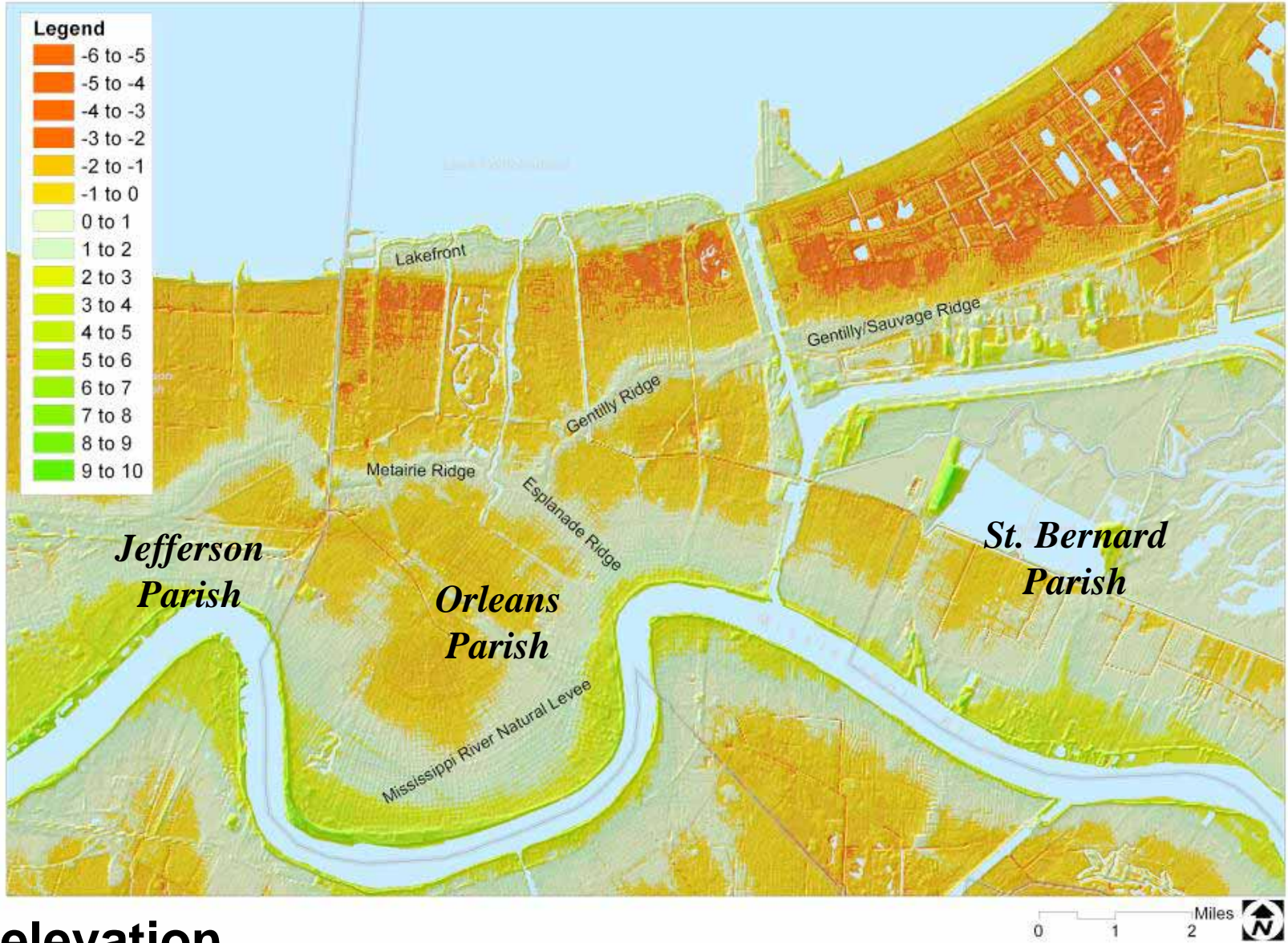


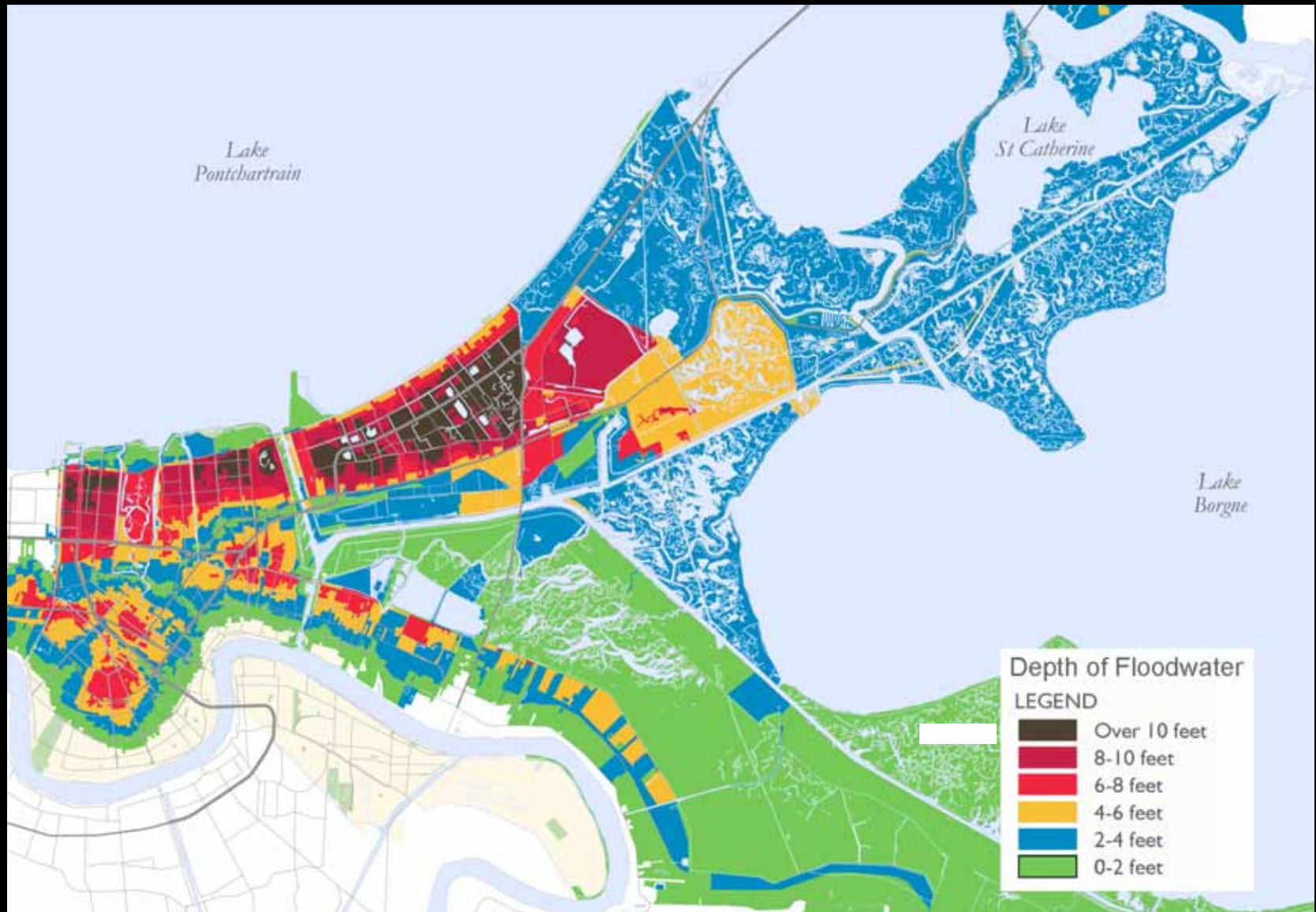
ROBERT MOSES
COMES TO
NEW ORLEANS

INTRODUCTION

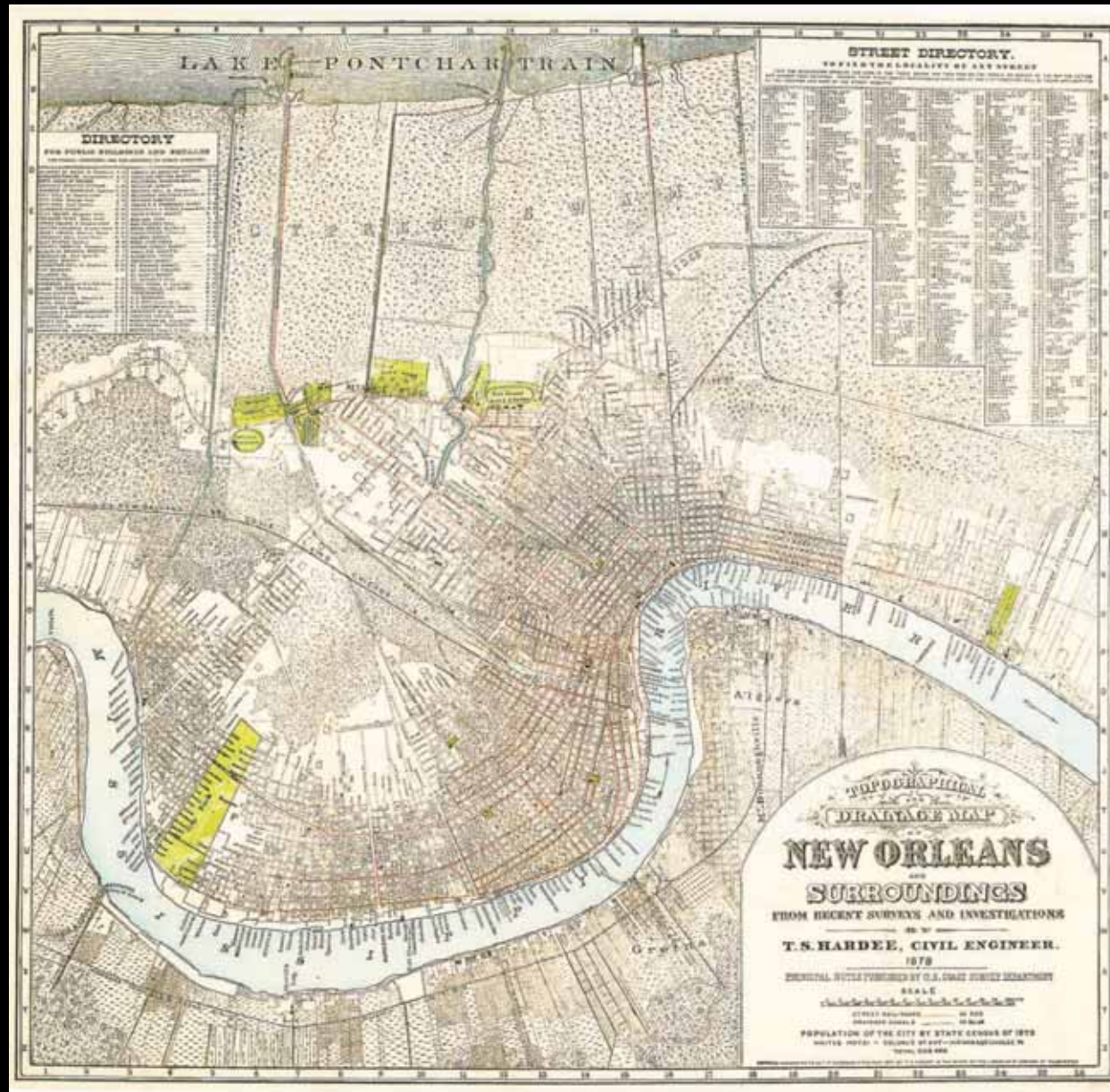




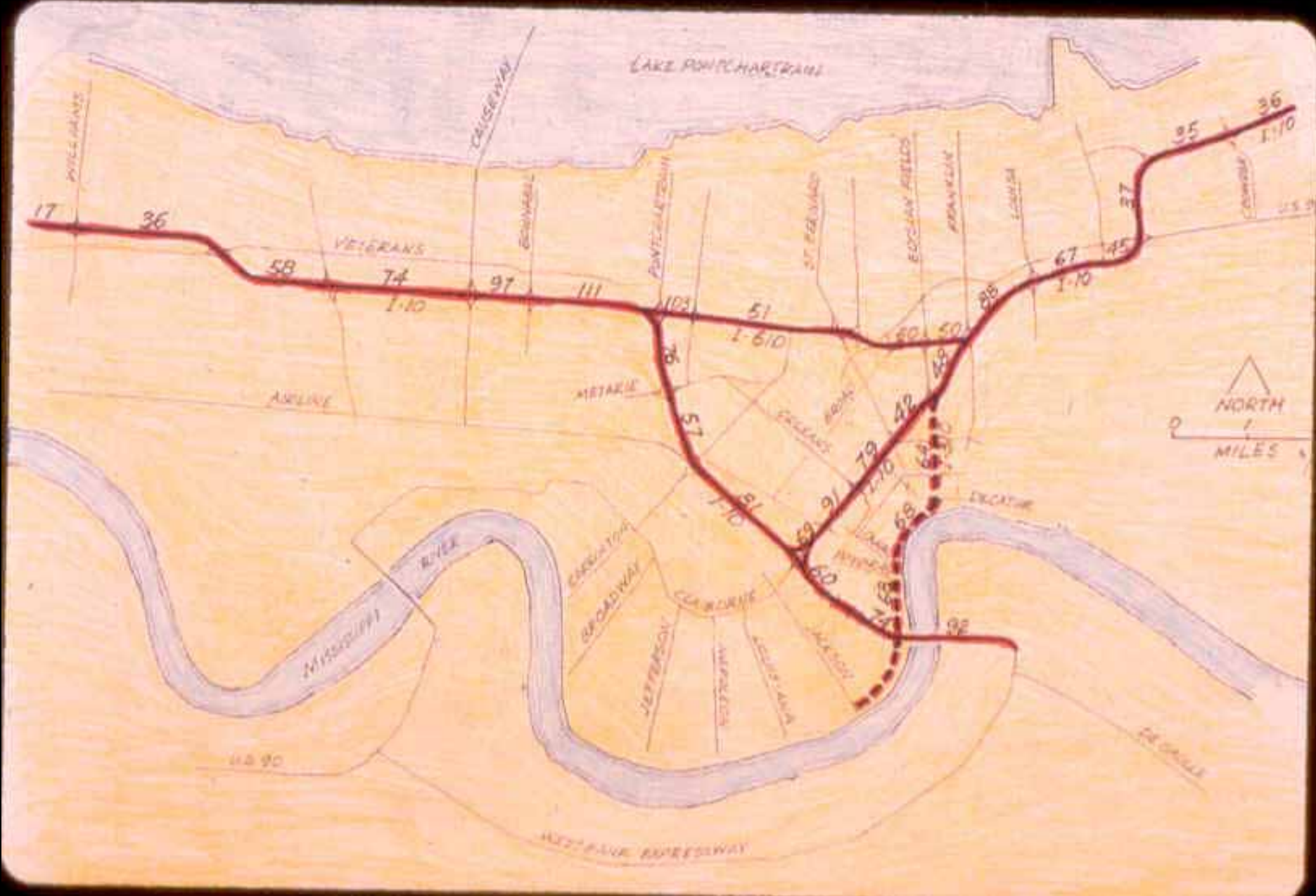
elevation

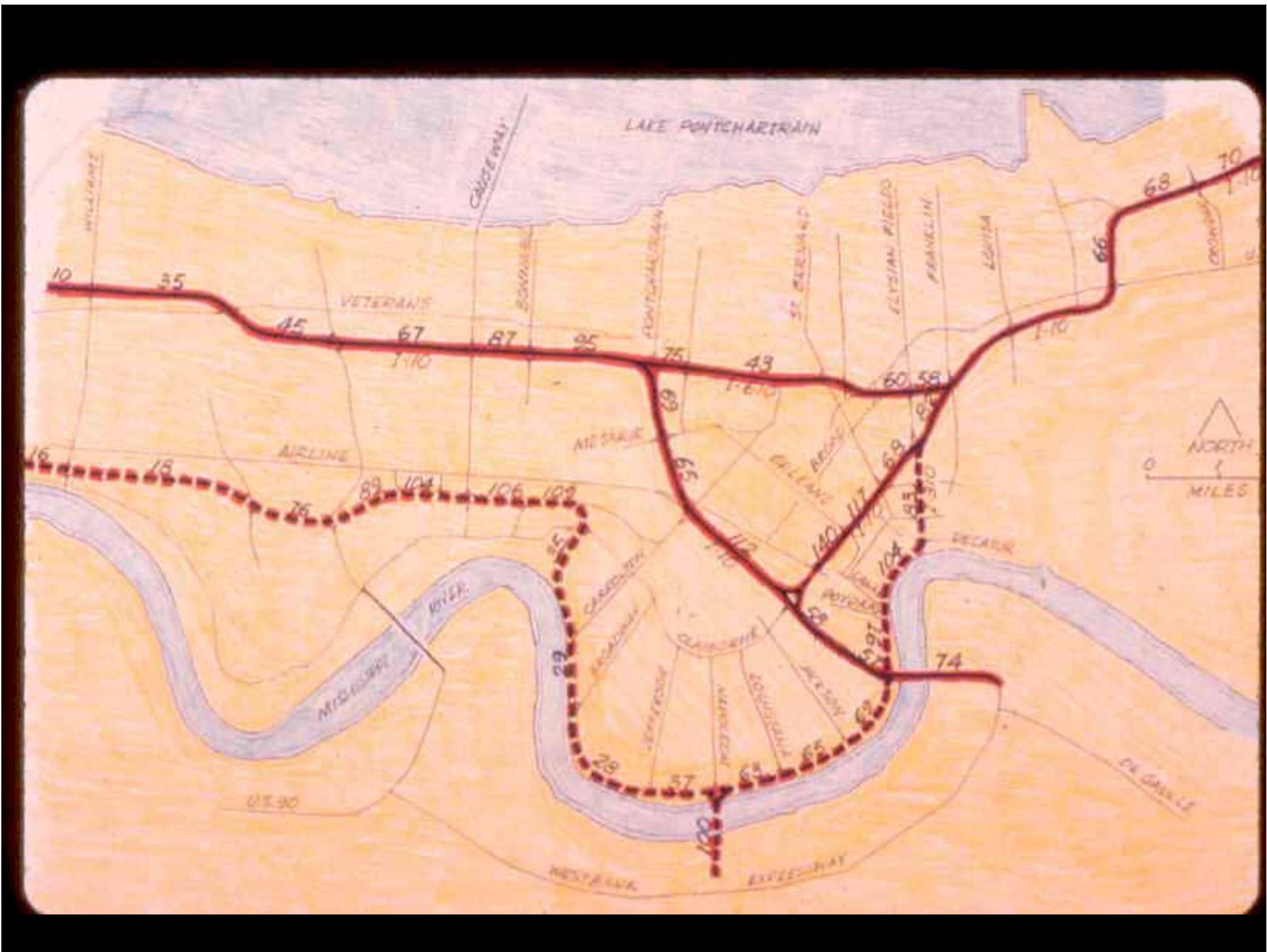


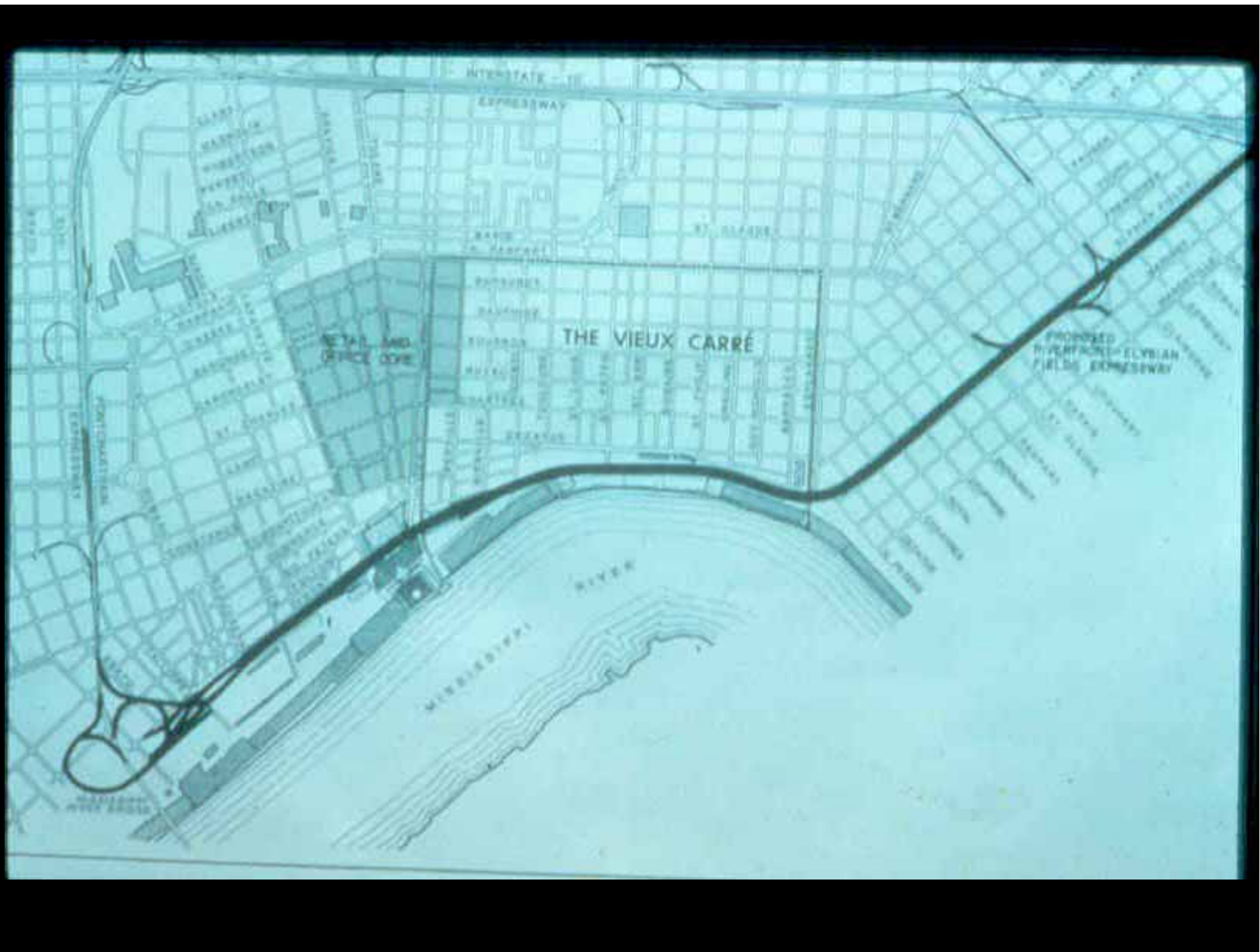
New Orleans and Surrounding Areas 1878



SECOND BATTLE OF NEW ORLEANS







INTERSTATE 10 EXPRESSWAY

RETAIL AND OFFICE CORE

THE VIEUX CARRÉ

PROPOSED TULSA-ELVBIAH FIELDS EXPRESSWAY

MISSISSIPPI RIVER























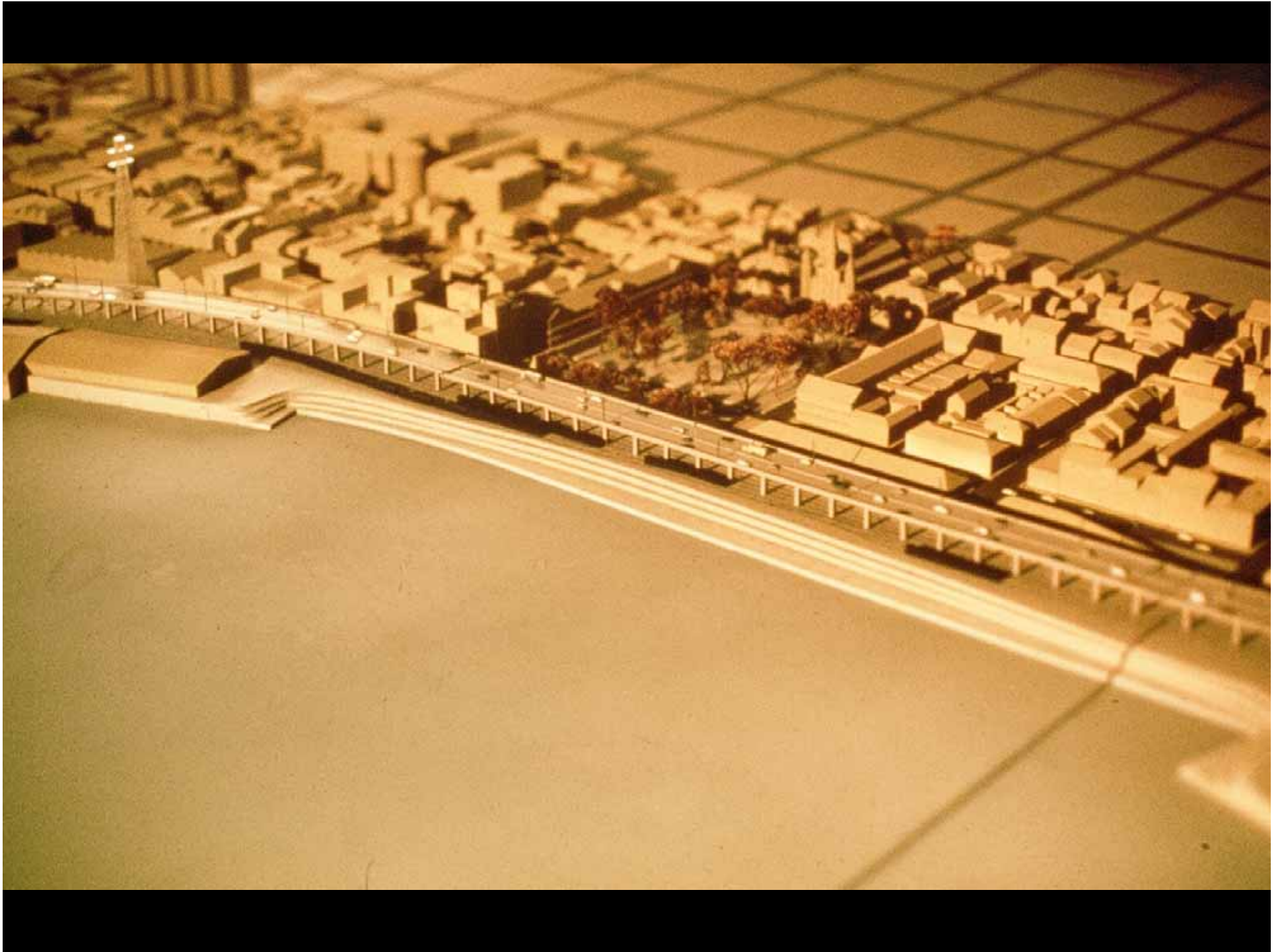




























NO ROAD

Volpe transfers U.S. funds to outer beltway

by Bill Bryan

Federal funds for a riverfront expressway through the Vieux Carré were withdrawn Tuesday by Secretary of Transportation John A. Volpe.

The ruling, which was announced in Washington by U.S. Representative Hale Boggs, has meaning and importance to other sections of the country facing similar transportation problems as the Vieux Carré and Greater New Orleans. It could mean that the Nixon administration will emphasize other modes of transportation than the automobile as the solution to commuter congestion on urban highways.

Dean of Tulane University's School of Architecture John Lawrence greeted the announcement with approbation but warned that the decision "only buys time." "I don't think we have heard the last of the riverfront expressway, by any means," Dean Lawrence said.

Tuesday night Mayor Victor H. Schiro was reported on WVUE-TV (channel 12) to have said he would continue to search for funds to build the road. He was also quoted by newsmen Alec Gifford as saying he would move to have traffic closed off from some Quarter sections.

Rep. Boggs said, when informed by Sec. Volpe of his decision to transfer monies allocated to the riverfront expressway in the French Quarter to some other project in the U.S., that he proposed the funds go toward building an outer beltway road and two bridges over the Mississippi River.

The action by Sec. Volpe came following the advice of Under Secretary James D. Braman, former mayor of Seattle, who reported the expressway controversy "irreconcilable." Braman, who took testimony

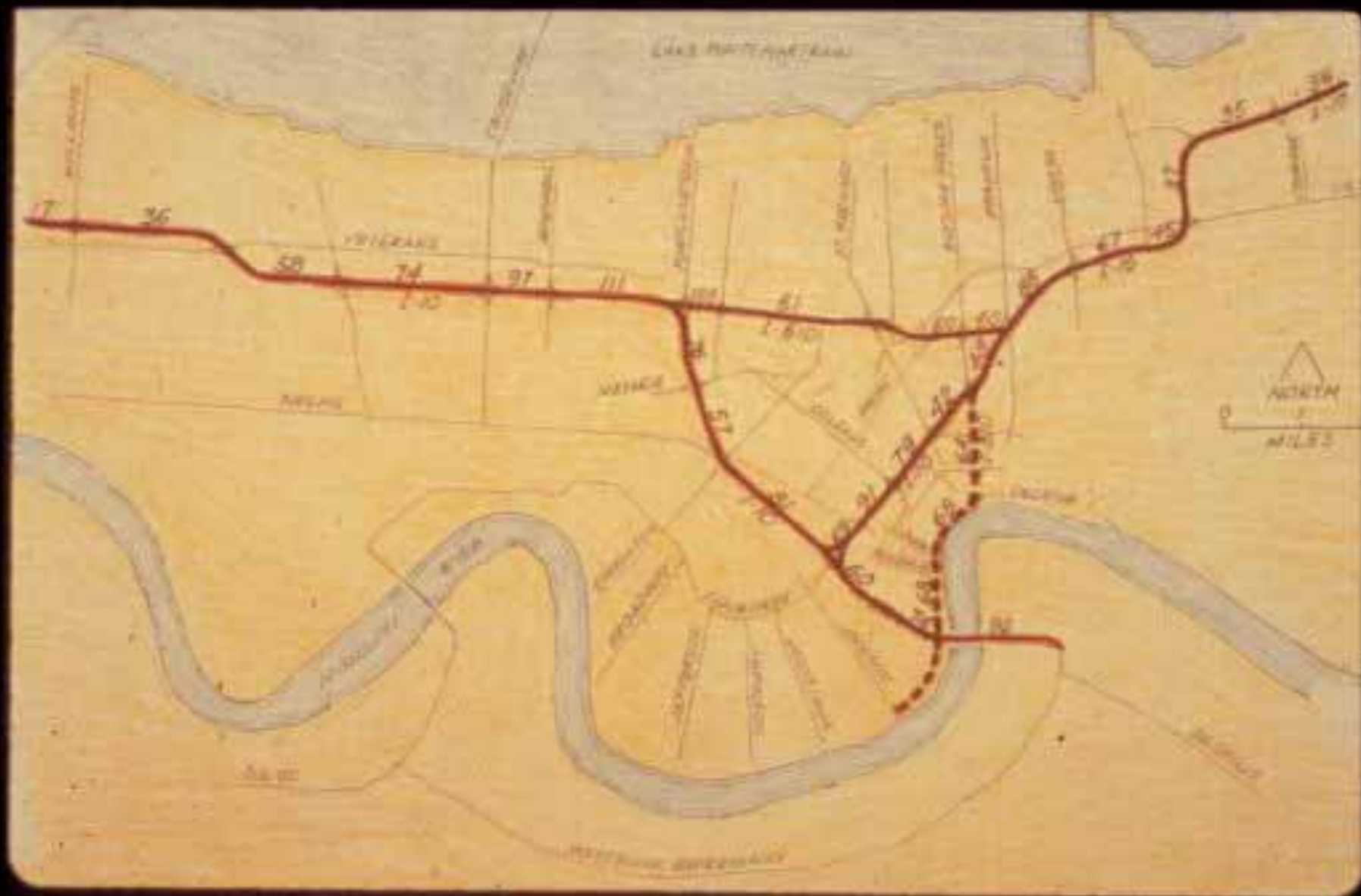
Vol 6 No. 22
July 4, 1969

FREE

vieux carré COURIER

Expressions of gratitude

UPTOWN BRIDGE FIGHT







LAKE PONCHARTRAIN

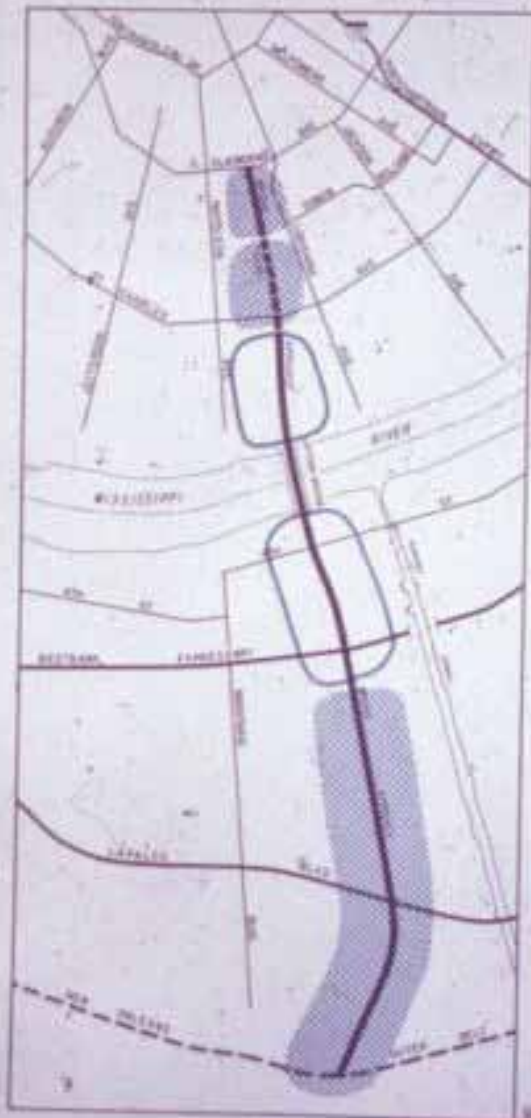
MISSISSIPPI RIVER

NEW TRINITY STREET
CROSSING & APPROACHES





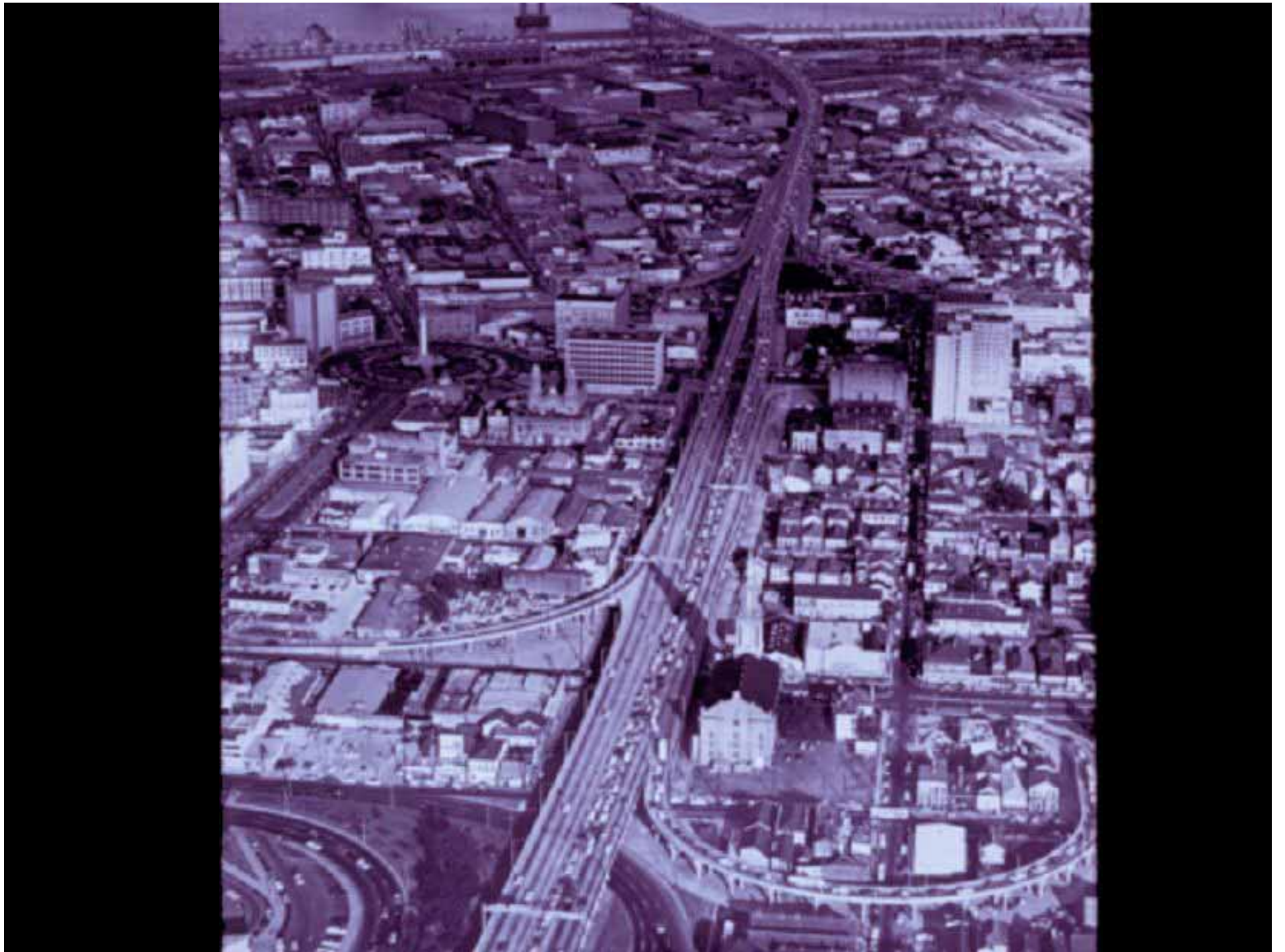




**ENVIRONMENTAL
EFFECTS**









CLAIBORNE AVENUE EXPRESSWAY

CLAIBORNE AVENUE EXPRESSWAY

BEFORE HIGHWAY
CONSTRUCTION









61-910
U.P.N. CLAIBORNE AT URSULINE
Ave - 10 - 1947 AB/c



61-910
DOWN N. CLAIBORNE AT URSULINE ST.
AUG-10-1947 A. PELLE





61-910
UP N. CLAIBORNE AT URSULINE
AUG. 10-1947 APelle.



95-968 - MARCH 9 - 1955
Down N. Claiborne St. - PLANNED FOR
GULF



99-679 - NOV. 14 - 1954
POINTE CLAUDE AT ST. BERNINA



CLAIBORNE AVENUE EXPRESSWAY

DURING CONSTRUCTION

















CLAIBORNE AVENUE EXPRESSWAY

TODAY



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Pointer 29°58'15.42" N 90°03'58.60" W elev 0 ft

Streaming ||||| 100%

Eye alt 743 ft



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Pointer 29°58'16.27" N 90°04'02.52" W elev 0 ft

Streaming ||||| 100%

Eye alt 1130 ft



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Pointer 29°57'55.75" N 90°04'17.07" W elev 0 ft

Streaming ||||| 100%

Eye alt 744 ft







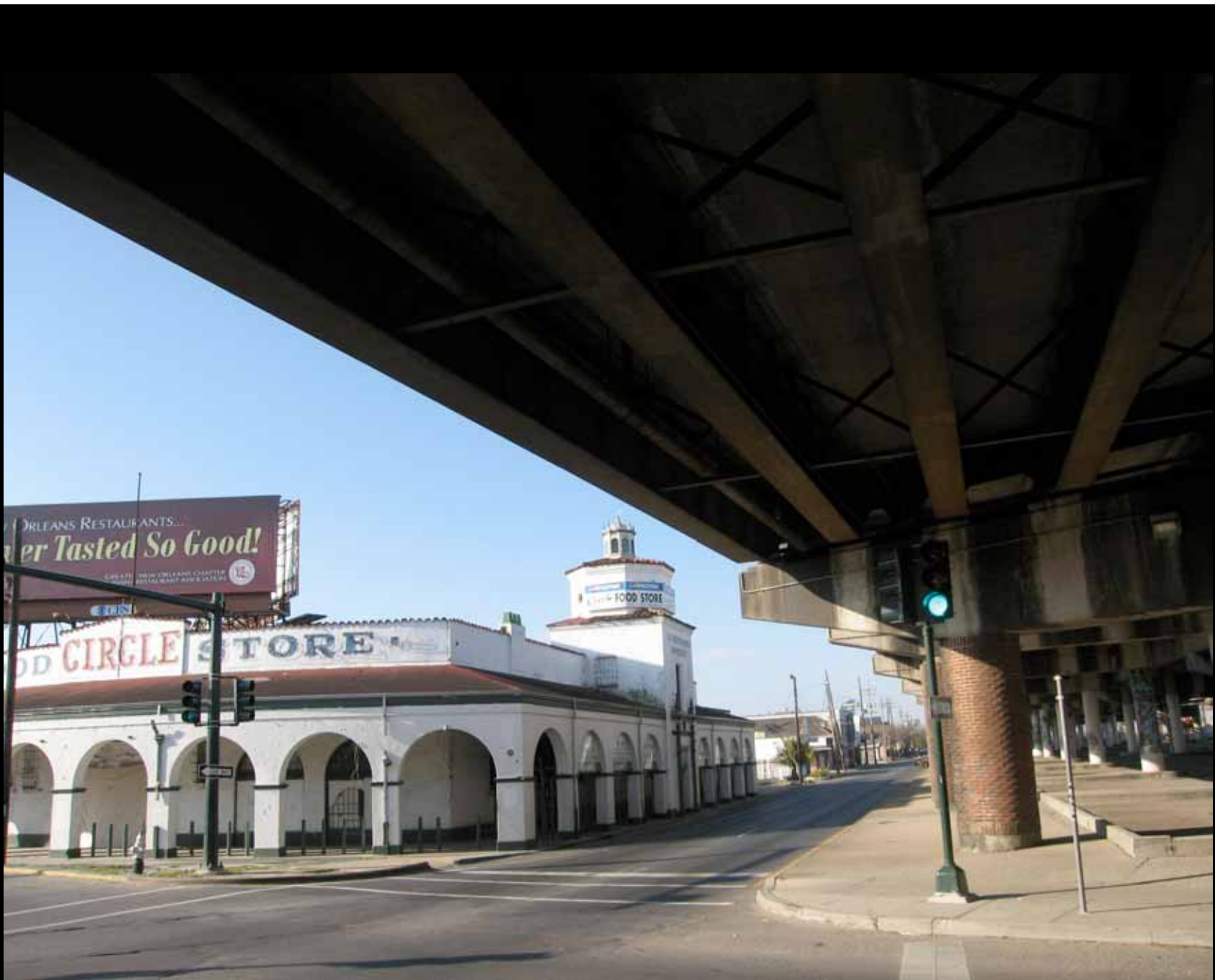




ORLEANS RESTAURANTS...
Never Tasted So Good!
CREATED BY THE NEW ORLEANS CHAPTER
OF THE RESTAURANT ASSOCIATION

OLD CIRCLE STORE

OLD CIRCLE STORE





















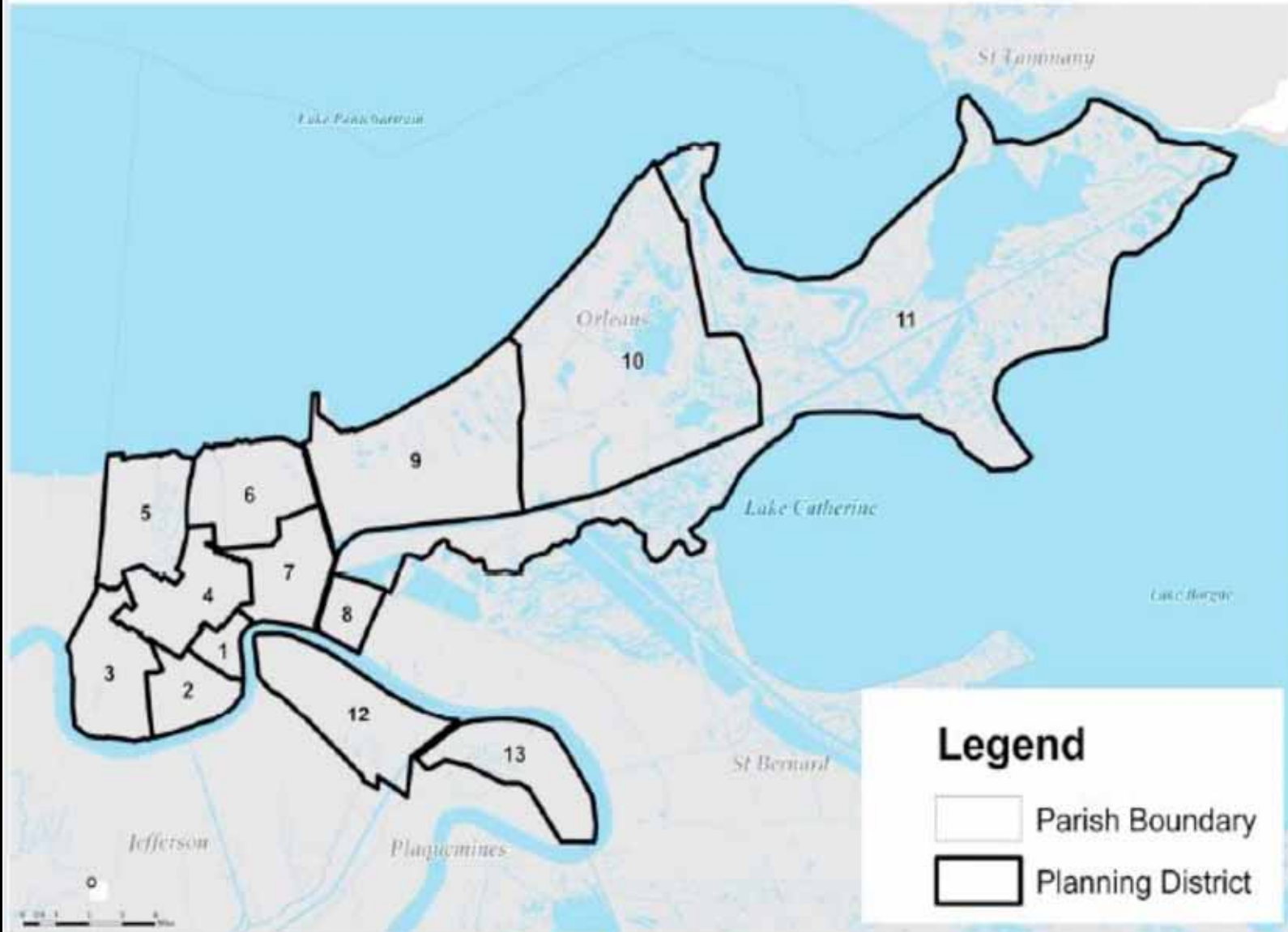




CLAIBORNE AVENUE EXPRESSWAY

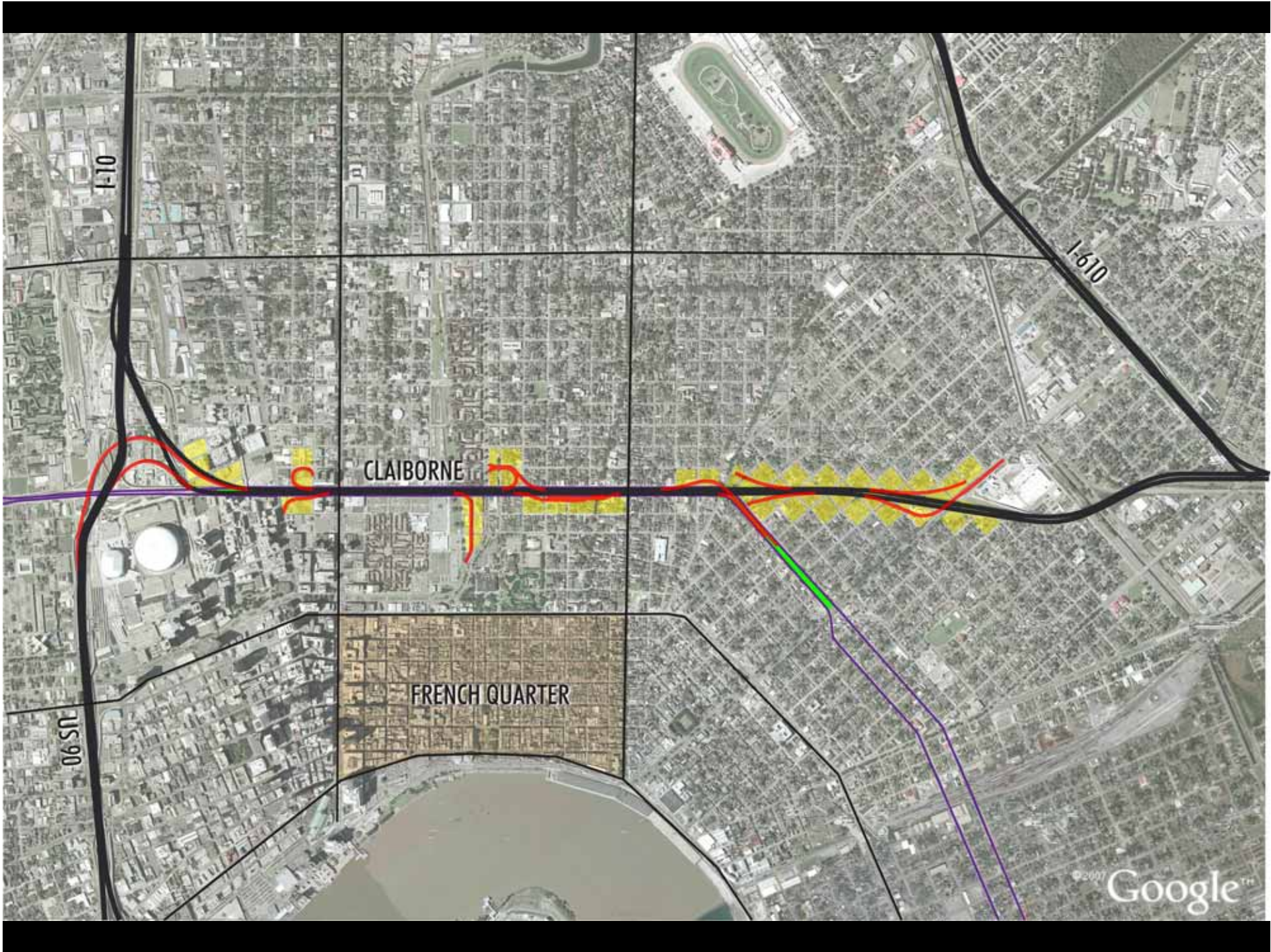
HIGHWAY DEMOLITION AND
NEIGHBORHOOD REVIVAL

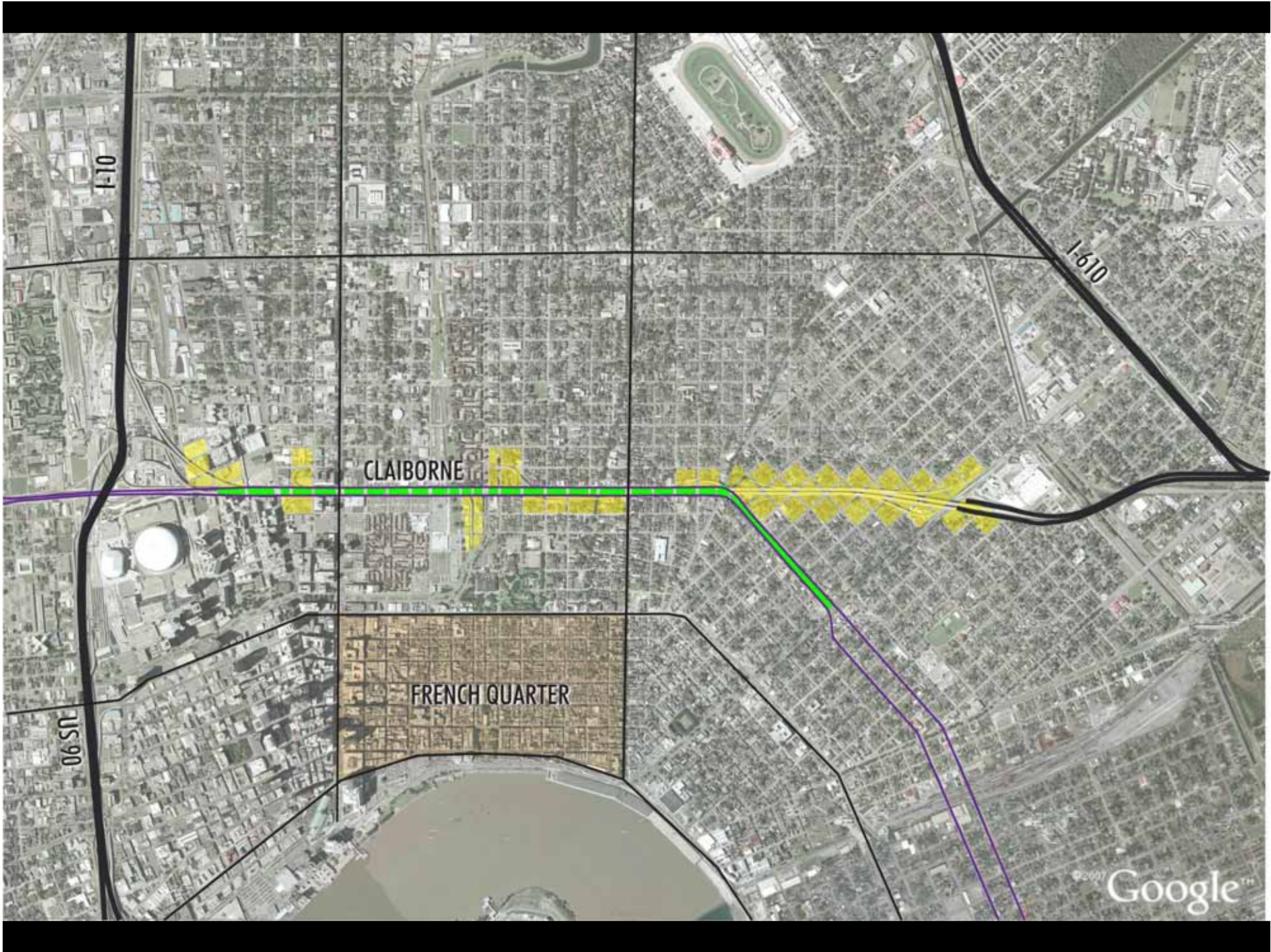
City of New Orleans Planning Districts



Source: City of New Orleans







I-10

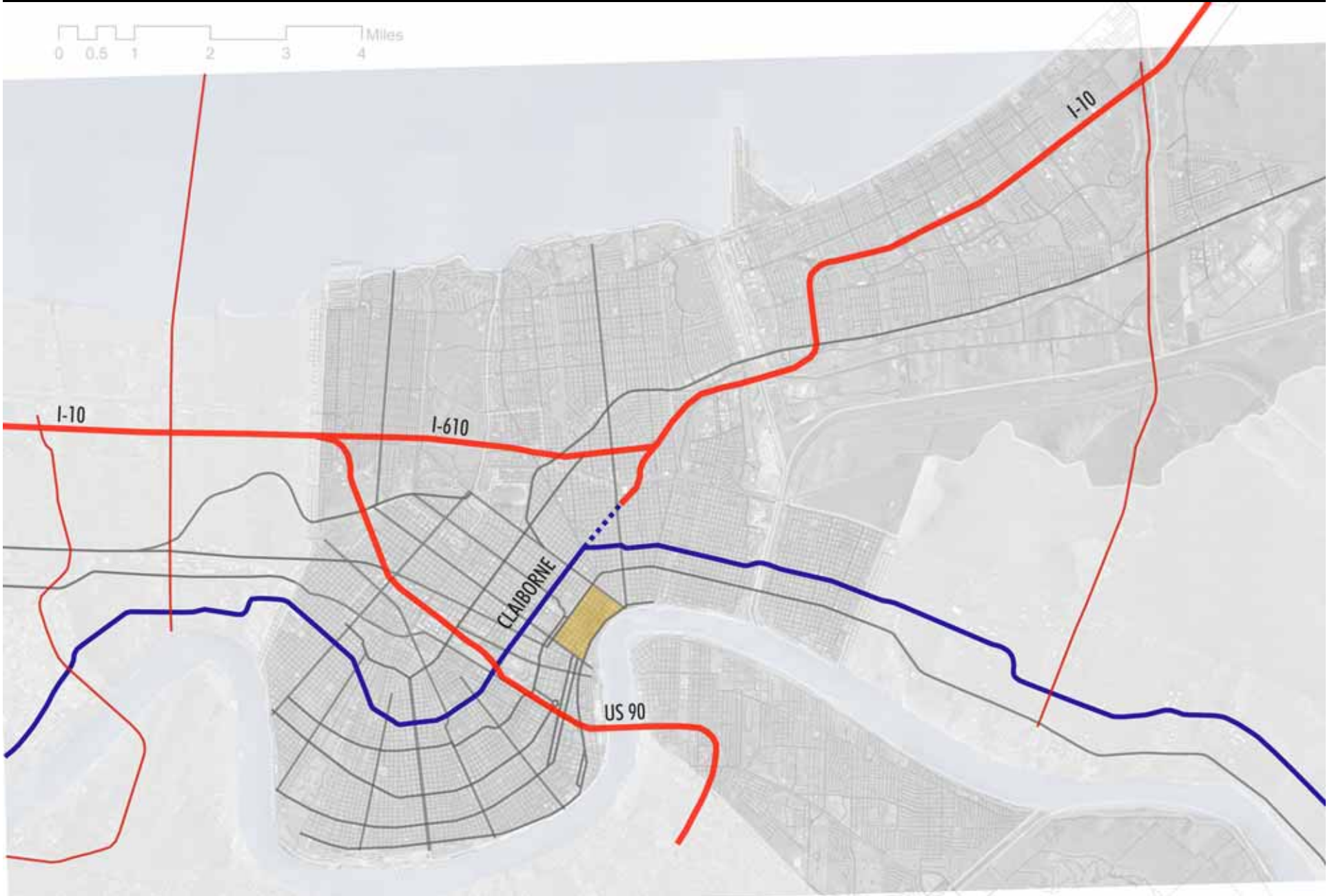
I-610

CLAIBORNE

US 90

FRENCH QUARTER

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OCTAVIA BOULEVARD
IN
SAN FRANCISCO

OCTAVIA BOULEVARD
IN
SAN FRANCISCO
CENTRAL FREEWAY

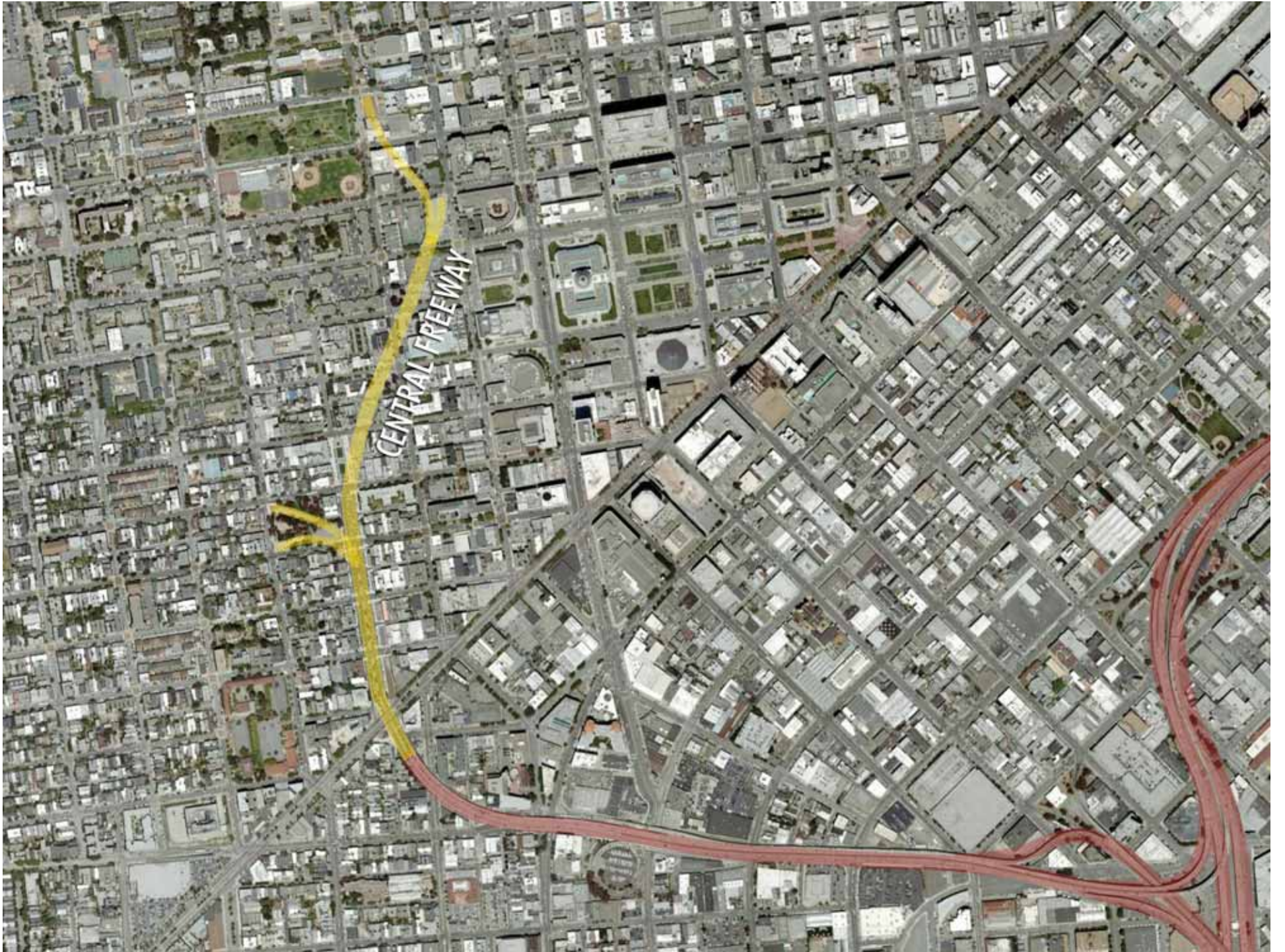


GOLDEN GATE BRIDGE

EMBARCADERO FREEWAY

CENTRAL FREEWAY

BAY BRIDGE



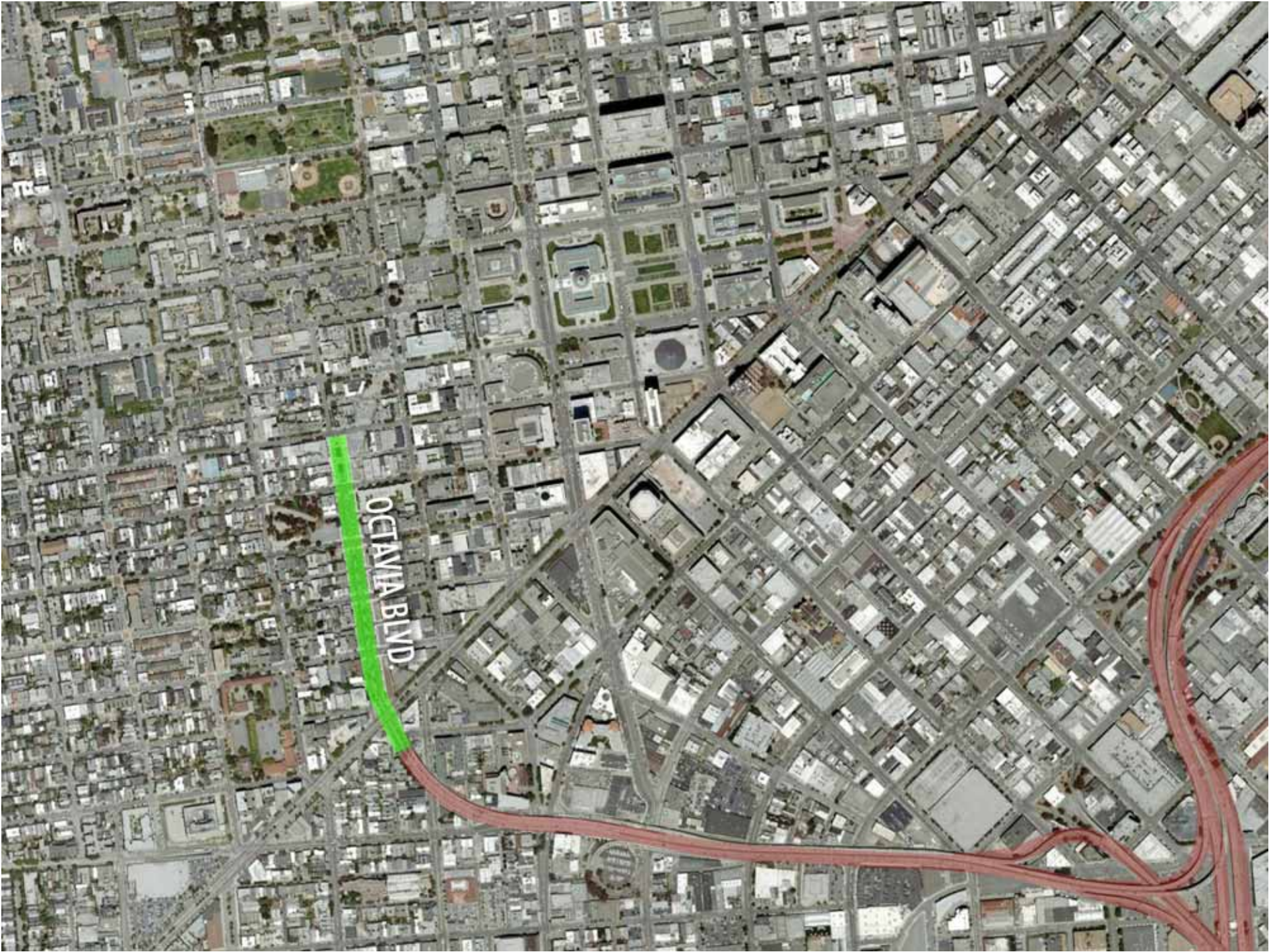


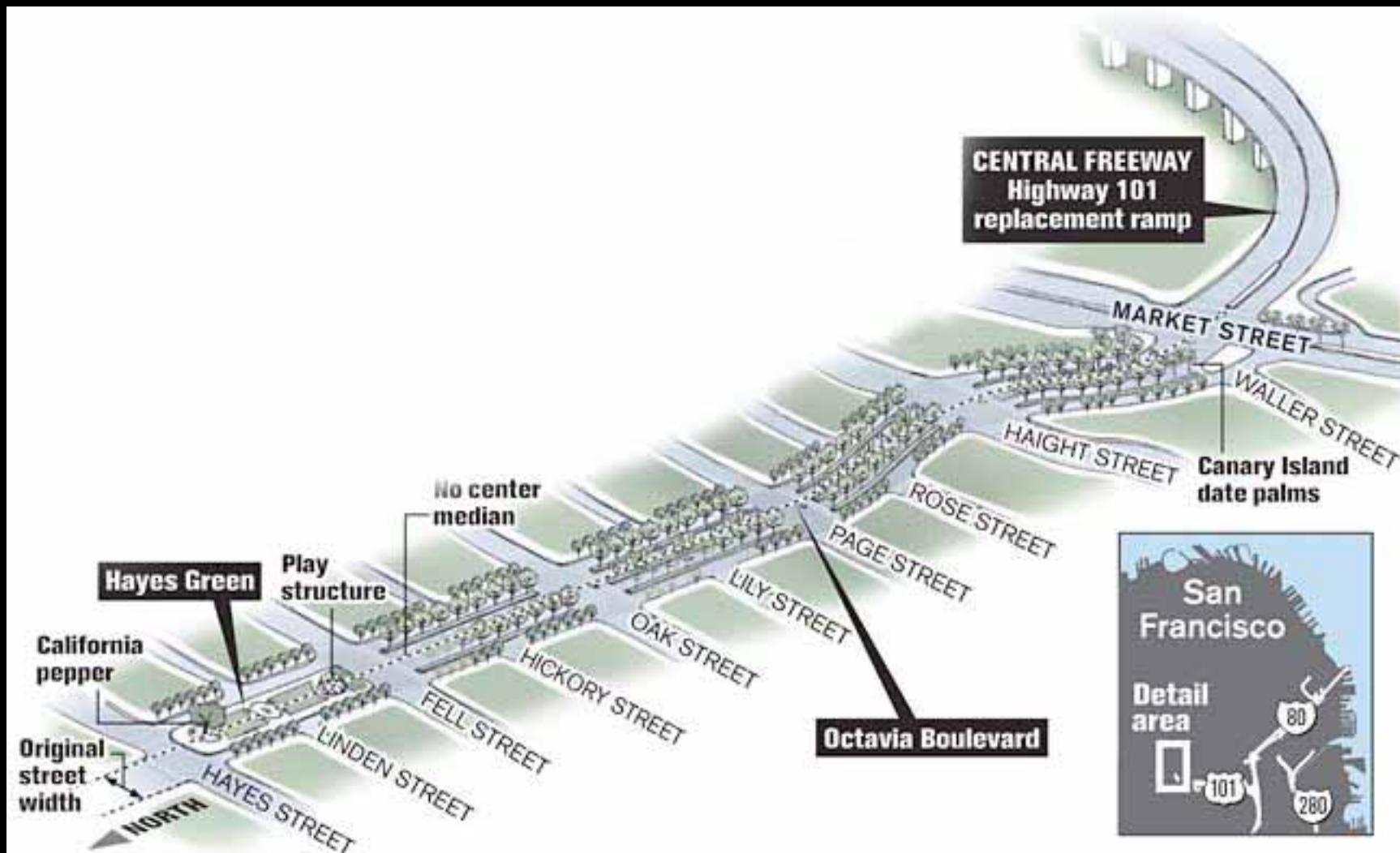




OCTAVIA BOULEVARD
IN
SAN FRANCISCO

HIGHWAY DEMOLITION
AND NEIGHBORHOOD
REVIVAL

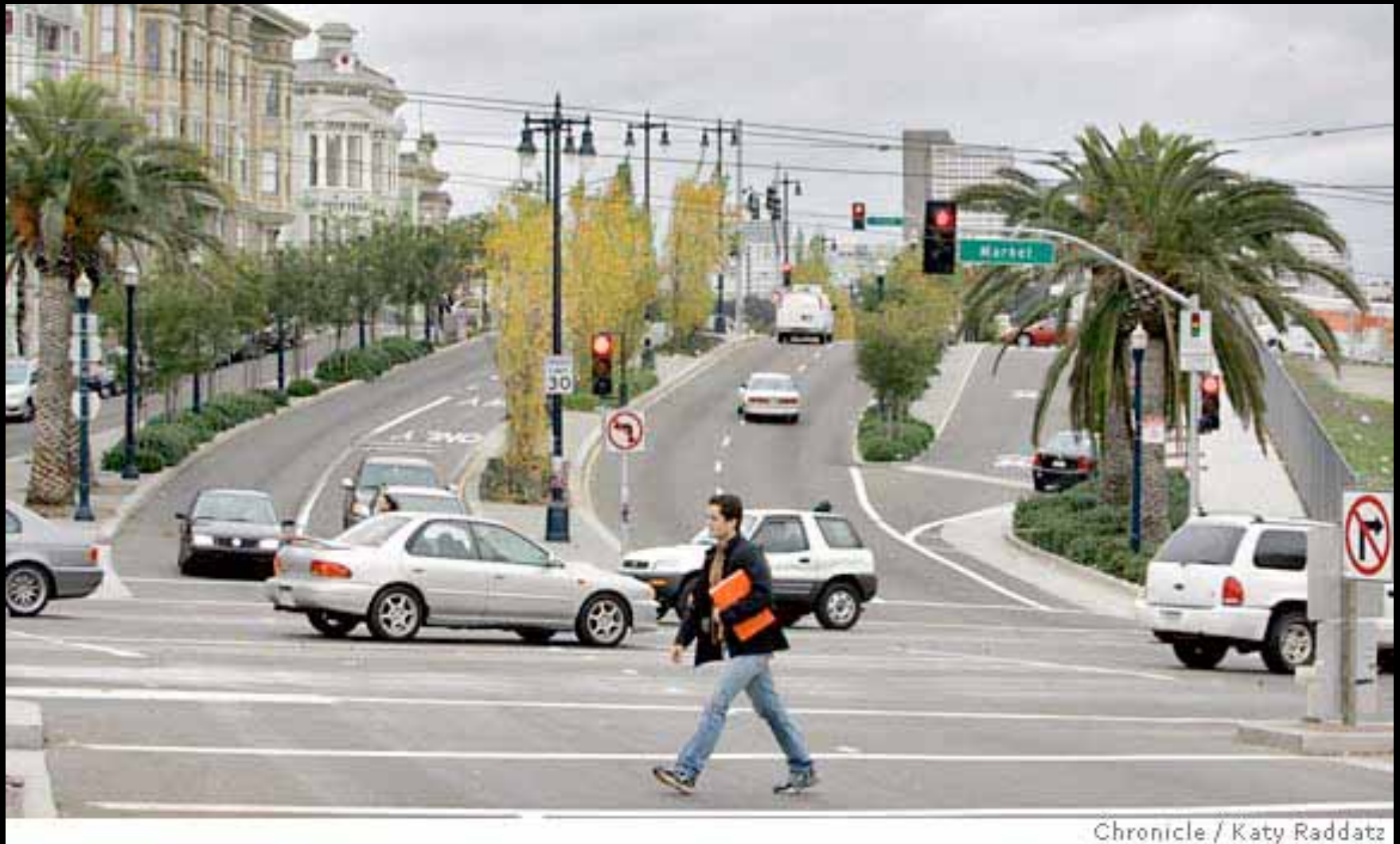




Source: www.octaviacentral.org

JOHN BLANCHARD / *The Chronicle*





Chronicle / Katy Raddatz





WILL NEW ORLEANS
FOLLOW THE
EXAMPLE OF
SAN FRANCISCO?