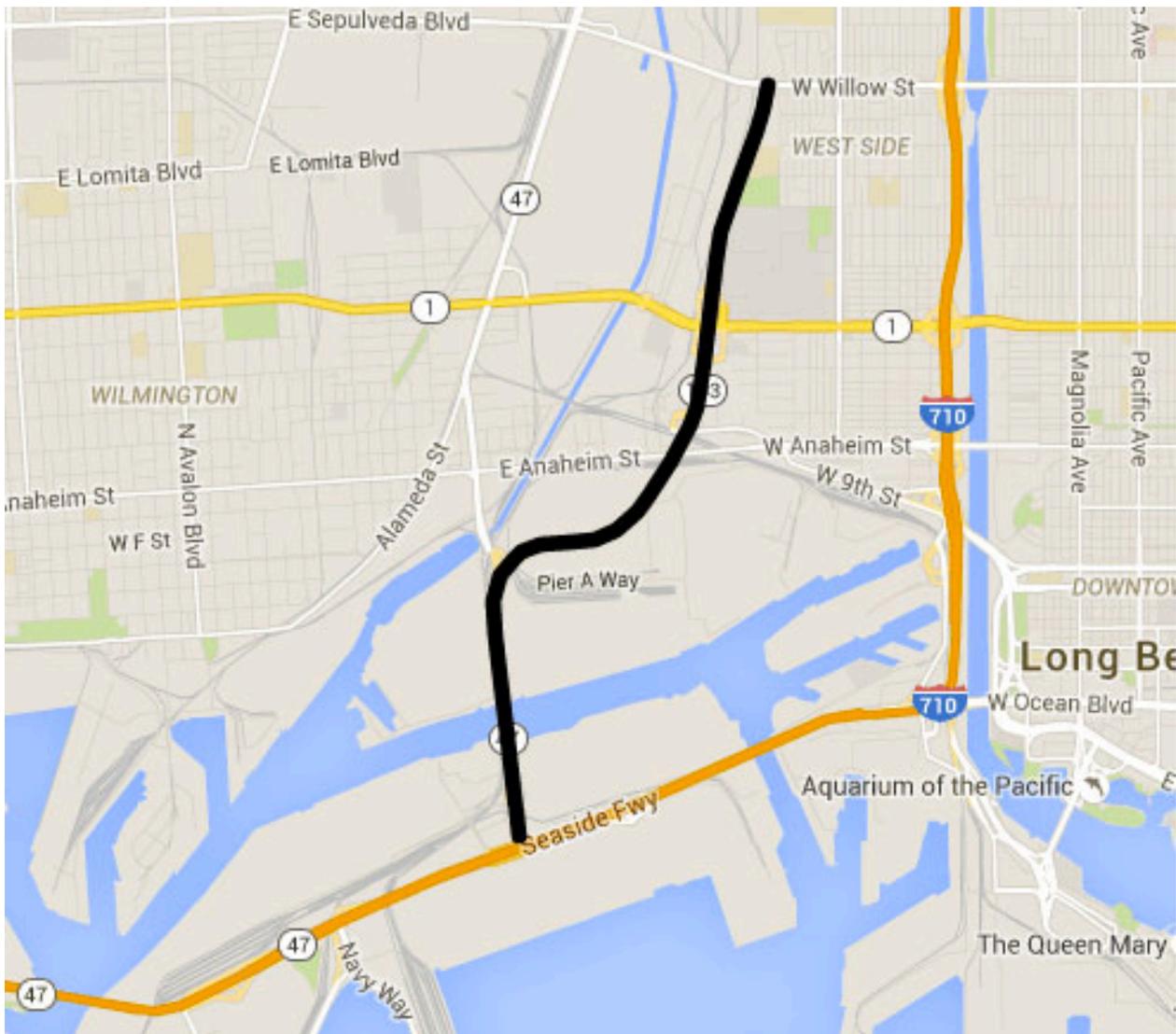
- **Connections at each end:** Connects southernmost leg of the Walter P. Chrysler Freeway and a spur of I-75 into downtown Detroit, ending at BS Interstate 375
- **Interstate:** Yes
- **Length:** 1.06 miles
- **Lanes:** Four
- **Traffic:** 17,101 to 41,512 daily vehicles
- **Status:** Active
 - MDOT has indefinitely delayed any course of action on the highway removal
 - Six alternative proposals for rebuilding I-375 were unveiled by MDOT in June 2014
 - Proposals included rebuilding, replacing with boulevard, upgrading existing freeway to include bike lanes and other pedestrian-friendly features

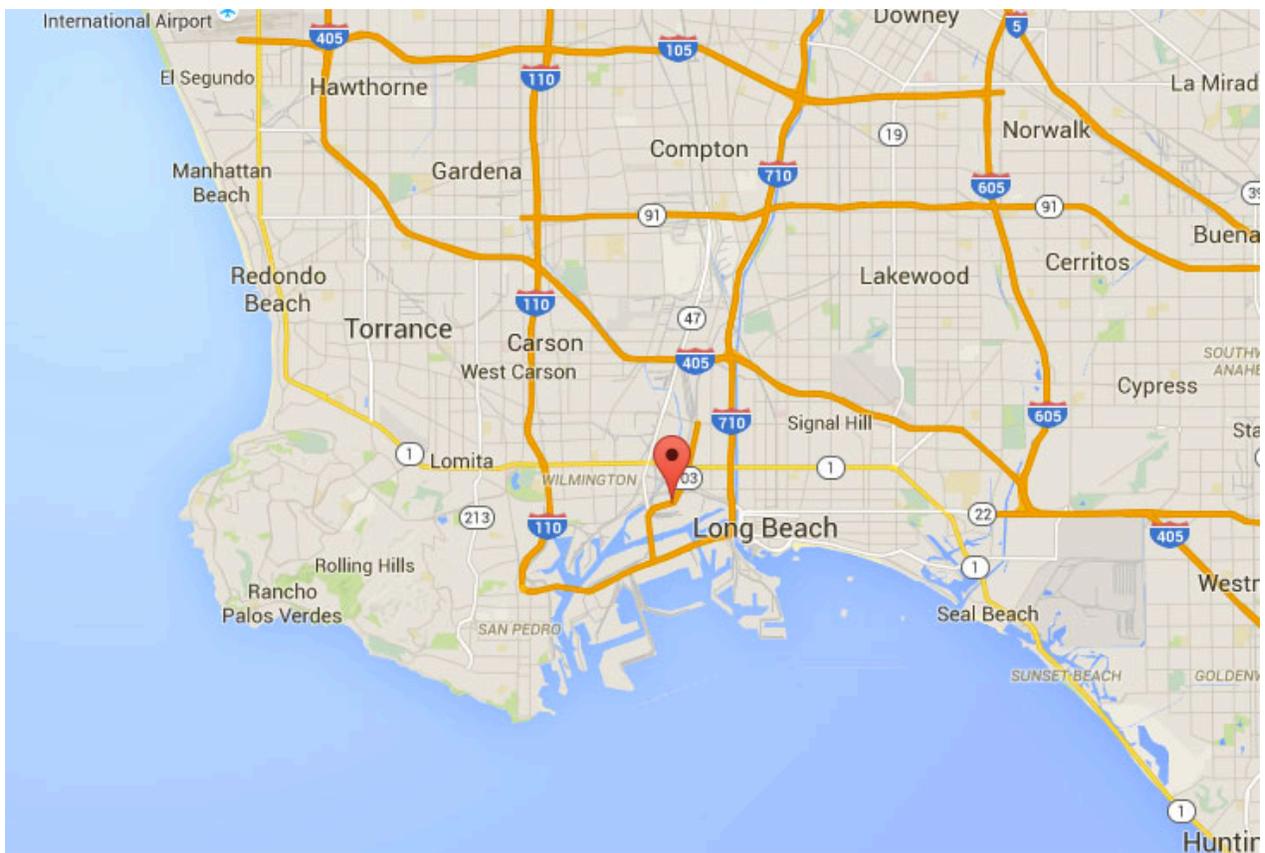




Terminal Island Freeway – Long Beach, CA

- **Connections at each end:** Connects Seaside Freeway to Willow Street
- **Interstate:** No
- **Length:** 1.6 miles
- **Lanes:** Four
- **Traffic:** 11,000 vehicles per day
- **Status:** Active
 - The Long Beach City Council voted unanimously in 2015 to conduct an environmental study for the removal of the freeway
 - Would be replaced with parks





Aetna Viaduct – Hartford, CT

- **Connections at each end:** Elevated I-84 viaduct that begins at Sisson Avenue and runs through the heart of downtown Hartford
- **Interstate:** No
- **Length:** ¾ mile
- **Lanes:** Two
- **Traffic:** 175,000 daily vehicles
- **Status:** Active
 - A 2010 study reinforced idea of replacing the deteriorating viaduct; prospects for replacing the it have since faded
 - DOT expected to finalize plan in 2016

