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MACDONALD

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May 2026

DPW780



Connecting New Orleans East
Stakeholder Workshop #4

Location: 5770 Read Blvd, New Orleans, LA 70127

AGENDA

1 City update

2 How we're identifying projects for funding pursuit

3 Project matrix development

4 Defining project segments

5 Identifying project segment activity

How we're identifying projects for funding pursuit

Step-by-step

1

Identify existing conditions

We're identifying areas along the corridor where people are already walking and biking. This includes both formal data, like pedestrian and bicycle counts, as well as informal paths people regularly use

That helps us understand where improvements will have the most impact.

2

Obtain public input

We're using feedback from the public survey specifically **questions 6 and 7**, to help identify the locations that matter most to the community.

This input helps us focus on areas people are most interested in improving.

3

Develop project matrix

We're developing a way to prioritize different parts of the project by considering both current needs, like traffic or system demand, and what the community has said they want to see improved.

We'll use a combination of objective data and public input to help guide those decisions

4

Identify project segments

We want to divide the project into smaller pieces that make sense for construction, with clear start and end points. Each section should tie into the existing system so we don't end up with any dead ends or disconnected areas.

5

Group segments for projects

After scoring the segments, we'll look for areas where several high-priority sections are clustered together. That helps us bundle pieces into larger projects that make sense for funding and match the connections people said they want to see.



IDENTIFY EXISTING CONDITIONS

The data we've collected shows us where people are already walking and biking, even in areas that may not be safe or have formal facilities. By looking at that alongside commonly used paths, we can understand where demand exists today and rank different areas as high, medium, or low priority from a safety perspective.



Obtain public input

Leveraging Mott MacDonald's Moata platform we identify geographically where improvements are most wanted.

Question 6

Where do you most need a sidewalk improvement or safe walking or biking path along the I-10 corridor?

Question 7

Which intersections or crossings are the hardest or most dangerous for you to cross by bike or walking?

Project Start Date
7 January, 2026

Survey Summary Statistics

Select Question to Analyze

6

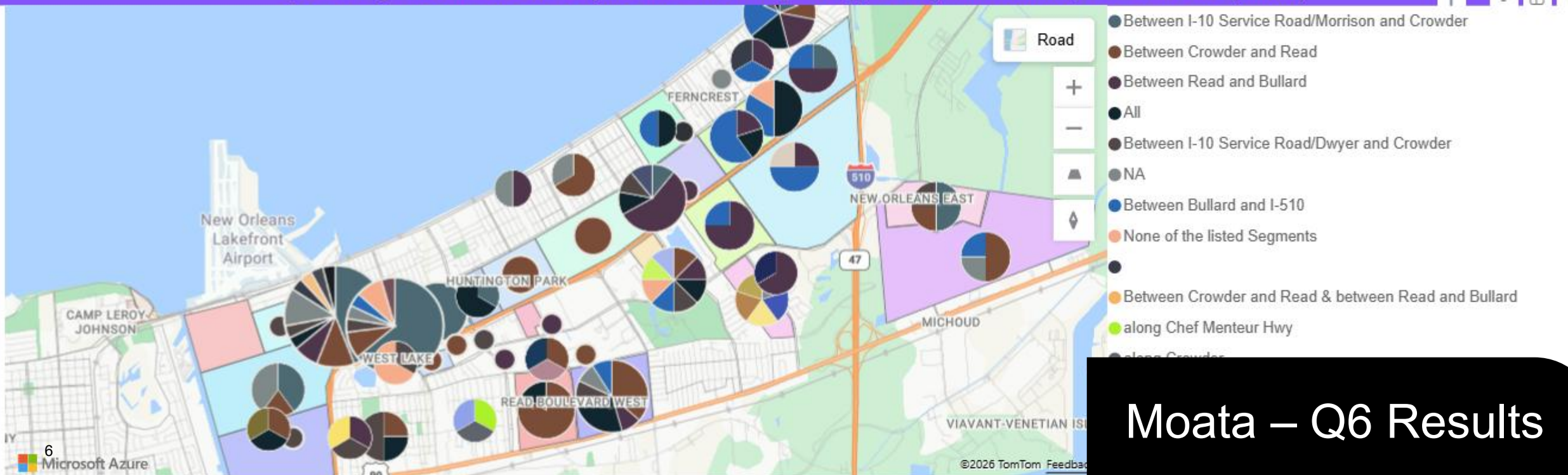
Responses per Question

297

Q6-Where do you most need a sidewalk improvement or safe walking or biking path along the I-10 corridor? (Choose one or write your own)

Response	Count of Survey ID
Between I-10 Service Road/Morrison and Crowder	52
Between Crowder and Read	47
Between Read and Bullard	41
All	29
Between I-10 Service Road/Dwyer and Crowder	29
NA	28
Between Bullard and I-510	27
None of the listed Segments	8
Total	303

Q6-Where do you most need a sidewalk improvement or safe walking or biking path along the I-10 corridor? (Choose one or write your own)



Moata – Q6 Results

Project Start Date
7 January, 2026

Survey Summary Statistics

Select Question to Analyze

7

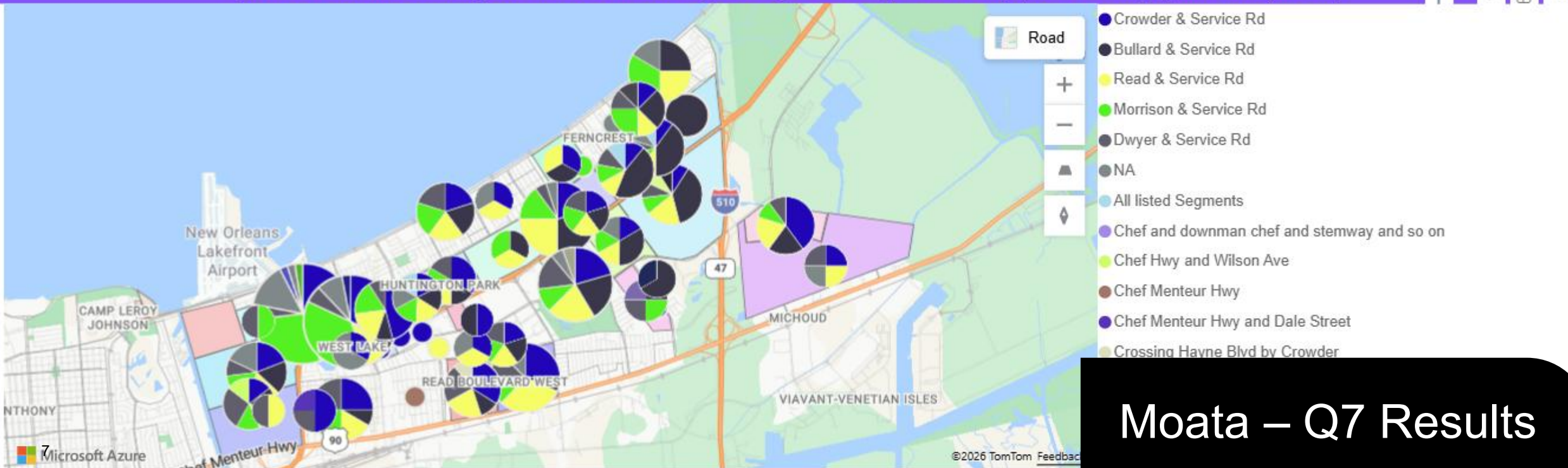
Responses per Question

297

Q7-Which intersections or crossings are the hardest or most dangerous for you to cross by bike or walking? (Select all that apply, and/or write your own)

Response	Count of Survey ID
Crowder & Service Rd	105
Bullard & Service Rd	93
Read & Service Rd	87
Morrison & Service Rd	86
Dwyer & Service Rd	56
NA	48
All listed Segments	5
Chef and downman chef and stemway and so on	1
Total	505

Q7-Which intersections or crossings are the hardest or most dangerous for you to cross by bike or walking? (Select all that apply, and/or write your own)



Moata – Q7 Results

Project Segment Matrix

What is the project matrix?

The project matrix is a scoring system that helps us rank different parts of the corridor. We look at several criteria and assign each one a level of importance, so we can fairly compare segments and decide where to prioritize funding first.

Signal 1

Pedestrian/Bicycle Presence

Where is input coming from:

- Data collection results of pedestrian and bicycles categorized into low, medium or high volumes.
- Identified Informal paths “user created path” documented along the segment.

Signal 2

Community Recommendations

Where is input coming from:

- Results from public survey questions 6
- Results from public survey questions 7

Signal 3

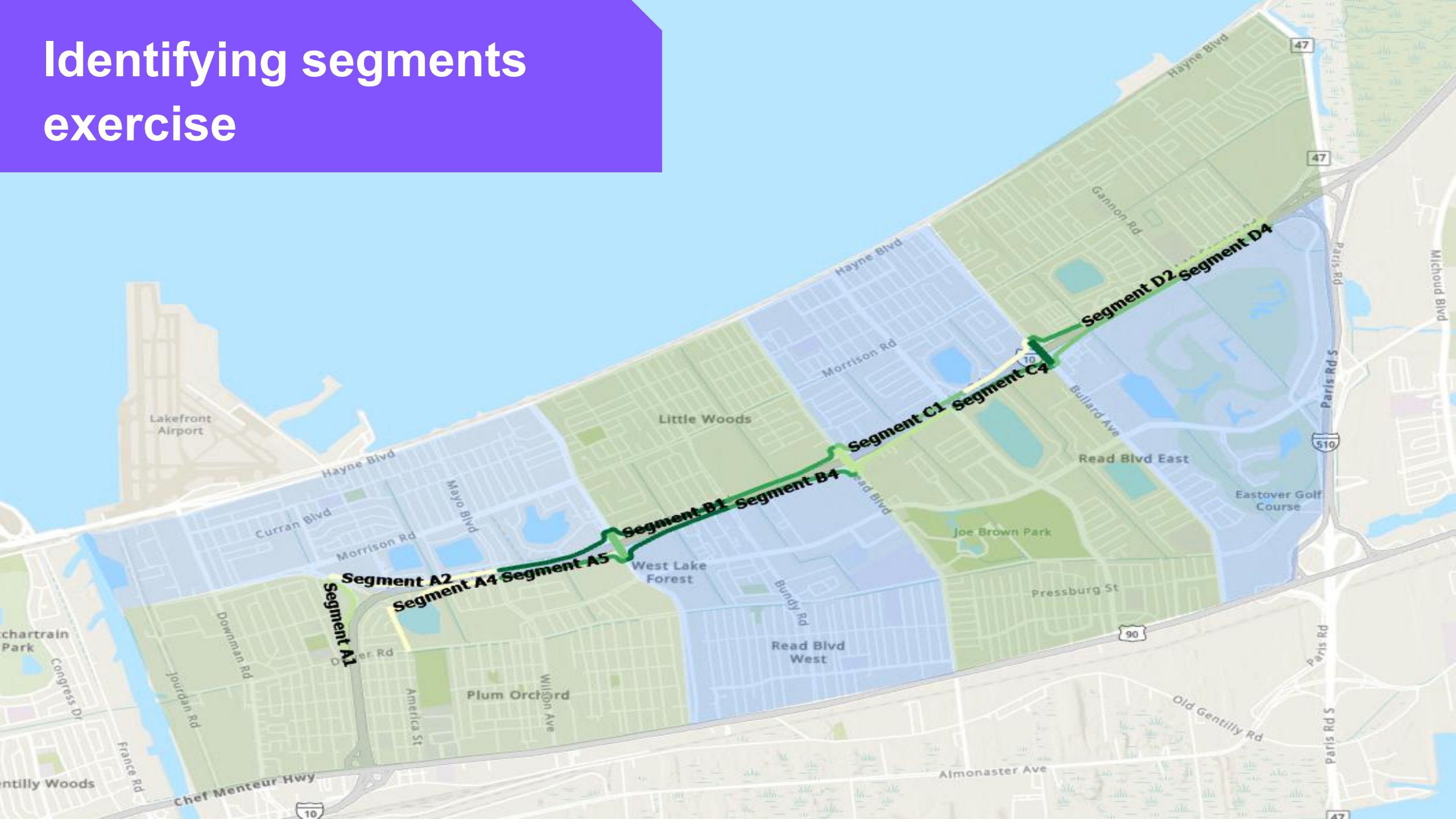
Safety Issues caused by pedestrian/bicycle constraints

Where is input coming from:

- Topographic survey to identify if segments have existing availability for a pedestrian zone.
- Does the segment allow a pedestrian to walk in the existing green space without being pushed into the roadway due to obstacles?

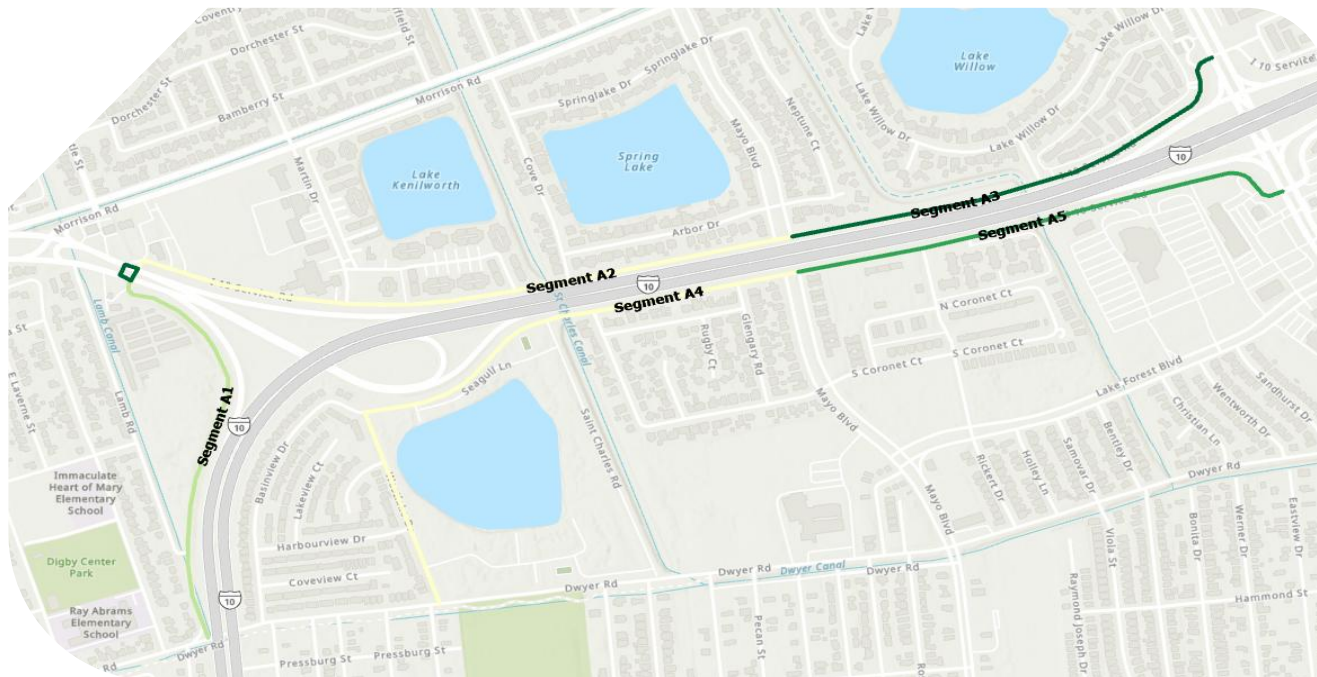
Name	Location		Project Segment Matrix Example	
Project Segment Scoring				
Category	Weight of category	Total Points out of 100	Why This Exists	
Walking Activity / Exposure	40%	40	Shows current safety risk	
Q6 Location Demand	40%	40	Reflects community priorities	
Severity of Walking Constraints	20%	20	Distinguishes urgency	
Signal	Where input is coming from	Question	Answers	Score
Signal 1 — Pedestrian/Bicycle Presence	Data collection and verified social trail/user created path (Choose all that apply)	Does the data collection reflect 22 or less ped/bike counts along the segment?	yes/no	0
		Does the data collection reflect between 23 and 50 ped/bike counts along the segment?	yes/no	10
		Does the data collection reflect more than 51 ped/bike counts along the segment?	yes/no	20
		Does the segment reflect informal paths "user created path"?	yes/no	20
Signal 2 — Community Recommendations (Public Workshop Q6 & Q7)	Public Workshop Q6 Results (Choose 1)	Is the segment between Bullard and I-510?	yes/no	0
		Is the segment between I-10 Service Rd/Dwyer and Crowder?	yes/no	5
		Is the segment between Read and Bullard?	yes/no	10
		Is the segment between Crowder and Read?	yes/no	15
		Is the segment between I-10 Service Rd/Morrison and Crowder?	yes/no	20
	Public Workshop Q7 Results (Choose 1)	Is the segment connected to Dwyer Rd?	yes/no	0
		Is the segment connected to Morrison Ave?	yes/no	5
		Is the segment connected to Read Blvd?	yes/no	10
		Is the segment connected to Bullard Ave?	yes/no	15
		Is the segment connected to Crowder Blvd?	yes/no	20
Signal 3 — Safety Issues or Pedestrian/bicycle Constraints	Topographic Survey (Choose 1)	Does the pedestrian zone have high availability meaning pedestrians can walk the entire segment within the green space?	yes/no	0
		Does the pedestrian zone have medium availability meaning pedestrians may have to alter their path to avoid obstructions in the green space?	yes/no	10
		Does the pedestrian zone have low availability meaning pedestrians are forced into the roadway to avoid obstructions in the green space?	yes/no	20
Total Score =				100

Identifying segments exercise



SEGMENTS A1 – A5

From Morrison/Dwyer to Crowder



- **Segment A1** – North Service Rd from Dwyer Rd to Morrison Intersection
- **Segment A2** – North Service Rd from Morrison Intersection to east of Mayo Blvd
- **Segment A3** – North Service Rd from Mayo Blvd to Crowder Intersection
- **Segment A4** – South Service Rd from Dwyer to east of Mayo Blvd
- **Segment A5** – South Service Rd from east of Mayo Blvd to Crowder Intersection

SEGMENTS A1 – A5

From Morrison/Dwyer to Crowder

- **Segment A1 & A2** – split at Morrison intersection
- **Segment A2 & A3** – split east of Mayo Blvd due to location of sidewalks
- **Segment A4 & A5** – split east of Mayo Blvd due to location of sidewalks



East of Mayo Rd
along North Service
Road



East of Mayo Rd
along South Service
Road

SEGMENTS B1 – B4

Between Crowder and Read intersections



- **Segment B1** – North Service Rd from Crowder intersection to east of Bundy Rd
- **Segment B2** – North Service Rd from east of Bundy Rd to Read intersection
- **Segment B3** – South Service Rd from Crowder intersection to east of Bundy Rd
- **Segment B4** – South Service Rd from east of Bundy Rd to Read intersection

SEGMENTS B1 – B4

Between Crowder and Read intersections

- **Segment B1 & B2** – split east of Bundy Rd due to location of sidewalks
- **Segment B3 & B4** – split east of Bundy Rd due to location of sidewalks



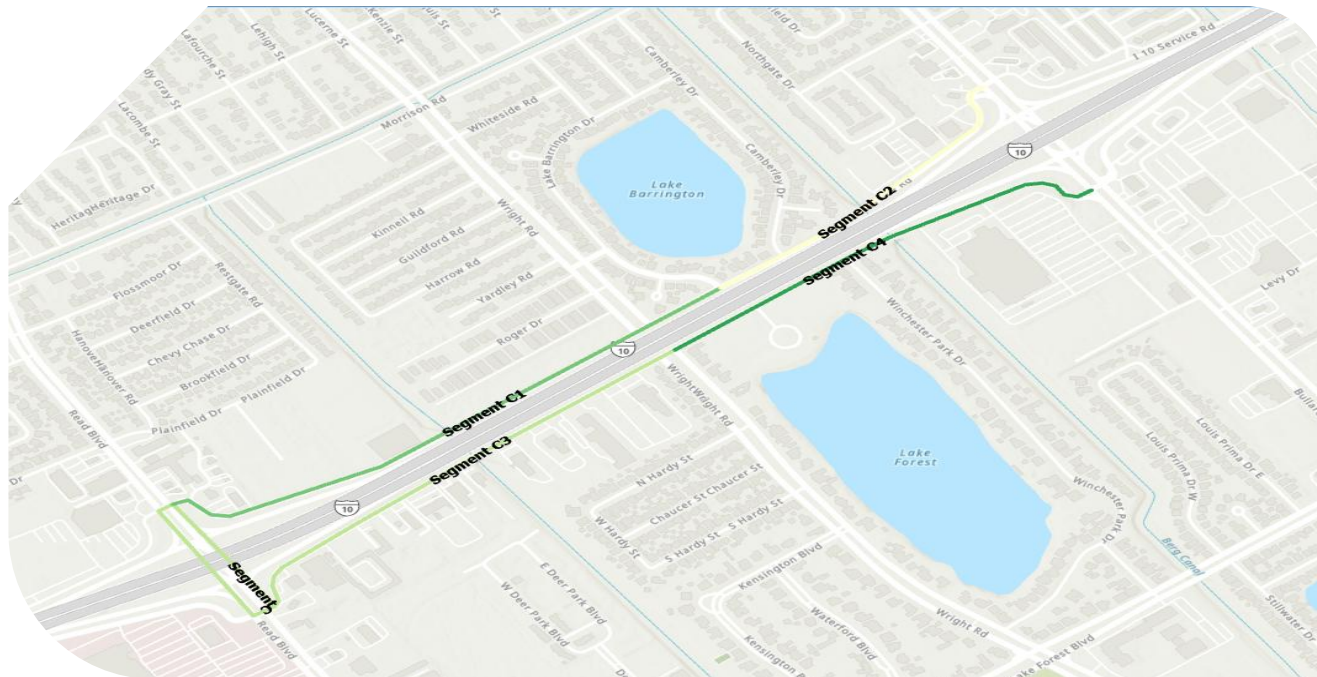
East of Bundy Rd
along North Service
Road



East of Bundy Rd
along South Service
Road

SEGMENTS C1 – C4

Between Read and Bullard intersections



- **Segment C1** – North Service Rd from Read intersection to Lake Barrington Dr
- **Segment C2** – North Service Rd from Lake Barrington Dr to Bullard intersection
- **Segment C3** – South Service Rd from Read intersection to east of Wright Rd
- **Segment C4** – South Service Rd from east of Wright Rd to Bullard intersection

SEGMENTS C1 – C4

Between Read and Bullard intersections

- **Segment C1 & C2** – split at Lake Barrington Dr due to sidewalks
- **Segment C3 & C4** – split east of Wright Rd due to location of sidewalks



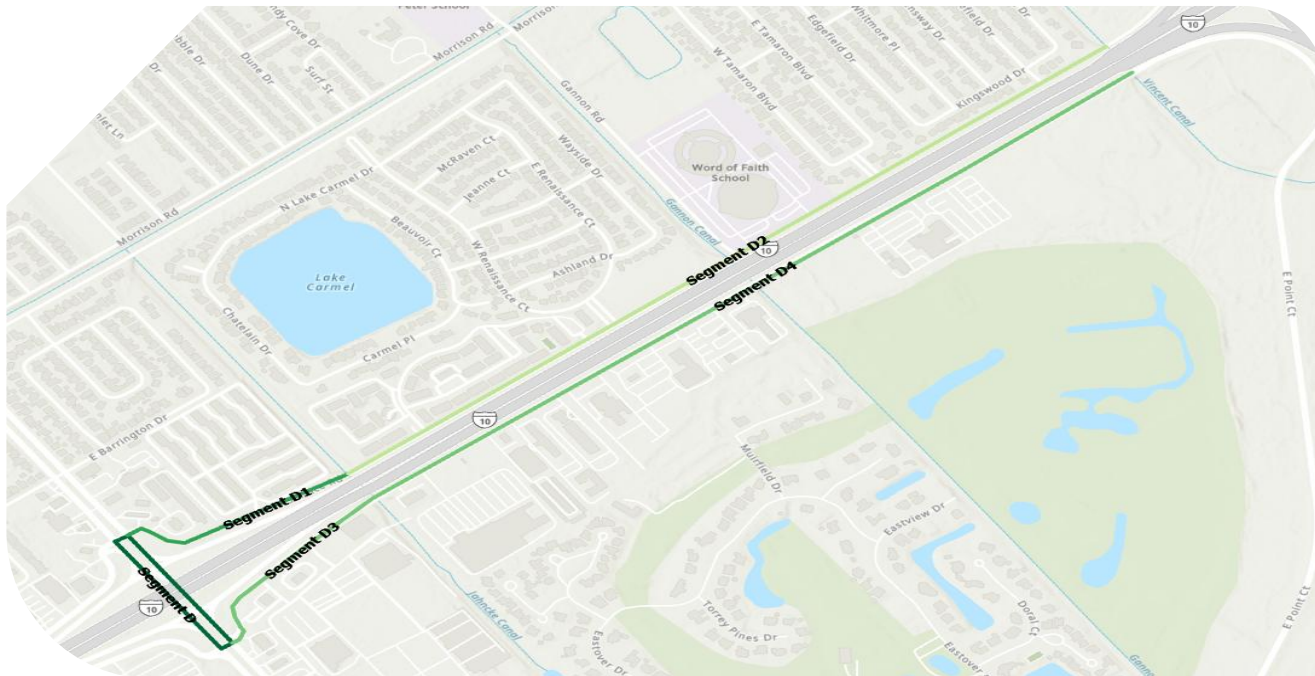
Lake Barrington Dr
along North Service
Road



East of Wright Rd
along South Service
Road

SEGMENTS D1 – D4

Between Bullard intersection and Vincent Canal



- **Segment D1** – North Service Rd from Bullard intersection to east of Jahncke Canal
- **Segment D2** – North Service Rd from east of Jahncke Canal to Vincent Canal
- **Segment D3** – South Service Rd from Bullard intersection to east of Jahncke Canal
- **Segment D4** – South Service Rd from east of Jahncke Canal to Vincent Canal

SEGMENTS D1 – D4

Between Bullard intersection and Vincent Canal

- **Segment D1 & D2** – split at Jahncke Canal due to connection couplings
- **Segment D3 & D4** – split at Jahncke Canal due to connection couplings



Jahncke Canal at
North Service Road



Jahncke Canal at
South Service Road

WHAT'S NEXT

PROJECT GROUPING

The project team will finalize the project segments and score all areas of the corridor based on the stakeholder input received.

Projects will then be developed based upon price to determine priority projects for the City to begin pursuing funding for those final design and construction budgets.

CITY POPUP EVENT

- June 5 – First Friday @ NOEH
- June 6 – SpotlightDance Nola 10th anniversary
- June 9 – ENONAC Meeting
- NOE Matters Community Meetings bi-weekly on Saturdays
- Saturday Free Public Programs
- June 13 – Brotherhood Fest
- June 14 – Biker Blessing

PUBLIC MEETING #2

Where: Household of Faith Church
9300 S I-10 Service Rd, New Orleans, LA 70127

When: Thursday, June 18, 2026 5:30PM – 8:00PM

PRELIMINARY DESIGN

- Data collection efforts have been finalized, and the full traffic study is now in process for the corridor (signal design, cross walk locations).
- Geotechnical services are ongoing and expected to be completed by end of June.
- 30% design to submitted by end of July for NEPA documentation.
- 60% design to be submitted by September 30th, 2026 in accordance with grant requirements.
- NEPA documentation to be submitted to FHWA by September 30, 2026 for approval for final design.