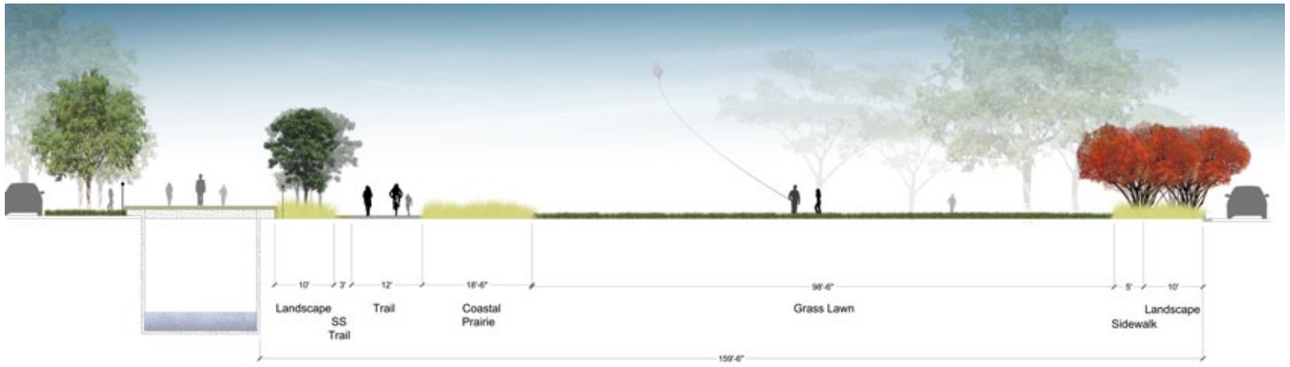
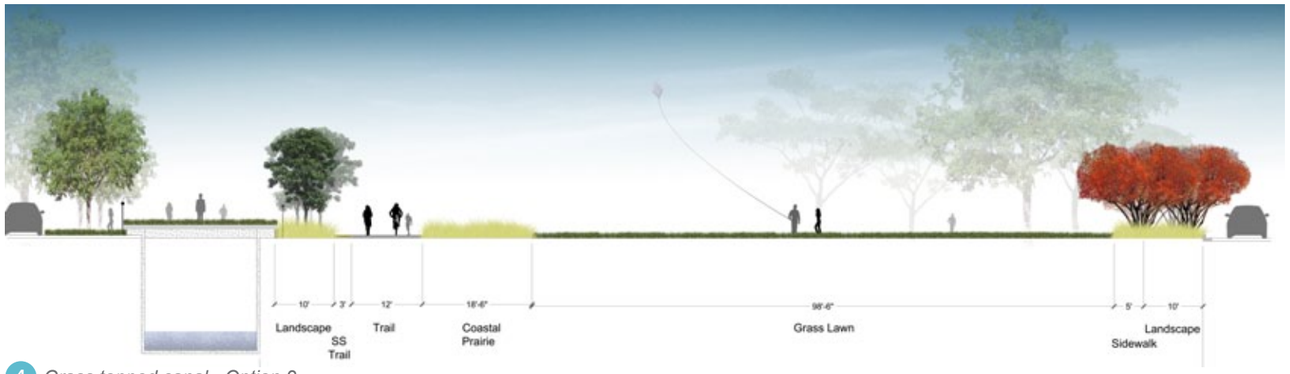
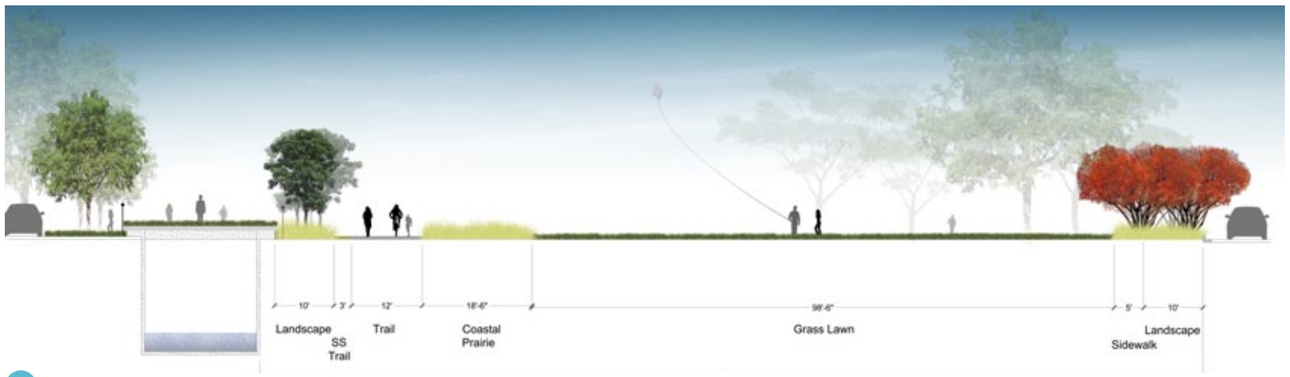


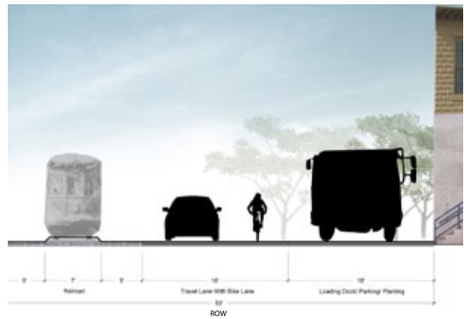
4 *Boardwalk covered canal - Option 1*



4 *Grass topped canal - Option 2*



4 *Bridge crossings over the canal - Option 3*



5 *Greenway trail as a sharrow along St. Louis Street- Option 1*

5 *Greenway trail as a separated pedestrian path and bicycle sharrow - Option 2*

5 *Greenway trail separated by a fence adjacent to the railroad - Option 3*

The sections show three options for the Orleans Relief Canal that include covering the Canal with a boardwalk, grass and bridge.

The second set of options explore the relationship of the railroad, Greenway trail and existing roadway between N. Alexander Street and City Park Avenue.

The sections are referenced on the Lafitte Greenway Master Plan Alternative 1 on page 38.

Perspective Views: Alternative 1

Basin Street Crossing

During the first charrette, the design team explored two different options for the Basin Street Crossing. The Basin Street Crossing illustrates how Greenway users would cross Basin Street and access Armstrong Park and the French Quarter.

The preferred option, illustrated below, portrays the design intent of the *Front Porch*. The entry and portal to the Greenway trailhead is signified with a water feature and Greenway visitor center that would contain trail and event information, a restaurant and restrooms. The pedestrian friendly *Festival Street* is the logical connection between the Vieux Carré and St. Louis Street. A performance lawn is situated behind the Greenway visitor center for events and athletic activities.

Lafitte Greenway Master Plan Alternative 2

The Alternative 2 Master Plan refines the Greenway Trail and responds to the results of the first community meetings. The trail in this Alternative follows St. Louis Street from Canal Boulevard to N. Jefferson Davis Parkway. It continues along St. Louis Street, turns northeast along N. Claiborne Avenue and crosses at Toulouse Street where it terminates at the water feature on Basin Street. This alternative allows the most space for active and passive recreation by locating the trail to the southwest side of the Greenway.

Alternative 2 Plan

Sections: Alternative 2

Alternative 2 explores the opportunity for the Greenway to serve as a reservoir for stormwater by including rain gardens on both sides of the Greenway, near Lafitte Street and St. Louis Street. The historic Frenchmen's Canal/ Carondelet Canal is transformed into a linear rain garden planted with irises and grasses. A second rain garden is planned near St. Louis Street.

The sections are referenced on Lafitte Greenway Master Plan Alternative 2 on page 44.

1 *Section through the Greenway between N. Claiborne Avenue and Roman Street - Option 1*

1 *Section through the Greenway between N. Claiborne Avenue and Roman Street - Option 2*

Perspective Views: Alternative 2

Recreation Fields

The illustration displays how active and passive recreation, such as soccer and chess, can frame areas of the Greenway and preserve downtown views.

Lafitte Greenway Master Plan Alternative 3 - Voted by Public as Preferred Alternative

The Alternative 3 design is built upon marking and honoring layers of history. Utilizing historic maps and plats, the consultant team located the Frenchman and Carondelet Canals. A rain garden of 15 French feet[13] extends from Bayou St. John to Basin Street, interrupted in spots where programmatic elements or existing construction (such as Sojourner Truth) require. During heavy rainstorms, this rain garden becomes an ephemeral canal, a line of water marking the historic location of this important element in the city's history.

A 16-foot wide linear promenade, the Carondelet Walk, provides a continuous gathering space which links the neighborhoods that border the Greenway. Designed for slower-speed traffic such as walkers, strollers and the occasional jogger, this promenade of crushed oyster shell is bounded by concrete curbs with oyster shell aggregate. The Carondelet Walk links together clusters of community facilities including picnic tables and shelters, shuffleboard, horseshoes and other elements. The Carondelet Walk also allows for bicycle or mounted security patrol. Service vehicles can also make one clean sweep of the Greenway to pick up trash and make repairs.

The dimensions of the Carondelet Canal are marked by a grove of cypress trees, the plants which once occupied the *Cipriere au Bois*. Cypress lumber was a major material brought via canal from the north shore of Lake Pontchartrain to build the French Quarter. This bold, mile-long line of light green foliage in the spring will turn to rusty red in the fall. The visual strength of this planting will provide a truly memorable space within the city and be visible from the elevated interstate highway and even from arriving aircraft.

In a similar way, the historic locations of railroad tracks through the Corridor were located utilizing historic maps and aerial photographs. Though the railroads are now gone, the north/south walkways which complete the sidewalk grid of the city will be scored to mark the historic locations of the rail tracks. Stained bands of rust colored porous concrete will be nine-sisteenths of an inch wide, the width of a railroad rail. Pedestrians on these walkways will be reminded of the Corridor's railroad history. The remnant sections of track currently found along the Greenway will remain.

The historic alignment of Bayou St. John and its tributaries were similarly mapped. Where possible, the outlines of these historic waterways were restored, providing wetlands habitat for Bayou St. John. The design team recommends

13 The French foot varied in length from place to place and time to time. The best known was the Pied de Roi or *Paris Foot*. 1 French foot = 12.79"

that this use of wetlands plant material is extended and restored over time along the balance of Bayou St. John as well, as a means of improving water quality and enhancing stormwater management. The Waggonner + Ball plan had suggested a similar treatment of this portion of the Greenway. A glass-like column of water marks the water level of Katrina flooding, sea level and other historic flood events, serving as both a memorial to the victims of Katrina, a reminder of the FEMA trailers and the role of the Corridor in the recovery of the City, and a constant reminder of New Orleans' continuing relationship with water.

Within this framework are the recreational program elements of the Brown + Danos landdesign plan and the initial Design Workshop charrette. The trail alignment and recreational elements have been shifted to fit within the frame while maintaining the desired locations identified by the public.

A long linear rain garden, as suggested in the Waggonner + Ball plan, is proposed along St. Louis Street. As the site generally slopes from Lafitte Street to St. Louis Street, this is the logical place to capture water falling on the site. Basketball, tennis and other sport courts are detailed to provide water storage underneath.

The brick entry gates and curved walkways of Lemann No. 1 and 2 remain. The corners of the historical playgrounds are marked in tribute to these important cultural landscapes. Interpretive signage tell the story of the playgrounds and the activities that occurred here.

Finally, the City is currently studying potential improvements or alternatives to the elevated portion of Interstate 10 along N. Claiborne Avenue as part of the Livable Claiborne Communities study. If the elevated portion of the interstate is removed in the future, the plan recommends restoring live oak trees along this corridor.

Alternative 3 Plan

Sections: Alternative 3

Alternative 3 restores the Frenchmen's Canal as a stormwater detention basin and offers change in elevation that doubles as seating for the Greenway.

Both options show the opportunity for porous parallel parking adjacent to the Greenway and how active and passive recreation can play a role in the Greenway Park. The trail is illustrated as a 12-foot-wide trail with a three-foot, soft-sided trail adjacent to it. A landscape buffer of six feet is also shown relative to St. Louis Street.

The sections are referenced on Lafitte Greenway Master Plan Alternative 3 - Voted by Public as Preferred Alternative on page 48.

1 *Section through the Greenway between N. Claiborne Avenue and Roman Street*

Perspective Views: Alternative 3

Shade Structure

Alternative 3 explores the various layers of history through the detailed design elements of the plan. Shade structures of two types are proposed which include shifting planes of fabric structures, evocative of sailboats that once traveled the canal. The second, illustrated in the image to the left, is a permanent structure built along tall, flag-topped vertical columns reminiscent of the masts of the sailing ships in the canal. The vertical elements will provide accent and contrast to the flat landscape of the city. Sustainable design elements include a green roof, reclaimed materials and oyster shell-filled gabion walls.

Railroad Interface

Illustration showing how the Greenway, railroad artifacts and a proposed road could be designed between N. Jefferson Davis Parkway and Carrollton Avenue.

Amphitheater

Alternative 3 includes a festive community space at the intersection of Bayou St. John and the Greenway. The Bayou is proposed to have a naturalized edge to encourage wildlife habitat and increase water quality.

Logo Concepts

The following logo alternatives were developed for future signage concepts along the Greenway. During the Workshop 2, residents chose Option 4 as the preferred alternative for signage and wayfinding.

Option 1: Raw Steel

To reflect the current inherent character of the property, a more raw and rustic design vocabulary can be extended to the Greenway identity and signing elements.

With the possibility of re-purposing and enhancing existing artifacts such as embedded railroad ties and discarded signs and traffic signals, corten or raw steel can be integrated into fencing and vertical signage elements.

Lafitte GREENWAY

Lafitte GREENWAY

All Photo Credits: Design Workshop Team

Examples of raw steel signage

Option 2: Recalling Past Uses

To communicate the varied past uses of the Greenway, both image and color are combined to illustrate a progression from canal to rail to park. Water is communicated through graphic waves that complete the cross strokes of the two capital *E* letters. The cross strokes of both the capital *A* and *Y* reflect railroad tracks. The colors associated with each image also reinforces the theme of park, water and rail.

Lafitte GREENWAY

Lafitte GREENWAY

Option 3: Visual Music

Another aspect of the Greenway and surrounding Corridor that binds the people of New Orleans together is music. It's a daily part of their lives, a cause for celebration, a comfort in times of trouble, and an essential part of the city's history and culture. There is no coincidence that the landmarks which are linked by the Lafitte Greenway can be memorized in song. In honor of this heritage, the design of the Lafitte Greenway and interpretive story can be conceived as a musical score.

Existing artifacts and new site elements can enhance and animate the visitor experience through patterns and rhythms reflecting the legacy of local music. In some areas it can be calm and subtle, reflecting more soothing melodies such as string or wind instruments. Other areas can have more bold expressions reflecting louder percussion and brass instruments.

Historically music has been interpreted visually in fine art and design in a myriad of ways. The 20th century art of Braque and Mondrian interpreted music through varying colors, pattern, grids and mosaic forms to communicate rhythm and movement. More recently, computer program have interpreted music in a variety of interesting and beautiful visual forms. They pick up the variation of sound with linear scale modulation. These modern interpretations can be utilized in the logo for the Greenway.

The visual representation of music and rhythm

LAFITTE GREENWAY

Option 4: Civic/Refined

To reflect the surrounding historic neighborhoods, the Greenway identity can have a civic and refined visual vocabulary. To connect with the city of New Orleans, the iconic *fleur de lis* mark can be used as a centerpiece.

This logo format can be easily translated to elements in the built environment such as post finials, street sign toppers and inset medallions.

All Photo Credits: Design Workshop Team

Examples of civic/refined signage

Option 5: Quilt

A significant goal of the revitalization of the Corridor and Greenway is the re-stitching of the existing neighborhoods. Significant connections will be opened up providing circulation between neighborhoods that have been cut off and isolated by dead-end roads and other barriers like the Orleans Relief Canal. The quilt is a strong representation for the joining together of these neighborhoods and people. It also represents community, family and resourcefulness.

LAFITTE

GREENWAY

Option 6: Stoops

Stoops are a common design element present in local architecture in New Orleans. It communicates an openness and neighborly spirit that has been present for decades. With the future revitalization of the Corridor and Greenway, the front porch experience will be enhanced and animated for all the adjacent neighborhoods. A new connection to nature, recreation and community can be celebrated through the silhouetted image of the front porch paired with an historic and friendly typeface.

Lafitte Greenway

Lafitte Greenway

5

GREENWAY PARK DESIGN

Greenway Preferred Alternative
Programmatic Plan
Circulation Plan
Lighting Plan
Open Water Plan
Planting Plan
Sections
Perspectives
Signage and Wayfinding
Trail Users
Urban Wildlife

The Greenway Park Design Chapter includes the preferred alternative for the Lafitte Greenway and an explanation of the programming, circulation, lighting, open water, and planting design elements. This chapter includes sections and perspectives that further illustrate the intent of the Greenway design. Signage and wayfinding for the Greenway, potential trail users, a trail count, and urban wildlife are also discussed in detail.

The purpose of this chapter is to explain and illustrate the design of the Greenway and to serve as a guide for future planning efforts that may occur with the Greenway. This chapter does not serve as the guide to what elements will actually be constructed.

Lafitte Greenway Master Plan Preferred Alternative

The purpose of this chapter is to illustrate the conceptual master plan and the planned amenities for the Greenway. Elements include programming, circulation, lighting, open water, planting, and signage and wayfinding. This chapter should serve as a guiding document for future planning efforts for the Lafitte Greenway. In addition, this document represents the culmination of a planning process, and variations in the actual built design may or may not be accurately reflected here.

The preferred alternative for the Lafitte Greenway is a combination of Alternative 2 and Alternative 3, with significant input on program locations from local community members and stakeholders. The Greenway trail runs from City Park Avenue to N. Jefferson Davis Parkway along a 12-foot-wide trail. As trail users cross City Park Avenue, the trail converts into a sharrow with St. Louis Street. As the trail crosses N. Alexander Street, the trail resumes as a separate path, where there is ample width for the trail, railroad and street.


Sharrow
Greenway Trail
Carrollton Avenue

Lafitte Greenway Master Plan Preferred Alternative

The Greenway surrounding N. Jefferson Davis Parkway is planned as a flexible open space for festivals and events. The volleyball courts are located in the area adjacent to the public open space and north of the Post Office.

The most significant change as trail users cross N. Jefferson Davis Parkway is the widening of the Greenway. Trail users can take either the 12-foot-wide Greenway trail or the Carondelet Walk, which follows the historic alignment of the Frenchmen's Canal. The Carondelet Walk runs adjacent to a long, linear rain garden along the entire length between N. Jefferson Davis Parkway and Basin Street. The rain garden and path are in the same location as the old Carondelet Canal and Walk and will provide a spectacular showing of iris blossoms in late winter/early spring. In addition, the Greenway trail is bordered by a small rain garden/bioswale along the length until it intersects N. Claiborne Avenue.

The contemplative space, labyrinth and memorial are planned for the trailhead entrance near N. Jefferson Davis Parkway. The Brake Tag Station is a proposed community pavilion with restrooms, community gardens, concessions and equipment storage. Warren Easton High School will have track and field programs as well as a football field as a supplement to their existing facilities. Finally, a dog park is proposed for the area west of N. Broad Street.


Contemplative Space
Community Gardens
Carondelet Walk
Rain Garden
Community Pavilion/
Farmer's Market
Fuel Station
Bridge
Labyrinth
Monument
Community Pavilion
Community Gardens
Greenway Trail
Warren Easton Track and Field
Dog Park
Rain Garden
Jefferson Davis Parkway
Broad Street

Lafitte Greenway Master Plan Preferred Alternative

The skate park is planned to be relocated and reconstructed on the east side of N. Broad Street. Community gardens and pecan groves fill the space between the skate park and Sojourner Truth Community Center.

Active programming, such as basketball and tennis courts, are planned for the area around Sojourner Truth Community Center. The trail then winds through community gardens and a pecan orchard where it meets Lemann Pool and a restaurant located in the Greenway.

After crossing N. Galvez Street, the trail curves toward Lafitte Street and continues until it meets N. Claiborne Avenue and continues along Toulouse Street. At the widest portion of the Greenway, open fields are planned as flexible open space but can be also used for organized sports such as baseball and soccer.

The trail terminates at a water feature and the Greenway visitor center that includes Greenway trail and events information and public facilities.

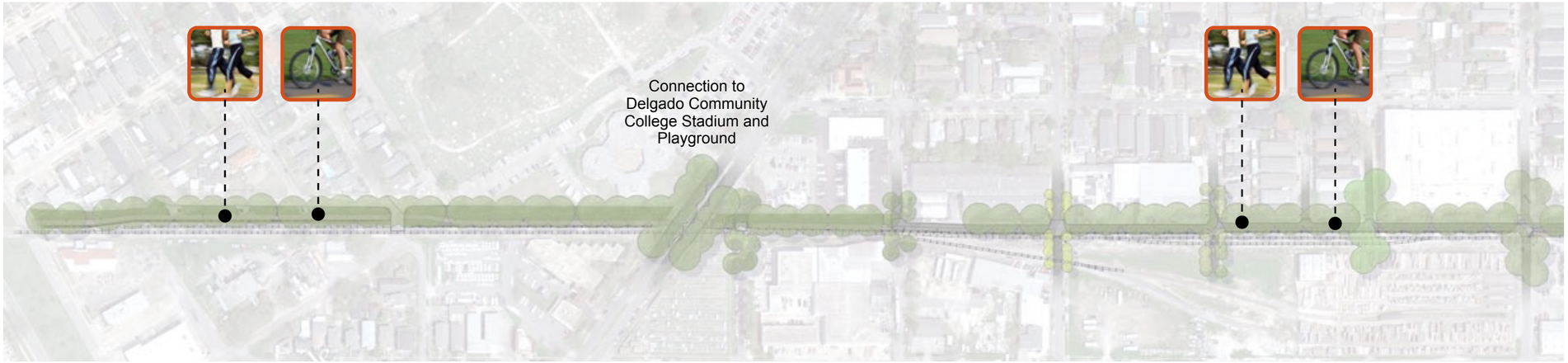

Pecan Orchard
Lemann Pool
Splash Pad
Sports Field
Equipment Storage
Carondelet Walk
Greenway Trail
Rain Garden
Carondelet Walk
Lafitte Street
Greenway Trail
Plaza
St. Louis Street
Rain Garden
Sidewalk
Charger Sports Fields
Parallel Parking
I-10
Google

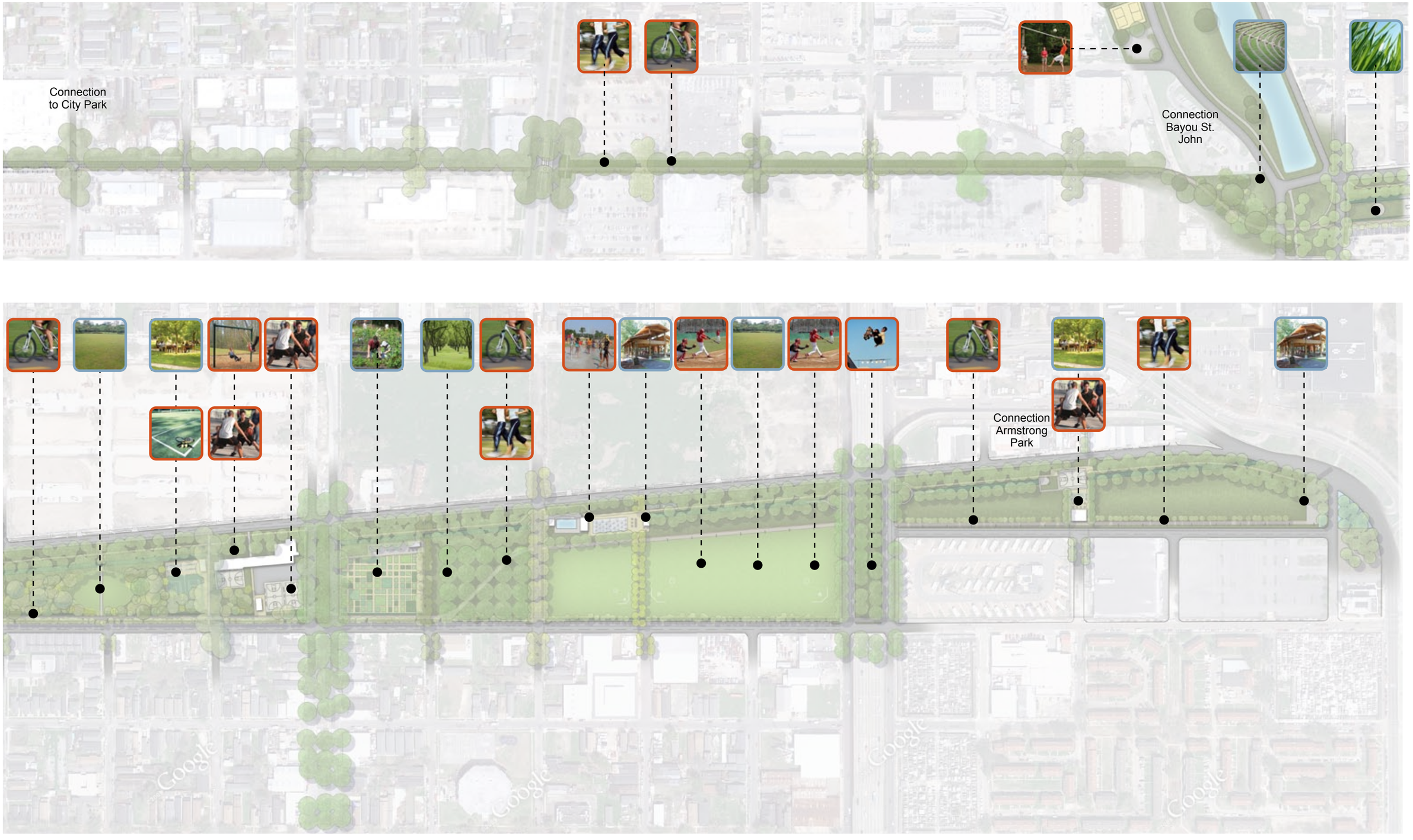
Programmatic Plan

The diagram shows areas of active (orange border) and passive use (blue border).

Legend

- Football
- Volleyball
- Running/Jogging
- Skate Park
- Biking
- Dog Park
- Basketball
- Tennis
- Playground
- Water Feature
- Baseball
- Amphitheater
- Contemplative Space
- Community Garden
- Pavilion
- Orchard
- Community Gathering
- Restrooms
- Open lawn




Connection
to City Park
Connection
Bayou St.
John
Connection
Armstrong
Park

Circulation Plan

Circulation along the Greenway is made up of four main components:

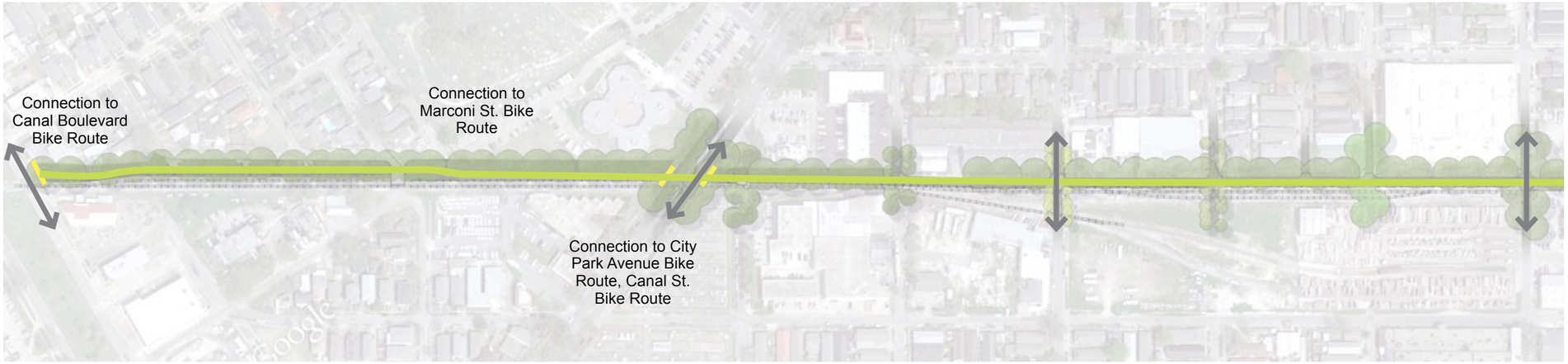
- Greenway Bike/Pedestrian Trail,
- Carondelet Walk,
- Sidewalks and
- Roads.

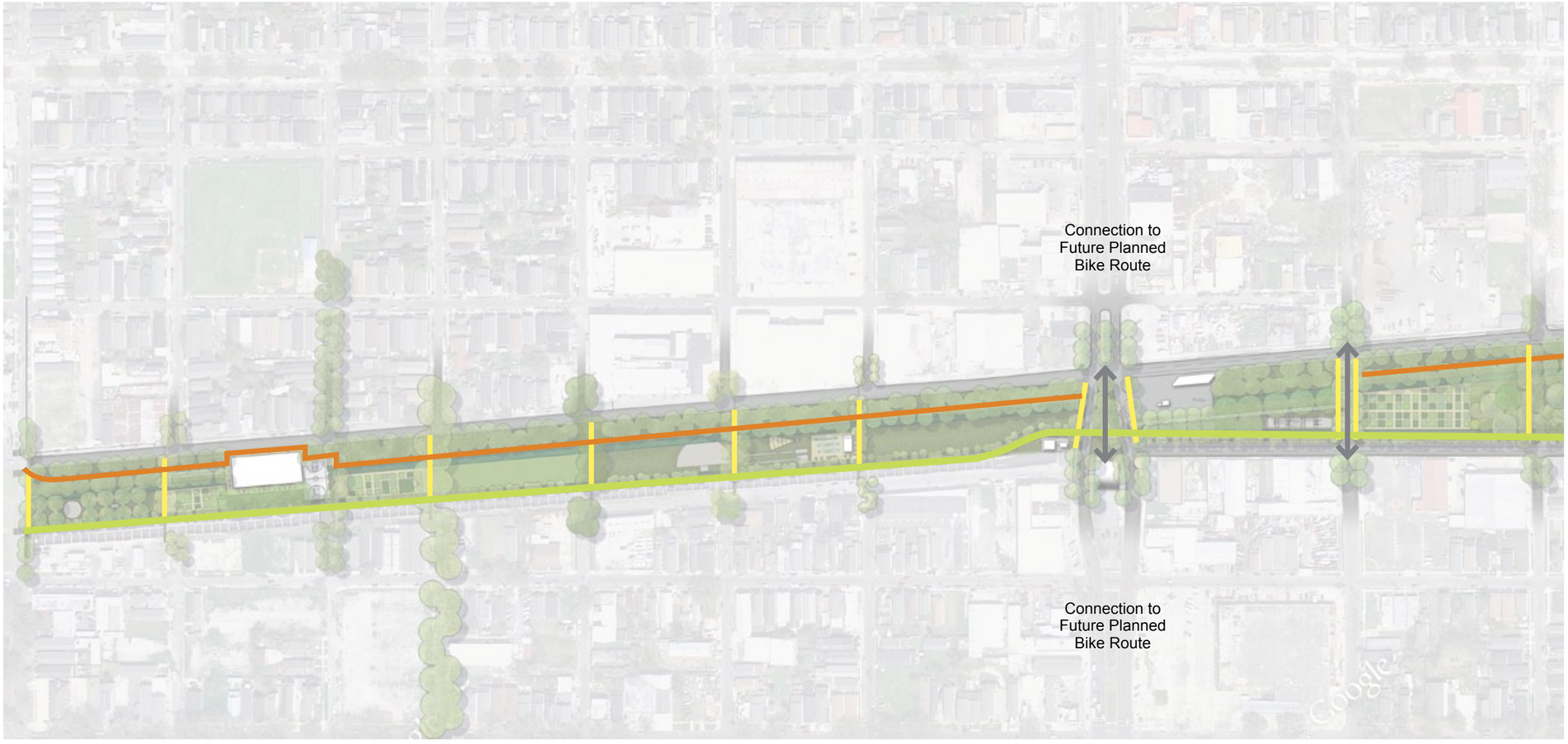
The Greenway bike/pedestrian trail is a 12-foot-wide path with a three-foot, soft-sided shoulder. This is considered the main Greenway trail that is bordered by a five-foot-wide rain garden.

The Carondelet Walk runs the length of the Greenway near Lafitte Street from Basin Street to N. Jefferson Davis Parkway. This eight-foot sidewalk runs adjacent to a 15-foot-wide rain garden in the historic alignment of the Frenchmen's Canal, also known as the first portion of the Carondelet Canal.

Sidewalks run north/south and connect to both pathways. These serve as access points along the entire length of the Greenway.

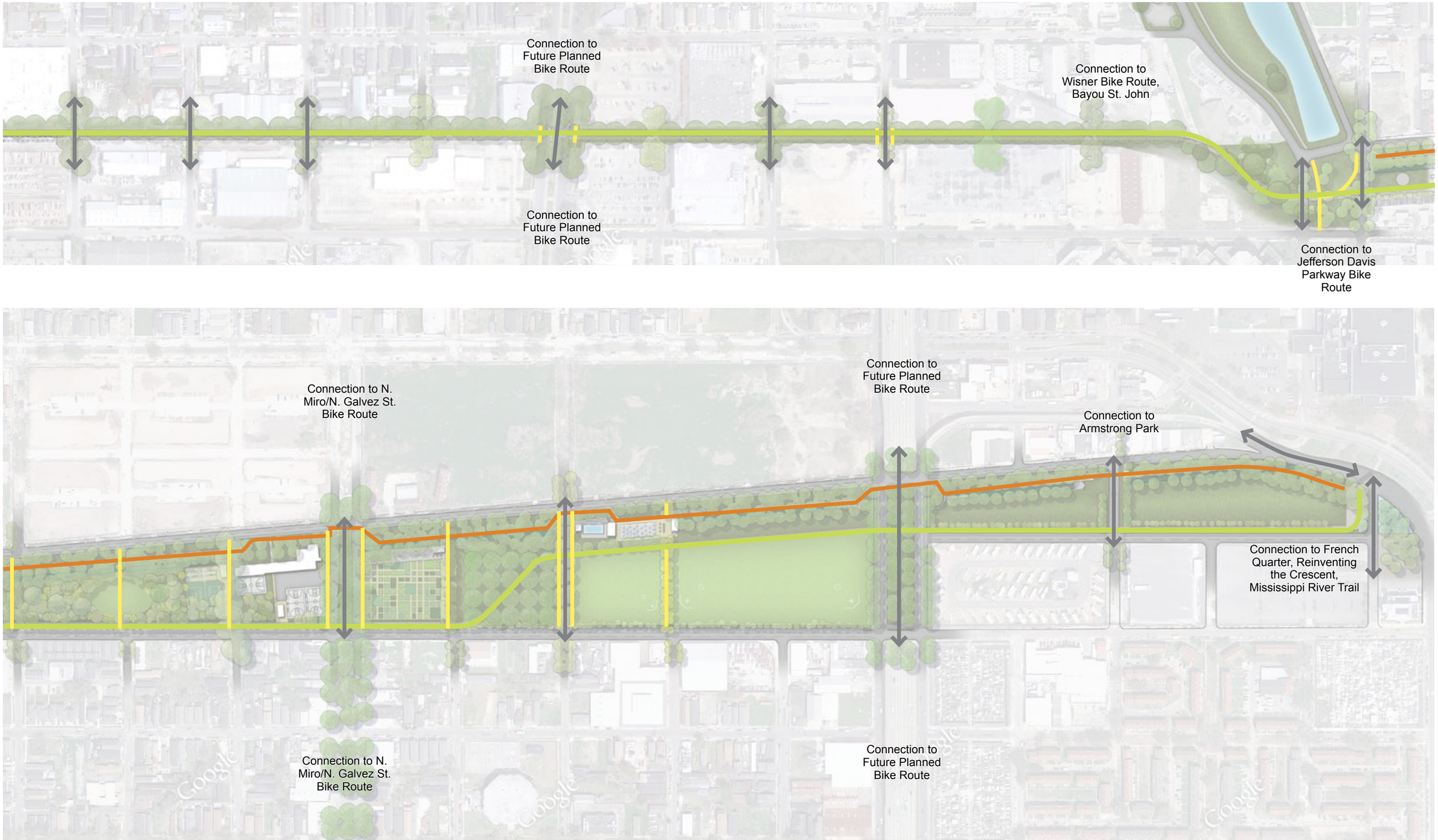
Streets bisect the Greenway along its entire stretch and range from interstates to small local roads. The black arrow designates the direction of traffic.





Legend

- Bike/Pedestrian Trail
- Carondelet Walk
- Sidewalks
- Roads

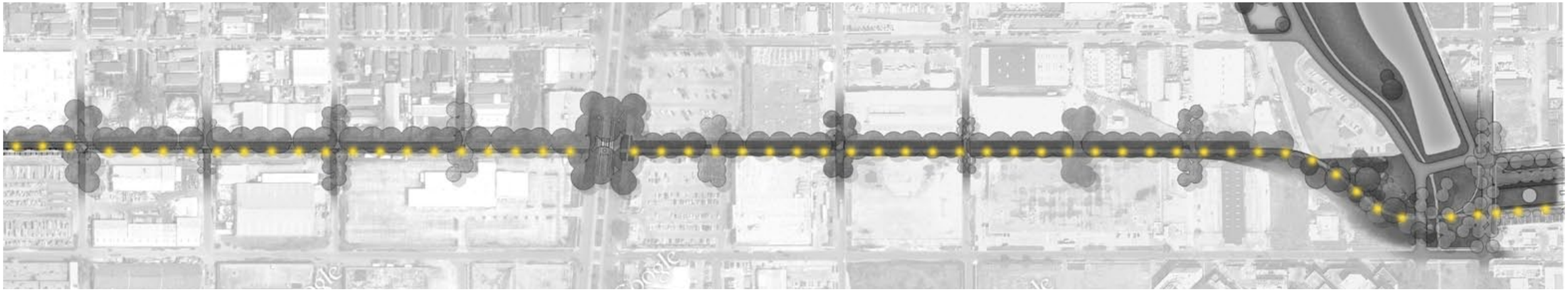

Connection to
Future Planned
Bike Route
Connection to
Future Planned
Bike Route
Connection to
Wisner Bike Route,
Bayou St. John
Connection to
Jefferson Davis
Parkway Bike
Route
Connection to N.
Miro/N. Galvez St.
Bike Route
Connection to
Future Planned
Bike Route
Connection to
Armstrong Park
Connection to French
Quarter, Reinventing
the Crescent,
Mississippi River Trail
Connection to N.
Miro/N. Galvez St.
Bike Route
Connection to
Future Planned
Bike Route

Lighting Plan

Lighting the Greenway is essential to creating a successful, safe and publicly accessible bike and pedestrian trail. Lights shown on these diagrams are located 80 feet on center along the entire bike and pedestrian trail. It is also recommended that sports fields, community areas and sidewalks/secondary paths be lit as well.

Legend

Trail lights




Google
Google
Google
Google

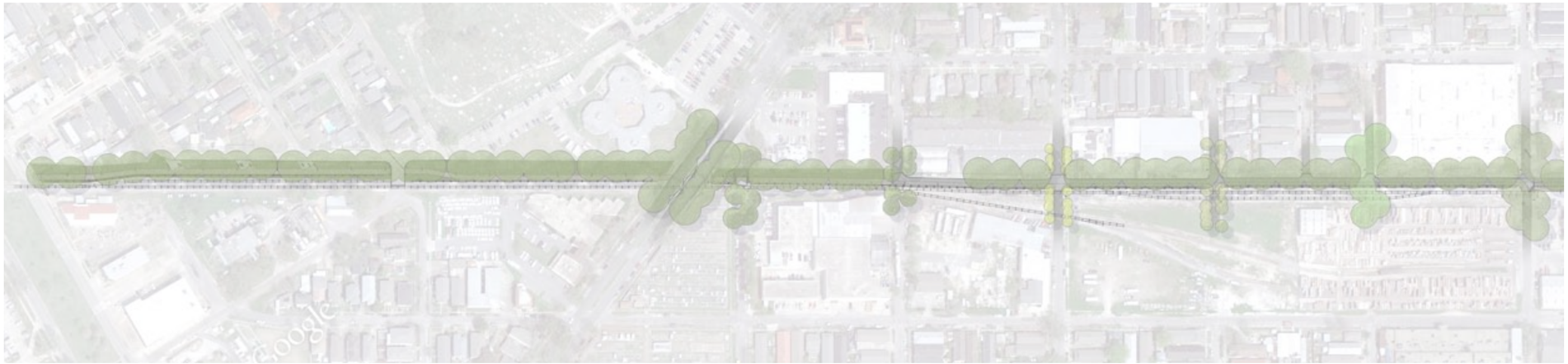
Open Water

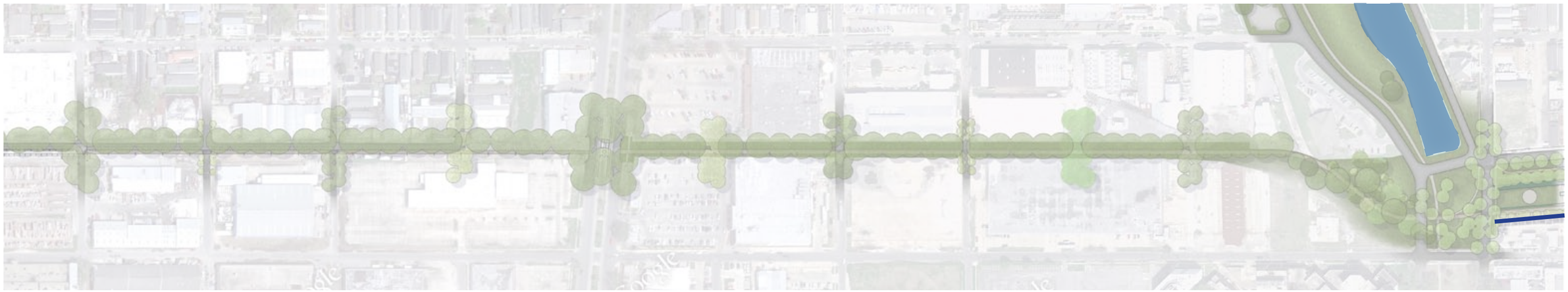
Stormwater runoff from trails and other impervious surfaces such as parking lots, play grounds and tennis courts could be directed to rain gardens through vegetated swales that range from formal native gardens to potentially more wild open spaces. There are a wide variety of native plant species known to occur in the marsh ecosystem around New Orleans that would be appropriate for use in wetter areas of the rain gardens and bioswales. Drier areas where water is less frequent can be planted with coastal prairie species.

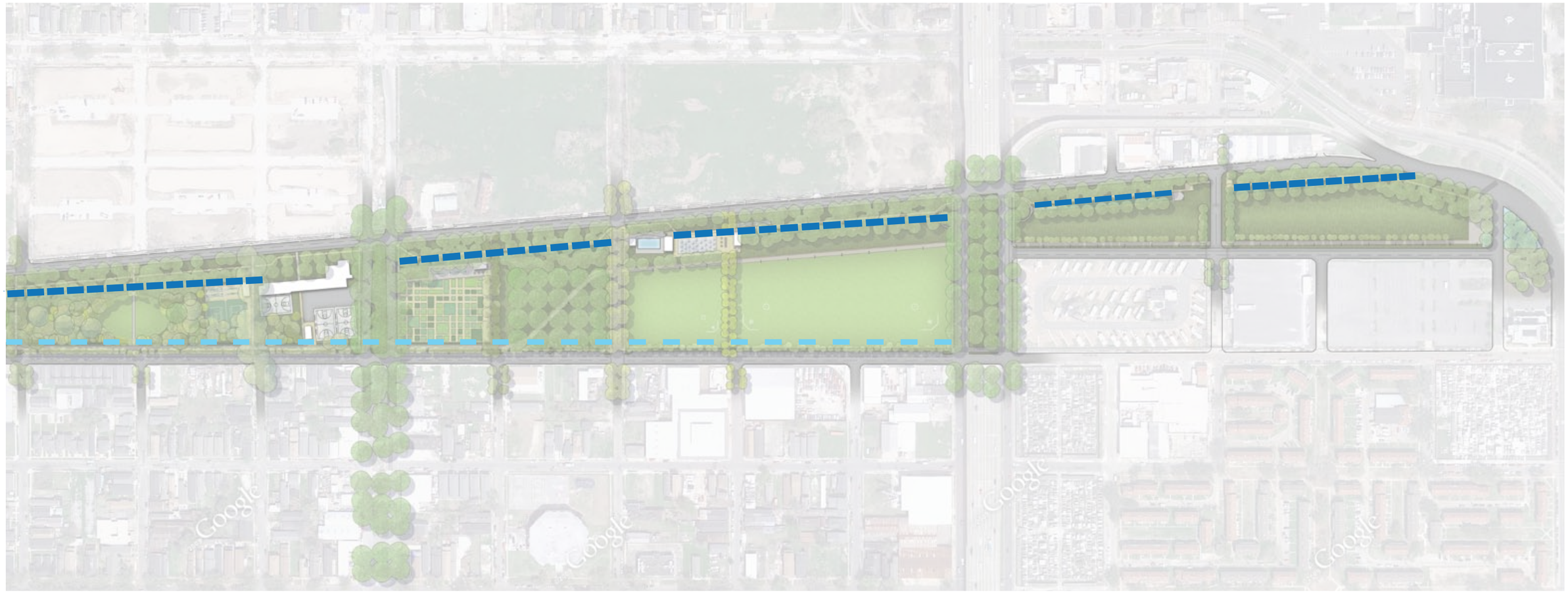
The goal of the stormwater plan for the Lafitte Greenway is to accommodate the 10-year storm design. Rain gardens and stormwater holding areas should be designed to normally drain in a few days to prevent mosquito life cycling. Surrounding soils have hydraulic conductivities not helpful to infiltration. However, the Greenway itself may be different as this area will most likely be situated in a highly modified soil condition and/or may be conducive to infiltration. It also may need soil amendments that increase soil porosity (i.e. sand and gravel amendments) to provide for adequate infiltration. Filter strips along Greenway/road interface could be planted with native grasses and wildflowers (i.e. coastal prairie).

All planned plant material is native except for the Bermuda grass for active sports fields. Native vegetation that requires local New Orleans precipitation rather than traditional non-native ornamentals and lawns should be selected so irrigation is not required.

Large parking lot areas within the Corridor can be broken up with vegetation/median islands that provide shade, reduce heat-island effect of parking lots, and provide initial stormwater quality treatment (i.e. bioswales) close to the contaminant source.







Planting Plan

The over-arching planting plan design for the Greenway balances wildlife habitat, ecosystem restoration and environmental protection within the context of an urban greenway. These concepts can be accomplished by the use of appropriately placed native Louisiana plants and native vegetation communities within and around the Greenway.

The planting plan for the Greenway uses native plant species that are representative of existing southern Louisiana plant communities, such as marsh, bottomland hardwoods, natural levee and coastal prairie communities. Historically, marsh, bottomland hardwoods and natural levee communities were crossed by the construction of the railroad corridor. The lower, wetter plant communities of marsh and bottomland hardwood were the two most prevalent habitats along both sides of the railroad corridor with areas of higher elevation supporting a natural levee vegetation component. The railroad corridor itself may have supported at least some partial components of the coastal prairie community.

Woody species typical of these natural plant communities are planned for the Greenway. Trees to be planted where each road crossing of the Greenway occurs reflect those native trees that once comprised the native plant communities in this area of New Orleans. The tree groupings will be comprised of the same species within each road crossing but will differ at each providing a uniform view along the road and at the same time, because of the variety of trees, providing for ecological diversity along the length of the Greenway. Representative bottomland hardwood species such as swamp red maple, bald cypress, tulip tree sweet gum and laurel oak will line the differing road crossings. In areas where the Greenway crosses areas that were once natural levees, the crossing roads will be lined with elms and hollies. Additional information regarding the plant list and tree planting concept diagram can be found in the Appendix.

Southern Live Oak
Quercus virginiana

Winged Elm
Ulmus alata

Nuttall Oak
Quercus nuttallii

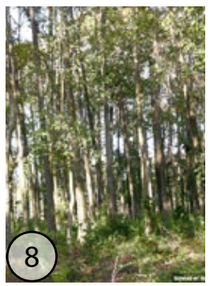
Hop Hornbeam
Ostrya virginiana

Bigleaf Magnolia
Magnolia macrophylla

American Elm
Ulmus americana

Shumard Oak
Quercus shumardii

Sweet Bay Magnolia
Magnolia viginiana



Bald Cypress
Taxodium distichum

Swamp Red Maple
Acer rubrum var. drummondii

Sweet Gum
Liquidambar styraciflua

Tuliptree
Liriodendron tulipifera

Hackberry
Celtis laevagata

Green Ash
Fraxinus pennsylvanica

Sycamore
Platanus occidentalis

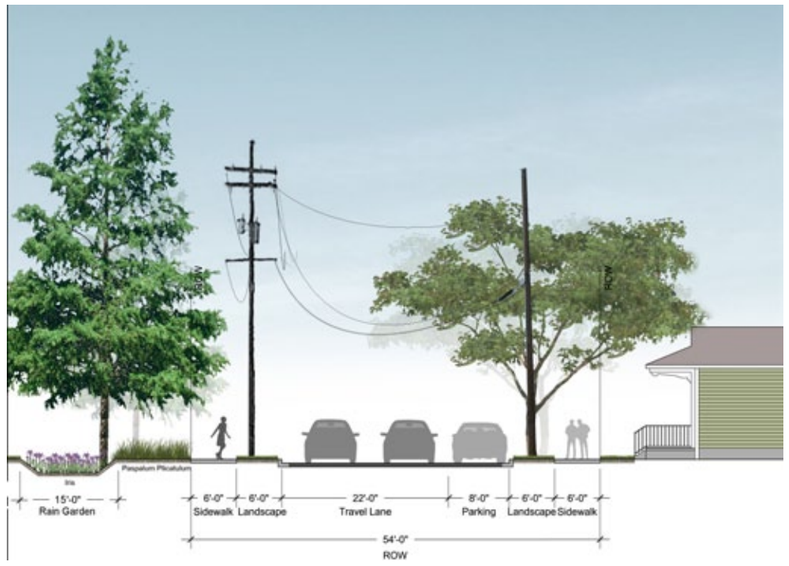
Tupelo Gum
Nyssa aquatica

Black Gum
Nyssa sylvatica

Sections: Preferred Alternative

Section 1 illustrates the entire Greenway at its widest point between N. Claiborne Avenue and Roman Street. The Carondelet Walk is shown in relation to the Greenway as it traverses the site from St. Louis Street to Lafitte Street. The area is intended for active recreational use such as baseball, football and soccer.

1 *Greenway between N. Claiborne Avenue and Roman Street*



2 *Lafitte Street between N. Claiborne Avenue and N. Galvez Street*

Section 2 illustrates the relationship of the sidewalk and rain garden to St. Louis Street. Greenway users are buffered from traffic on St. Louis Street with a planting strip of muhly grass. The Greenway has the potential to function as a stormwater reservoir. This will reduce the amount of drainage which collects on both sides of the Greenway that currently presents issues to businesses and residents.

Section 3 illustrates the relationship of the Greenway trail with St. Louis Street. The trail runs parallel to St. Louis Street with a landscape buffer between the trail and the street. A three-foot-wide, soft-sided path runs the entire length of the trail and is intended for slower pedestrian use. The trail then begins to traverse the site toward Lafitte Street after it passes the riverside of N. Galvez Street.

Section 4 illustrates the relationship of the Greenway and Lafitte Street between N. Alexander Street and City Park Avenue. In this condition, the trail will transition to a sharrow with the St. Louis Street right of way. As the railroad is still active in this location, a fence will be used as a barrier between cyclists and pedestrians for a safer trail condition. A buffer zone of planting and grasses is between the fence and the road/sharrow.

3 *St. Louis Street between N. Miro Street and N. Tonti Street*

4 *St. Louis Street at N. Alexander Street*

Perspective Views: Preferred Alternative

Community Pavilion

The Brake Tag Station is envisioned to become an open-air pavilion neighborhood center with a community garden. Rain water collection from the cistern would be an integral part of the community garden's success.

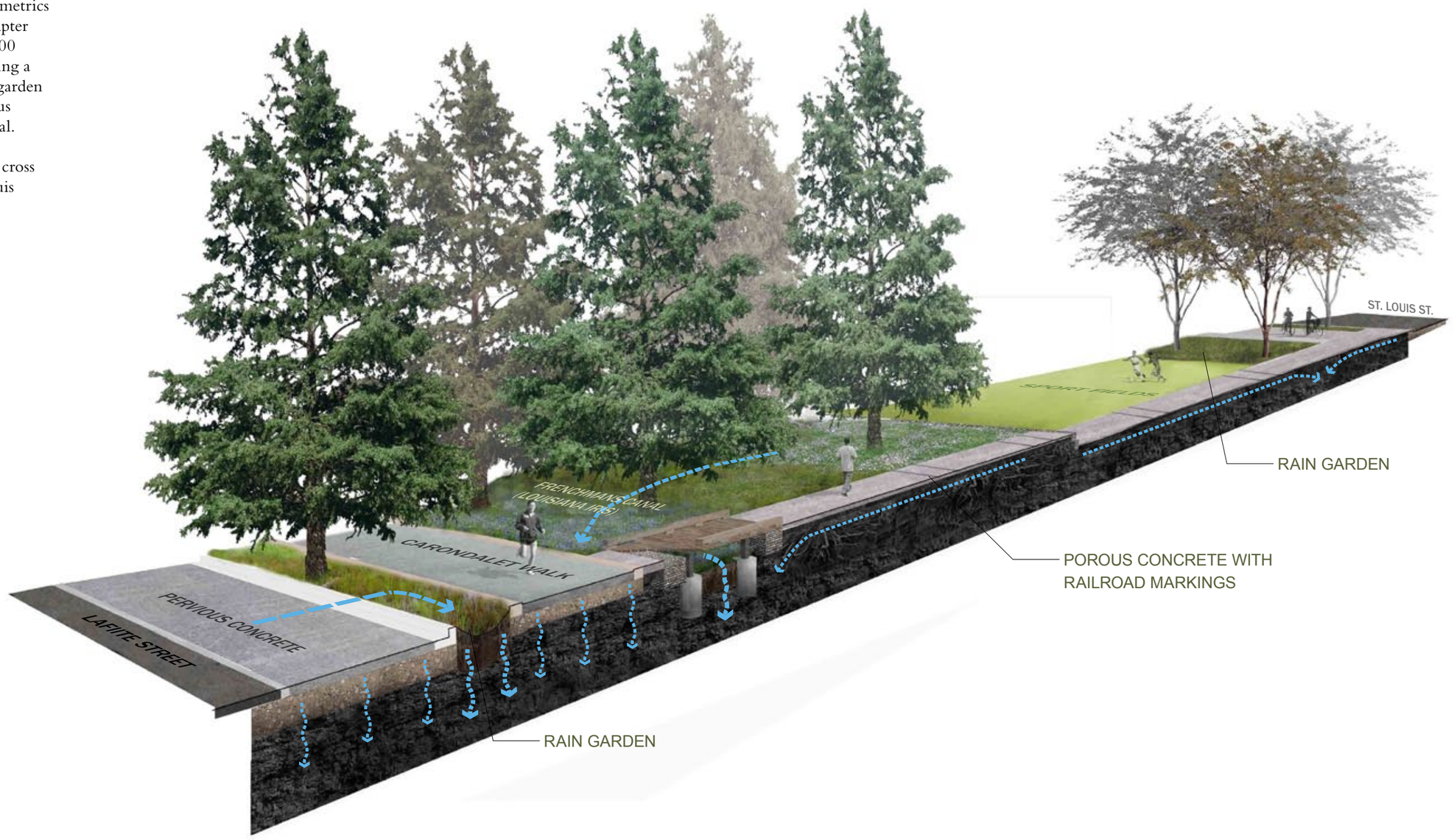
Greenway Along Orleans Relief Canal

A shallow-depth surface canal, similarly described in the Waggonner + Ball plan, could be implemented and accented with custom art benches to mark entrances to pedestrian bridges.

Green Stormwater Infrastructure

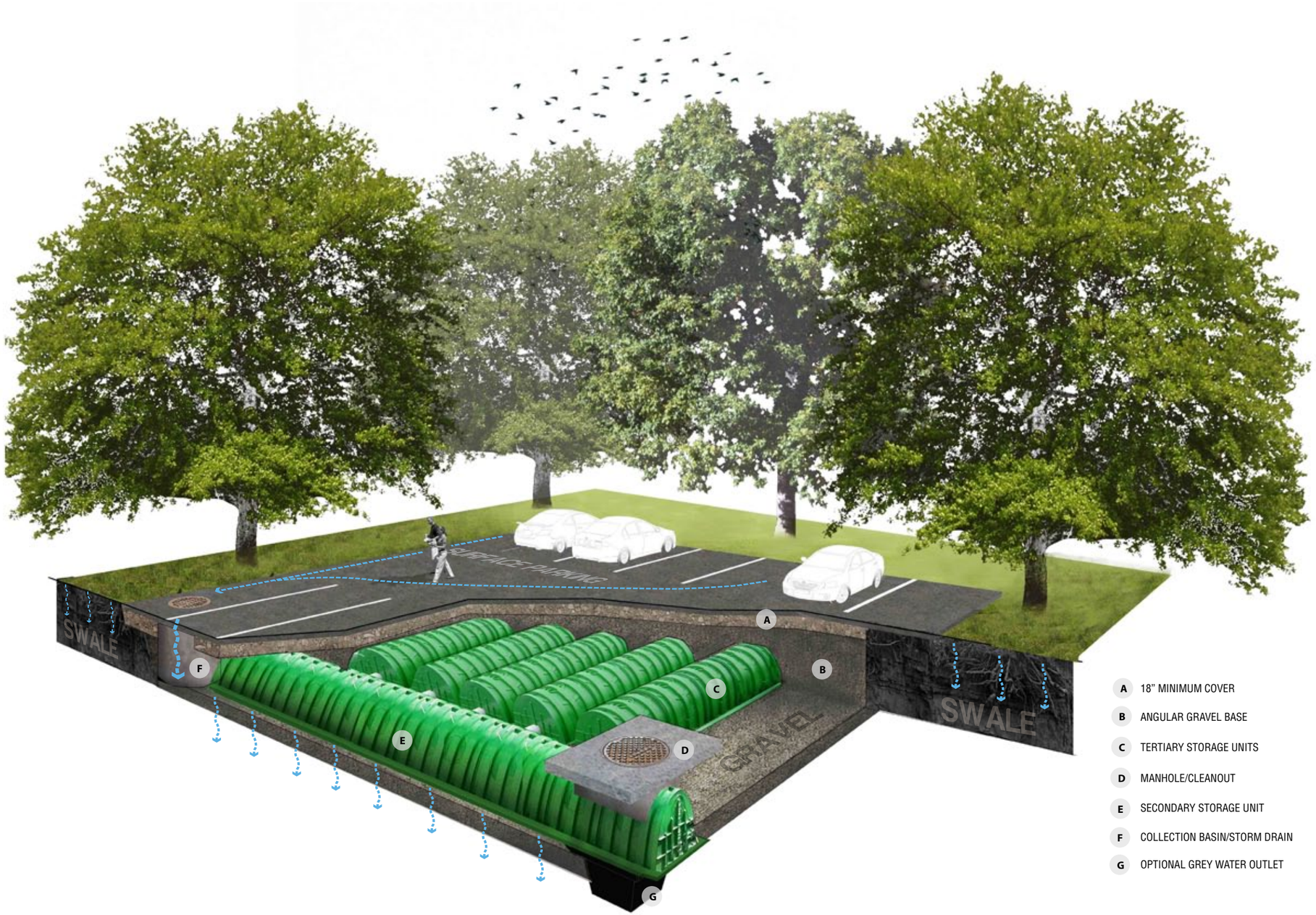
The Greenway has the potential to function as a stormwater reservoir. This will reduce the amount of drainage which collects on both sides of the Greenway and currently presents issues to businesses and residents. In the goals and metrics outlined in the Executive Summary (Chapter 1), a goal of the Greenway is to capture 100 percent of stormwater on site. Incorporating a flexible open space that doubles as a rain garden and open recreation field and uses pervious concrete for trails will accomplish this goal.

This perspective view illustrates a typical cross section between Lafitte Street and St. Louis Street between N. Claiborne Avenue and Galvez Street.



Water that collects on surface parking lots can also be contained with collection and storage units. The detailed view illustrates how a parking system could work if it were planned for the Greenway.

This perspective view illustrates a typical cross section of a parking lot on the Greenway.



- A 18" MINIMUM COVER
- B ANGULAR GRAVEL BASE
- C TERTIARY STORAGE UNITS
- D MANHOLE/CLEANOUT
- E SECONDARY STORAGE UNIT
- F COLLECTION BASIN/STORM DRAIN
- G OPTIONAL GREY WATER OUTLET

Trail Crossings

Streets Intersecting the Greenway

All streets currently intersecting the Greenway (seven collector or arterial streets and 10 local streets) will, with only a few adjustments, remain open in their current alignment and traffic flow configuration (one-way or two-way). The benefits of Greenway access provided by the existing street network, of the transit route connections with the Greenway (on seven crossing streets), and of the visibility of the Greenway from all intersecting streets far outweigh the challenges of maintaining a continuous trail, across these intersecting streets, throughout the length of the Greenway.

There are three types of push-button actuated pedestrian signals that are recommended.

1. Pedestrian indications should be added to existing traffic signals, as at Basin Street or at an intersection (Galvez Street, for example) that may have a traffic signal in the future.
2. Signals for pedestrian crossing only and not for any other vehicular traffic control (for example at City Park Avenue and Canal Boulevard) are recommended. The preferred type of signal for these crossings is now the *hybrid beacon,* frequently referred to by the proprietary brand name of HAWK.
3. Full signalized crossings with pedestrian indications and vehicular traffic control are recommended where the trail crosses the street at intersection locations (Claiborne Avenue, Broad Street and Carrollton Avenue).

Greenway Streets

The two streets (Lafitte Street and St. Louis Street) bordering the Greenway at some locations will also remain with their current alignment, cross-section and traffic-flow configuration. These streets are important for defining the edge of the Greenway, as settings for redeveloping properties fronting on the Greenway, for collecting and distributing both vehicular and pedestrian traffic along the Greenway, for connectivity for the numerous local street segments (24 segments) that end in *T* intersections with them, and for being an important source of on-street parking for the Greenway activities.

Greenway Trail Intersections with City Streets

The Greenway trail will cross local streets (10 streets, all two-lane undivided and with estimated traffic volumes of fewer than 3,000 daily vehicles) on crosswalks with pavement markings and warning signs on the intersecting streets as specified in the *Manual on Uniform Traffic Control Devices* (MUTCD)[14] and with direction-finding and safety-related signs on the Greenway trail, also as specified in the MUTCD.

For the trail crossing of the seven arterial or collector streets, the applicable design principles are a provision of pedestrian push-button-controlled signals when crossing multi-lane (four lanes or greater) streets, removal of excess lanes on crossing streets, marked and signed crosswalks at all crossings, and crossing locations that accommodate existing or programmed land uses within the Greenway. These principles are applied to the seven collector or arterial street crossings as explained below.

Basin Street

At the existing pedestrian crossing location at Basin Street, retain the pedestrian push-button-actuated signal now in place. Reduce the distance of pavement to be crossed by pedestrians at three points along the crossing by reducing the length of the southbound left turn lane on Basin Street and extending the curb and reducing the in-street crosswalk length accordingly; by designating a parking lane on the east side of Basin Street northbound and providing a curb extension (*bulbout*) for the crosswalk in that lane; and by narrowing the pavement on the auditorium drop-off loop to a single lane at the point where the crosswalk crosses it.

N. Claiborne Avenue

At N. Claiborne Avenue, provide a full signalized crossing parallel to and just inside of St. Louis Street that accommodates the proposed programming in the Greenway to either side of N. Claiborne Avenue and preserves the historical gateways and semicircular park entrance walkways on both sides of N. Claiborne Avenue.

N. Galvez Street

At N. Galvez Street, initially provide an unsignalized crosswalk parallel and just inside of St. Louis Street, an alignment that accommodates both the existing Sojourner Truth Community Center as well as proposed Greenway programming. While unsignalized initially, pedestrian signalization (either added to intersection signals or as free-standing hybrid beacon) control would most likely be warranted after N. Galvez Street transitions from a collector street to an arterial street with the opening of the medical complex now under construction along Canal Street.

N. Broad Street

At N. Broad Street, provide a full signalized crossing adjacent to and just inside (i.e. to the northeast) of St. Louis Street. This placement reflects three important design controls: the City's ongoing project to reduce two lanes in each direction (*road diet*) on N. Broad Street, which will provide ample sight distance along N. Broad Street in both directions for the pedestrian crossing; avoiding the City's fueling depot on the northeast side of the Greenway; and aligning with the currently open area of the Greenway while avoiding the Orleans Relief Canal to the northwest of N. Broad Street.

N. Jefferson Davis Parkway

At N. Jefferson Davis Parkway, provide two unsignalized trail crossings (separated at this point by about 160 feet) mid block between Conti Street and Lafitte Street. This alignment accommodates the proposed program for the Greenway and provides maximum clearance, from street intersections, for the for the intersection of the Lafitte Greenway trail with the N. Jefferson Davis Parkway bike trail.

N. Carrollton Avenue

At N. Carrollton Avenue, provide a full signalized crossing on the southwest edge of the Greenway, in combination with the closing of the neutral ground opening. This trail crossing alignment is dictated by the route of the Greenway to the northwest and by avoiding the building and loading zones on the northeast corner of the Greenway crossing. Closing the neutral ground opening will eliminate U-turns with their associated pedestrian conflicts at this location and will provide a continuous vehicle-free transfer area between the Greenway trail and the streetcar line stations in both directions.

City Park Avenue

At City Park Avenue, provide a hybrid beacon signal for a diagonal trail crossing on the southwest side of the Greenway right of way, maximizing the clearance between the trail and the existing business located at the City Park Avenue/N. Anthony Street intersection.

Canal Boulevard

At Canal Boulevard, terminate the Greenway trail at a north-south crosswalk on the east side of Canal Boulevard and provide a hybrid beacon signal for a trail crossing on the north side of Weiblen Place. Bicyclists can either connect to Canal Boulevard heading north or continue across the median to connect to south-bound traffic.

Greenway Accessibility

The urban environment of New Orleans can be very challenging for individuals with physical disabilities or impairments. as well as for the elderly who may comprise a major component of Greenway users. The wonderful live oak trees that line many of the city's streets can lift and break sidewalks making them virtually impassible for individuals in wheelchair or walkers. Sidewalks in disrepair or the absence of designated parking spaces, suitable handicap ramps or signalized street crossings can present further challenges. For users of the Greenway, the crossings of major streets can be particularly dangerous for these individuals.

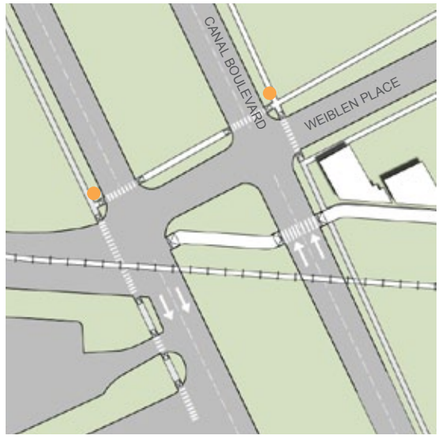
Fortunately, the City is moving in a holistic and comprehensive way to address issues of accessibility within the city. While still in draft form, the AASHTO Guide for the Planning, Design and Operation of Bicycle Facilities outlines a strategy and standards for making New Orleans more accommodating to the physically impaired. The Lafitte Greenway will be the first major public project built within the city following the creation of this document. As such, a goal was established to utilize the Greenway as a demonstration project to implement best practices in accessible design. All paving surfaces within the Greenway, including the bike trail, Carondelet Walk and the north/south connector walkways, will meet the standards of the Americans with Disabilities Act (ADA). Although legally required to meet the standards of the current act, the designers have chosen to meet the draft standards of the new act, currently under review by Congress. These standards can be met within the parameters of the design and will put the Lafitte Greenway at the forefront of accessible design in the United States. As such, it can be a model for the entire city.

In order to accommodate handicapped users arriving by automobiles, it is proposed that all streets bordering the Greenway, notably St. Louis Street and Lafitte Street as well as all cross streets, be designed according to the Right of Way Standards.

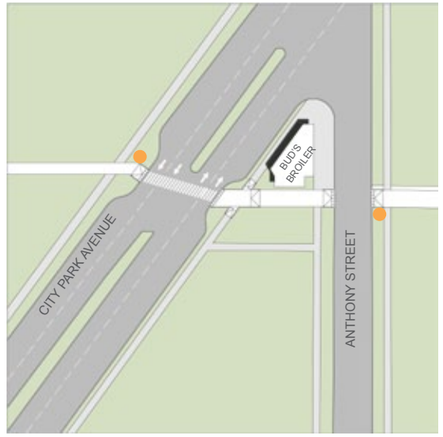
Furthermore, the Lafitte Corridor Revitalization Plan for calls for the provision of a complete network of sidewalks within the surrounding neighborhoods. This network will not only help to provide safe routes to school for local students but will also provide accessible routes to the Greenway for disabled or elderly residents. The Lafitte Corridor Revitalization Plan also calls for the completion of the street tree canopy within the Corridor in order to improve stormwater management, provide shade and beauty for local residents, and reduce the heat-island effect. The selection of tree species and their proposed placement seeks to minimize sidewalk damage through uplifting.

In addition to providing an accessible Greenway and routes to the Greenway, site furniture within the Greenway should accommodate the physically impaired and elderly. In addition, activities and events for the enjoyment of these users have also been incorporated.

14 U.S. Department of Transportation Federal Highway Administration. "2009 Manual on Uniform Traffic Control Devices with Revisions 1 and 2," May 2012. <http://mutcd.fhwa.dot.gov/> (May 2012).

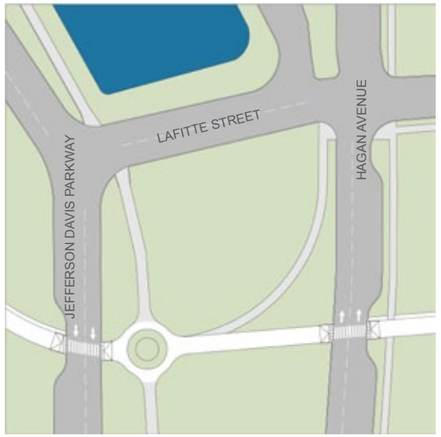


Canal Boulevard

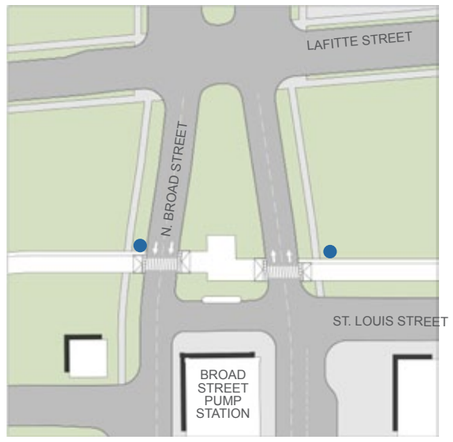


City Park Avenue

N. Carrollton Avenue



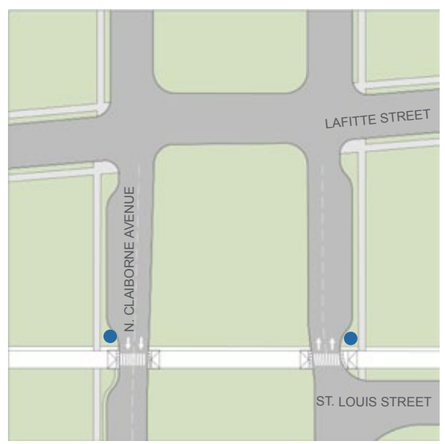
N. Jefferson Davis Parkway



N. Broad Street

N. Galvez Street at St. Louis Street

N. Galvez Street at Lafitte Street

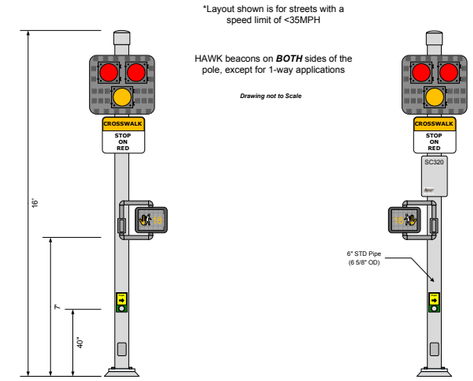


N. Claiborne Avenue

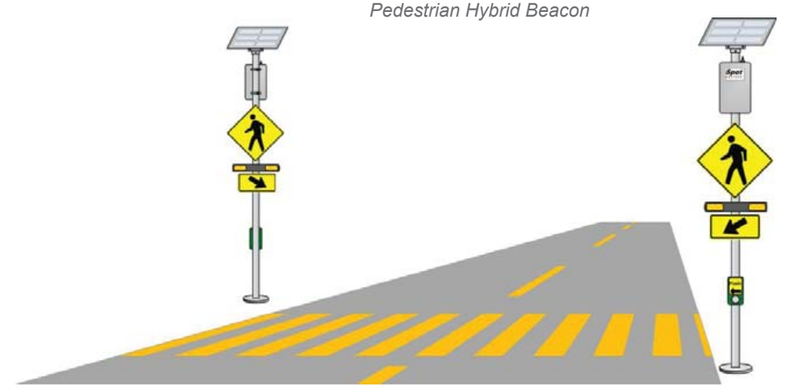
Legend

- Pedestrian crossing only
- Full signalized crossing for pedestrians and automobiles

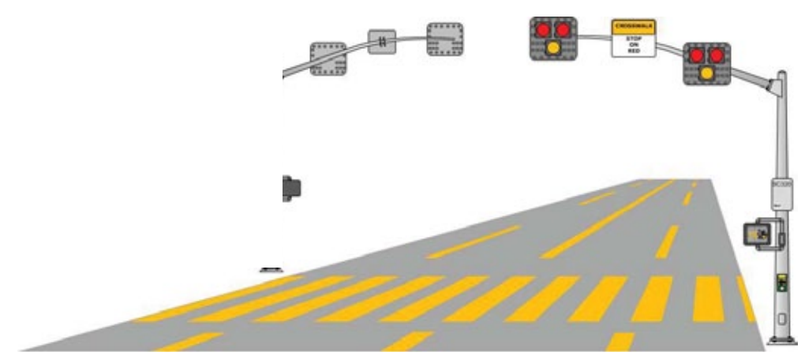
These diagrams show the proposed signalized crosswalk locations along the bike/pedestrian trail. The signalized crosswalks are an approximation and are used for diagrammatic purposes only. The pedestrian hybrid beacon shown below is an example of a pedestrian actuated signal that may be recommended where there is not an existing traffic light.



Pedestrian Hybrid Beacon



Solar Powered Rectangular Rapid Flashing Beacon



Pedestrian Hybrid Beacon

Signage and Wayfinding

Signage Plan and Character

The Lafitte Corridor study area includes nine historic neighborhoods including Navarre, City Park, Mid-City, Bayou St. John, Lafitte, Tulane/Gravier, Iberville, Tremé and Central Business District. Each neighborhood has a distinct character and history that can be drawn upon for inspiration.

The design team envisions two separate *worlds* within the Corridor: the neighborhoods and the Greenway with its parks and trails. While the Greenway within can be inspired by indigenous, raw and natural forms and materials, the Corridor enhancement zone is envisioned to be more refined in design based on the existing architectural styles, landscape and notable destinations — both past and present. The design of signage and wayfinding will be influenced by these forms with a traditional and civic nature inspired by the inherent character of the surrounding neighborhoods. While the character might change between the two, they can blend seamlessly in materialization and specific common design elements.

Signage and wayfinding can be influenced by artifacts still visible on the site including embedded railroad ties, recreating evidence of the former canal route and existing discarded signs and signals. Some of these artifacts can be re-purposed for the new trail and park as art and design elements.

In the current and draft Comprehensive Zoning Ordinances, there are no signage standards that apply to the Greenway signage. Documents that were reviewed as part of this planning document include: Articles 7, 10, 12 and 24.

All Photo Credits: Design Workshop

PMS Warm Gray 10 C
C: 0 M: 14 Y: 28 K: 55

PMS 412 C
C: 0 M: 30 Y: 66 K: 98

Primary Lafitte Greenway Logo

Matthews MP41416
Mere Bronze Metallic

SIGNATURE PAINT COLOR

Lafitte Greenway Logos

The primary Lafitte Greenway logo is intended for the majority of print, electronic and elements in the built environment. The secondary logo is to be used only when the primary circle application is awkward or impossible.

PMS (Pantone Matching System) and CMYK colors are intended for printed applications.

PMS 647 C
C: 100 M: 56 Y: 0 K: 23

PMS 3995 C
C: 0 M: 3 Y: 100 K: 64

PMS= Pantone Matching System

LOGO COLOR PALETTE

Lafitte
GREENWAY

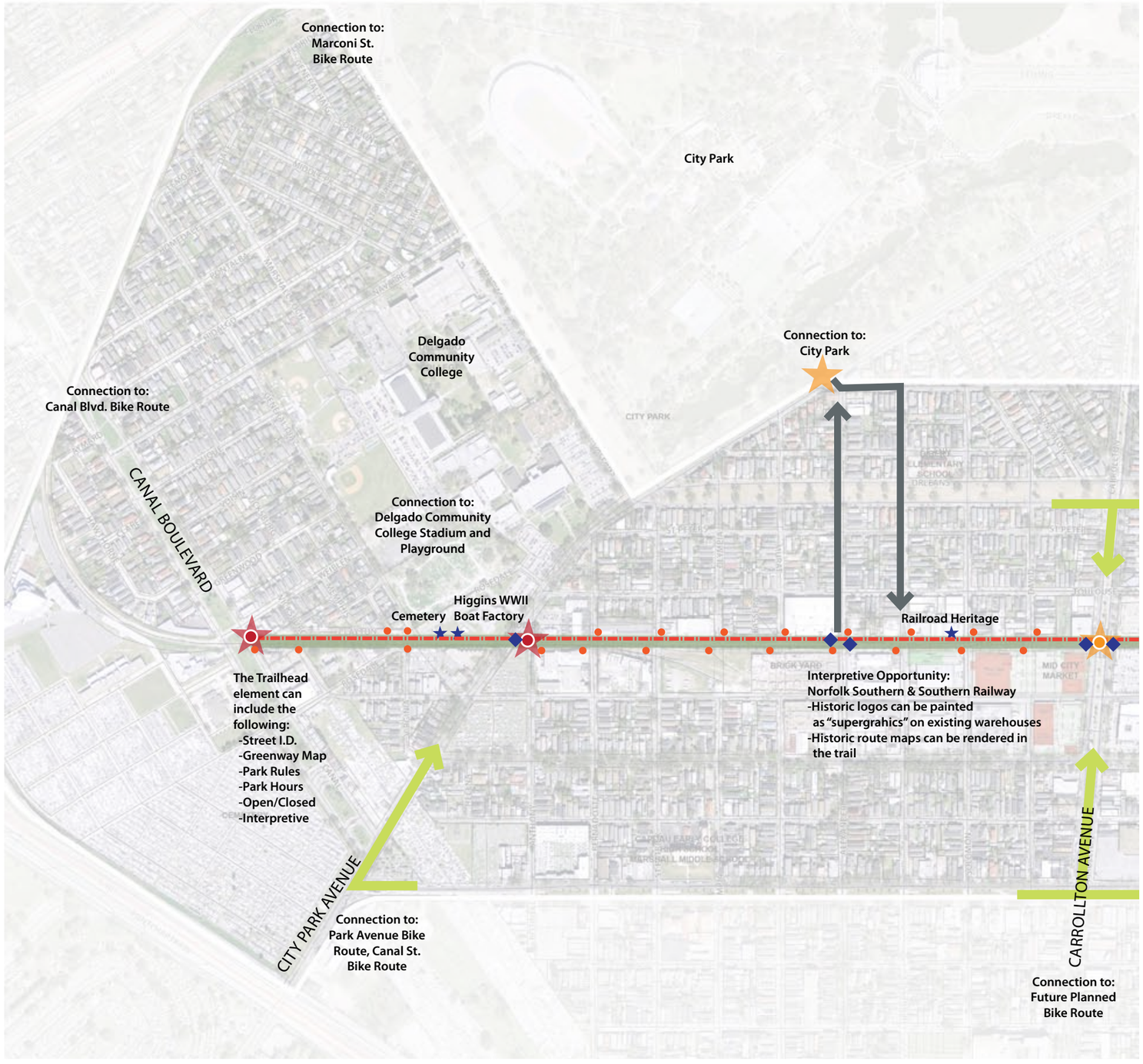
Secondary Lafitte Greenway Logo

Bell Gothic Bold
Bell Gothic Black
Centaur Bold
TRAJAN BOLD

PROJECT TYPEFACES

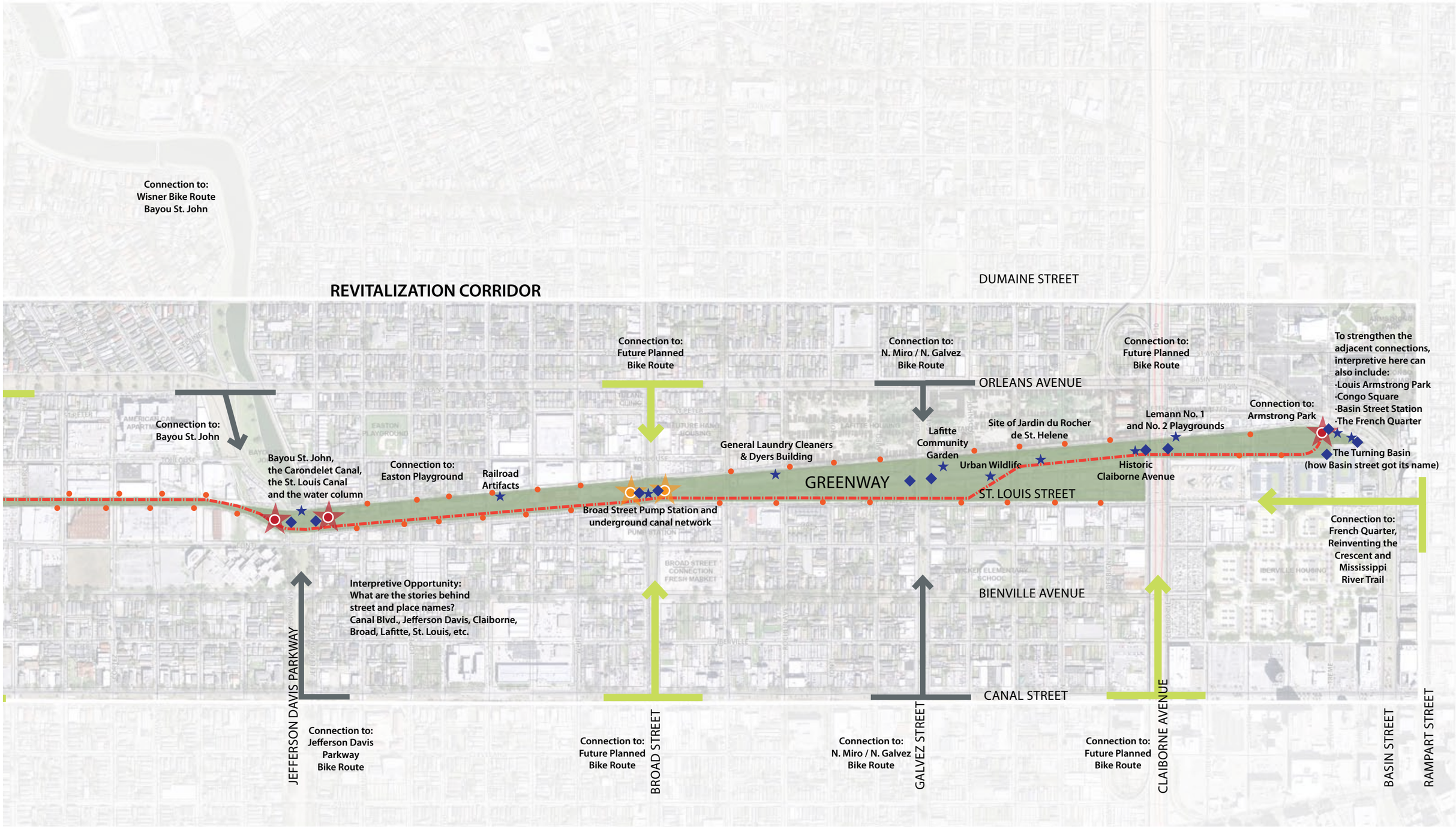
Sign Location Plan: Wayfinding and Interpretive Signage

The following plan shows the recommended locations of signage along the Greenway and directional signage throughout the Corridor.



Legend

- Greenway
- Pedestrian and Bicycle Wayfinding
- Vehicular Wayfinding
- Primary Trailhead
- Secondary Trailhead
- Secondary Trailhead (off site)
- Greenway Internal Wayfinding
- Street Identification
- Interpretive Element


Connection to:
Wisner Bike Route
Bayou St. John
REVITALIZATION CORRIDOR
DUMAINE STREET
Connection to:
Future Planned
Bike Route
Connection to:
N. Miro / N. Galvez
Bike Route
Connection to:
Future Planned
Bike Route
To strengthen the
adjacent connections,
interpretive here can
also include:
·Louis Armstrong Park
·Congo Square
·Basin Street Station
·The French Quarter
ORLEANS AVENUE
Connection to:
Bayou St. John
Bayou St. John,
the Carondelet Canal,
the St. Louis Canal
and the water column
Connection to:
Easton Playground
Railroad
Artifacts
General Laundry Cleaners
& Dyers Building
Lafitte
Community
Garden
Site of Jardin du Rocher
de St. Helene
Urban Wildlife
Lemann No. 1
and No. 2 Playgrounds
Historic
Claiborne Avenue
Connection to:
Armstrong Park
The Turning Basin
(how Basin street got its name)
GREENWAY
ST. LOUIS STREET
Broad Street Pump Station and
underground canal network
Connection to:
French Quarter,
Reinventing the
Crescent and
Mississippi
River Trail
Interpretive Opportunity:
What are the stories behind
street and place names?
Canal Blvd., Jefferson Davis, Claiborne,
Broad, Lafitte, St. Louis, etc.
BIENVILLE AVENUE
CANAL STREET
JEFFERSON DAVIS PARKWAY
Connection to:
Jefferson Davis
Parkway
Bike Route
Connection to:
Future Planned
Bike Route
BROAD STREET
Connection to:
N. Miro / N. Galvez
Bike Route
GALVEZ STREET
Connection to:
Future Planned
Bike Route
CLAIBORNE AVENUE
BASIN STREET
RAMPART STREET