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MOTT
MACDONALD



April 2026

DPW780



Walking Audit
Connecting New Orleans East
Stakeholder Update

Walking Audit - Overview

Who

- 16 attendees
- Representatives included people from the following groups or agencies:
 - Community stakeholders
 - Office of City Council District E
 - Mayor's Office of External Affairs
 - Mayor's Office of Economic Development
 - Department of Public Works
 - Regional Transit Authority
 - State Department of Transportation & Development
 - Mott MacDonald

What

- Walk & observe interchanges at Crowder, Read, and Bullard
- Drove the adjacent service roads
- Attendees gained firsthand exposure to the daily challenges faced in the corridor
- During the walk, attendees completed surveys to document and identify specific problem areas along the route.
- Overall, the audit highlighted the critical need for safe pedestrian infrastructure.

Questions posed

- Participants were asked to assess whether the area felt safe and to observe and document driver behavior in response to the presence of pedestrians
- Surveys collected information on existing site conditions, such as:
 - If pedestrian signals were functioning
 - If there is existing pedestrian infrastructure and the quality of the infrastructure
 - Whether lighting conditions felt sufficient
 - In addition, the survey included sections allowing attendees to note whether they believed the area has potential for economic growth.

WALKING AUDIT – RESULT OVERLOOK

High-level insights:

- Participants recognize safety concerns related to driver behavior in the area and also acknowledge the corridor's potential for economic growth.
- Observations at the Read interchange indicate that while pedestrian infrastructure exists, it does not fully comply with ADA requirements. Specifically, sidewalks are absent in areas adjacent to ADA ramps, limiting accessible pedestrian connectivity.
- At the Crowder interchange, attendees observed a pedestrian jumping a fence to access the service road as a shortcut.
- Participants also noted that the distance required to cross the major interchanges are excessive with an opportunity to evaluate and identify opportunities to shorten crossing distances for pedestrian safety and user comfort.

Crowder Blvd



Read Blvd

