



7th Ward, Faubourg St. John, St. Roch, Gentilly, and Mid City Transportation Network Improvements Pre-construction Meeting

City of New Orleans

February 23, 2021



Agenda

- Welcome from Neighborhood Engagement – Benaiah Harvey
- Welcome from Mayor's Office of Transportation – Dan Jatres
 - Review of Project Timeline
 - What is Moving New Orleans?
- Recap and Overview of Proposed Work – Jennifer Ruley, Department of Public Works
- Question and Answer Session – Benaiah Harvey

Project Timeline

Date	Task
April 2019 – August 2019	Public engagement meeting to inform and develop a citywide bikeway network
Oct 13, 2019	City released citywide Bikeway Blueprint
Nov 17, 2020	Virtual conceptual design meeting held for 7 th Ward, Faubourg St. John, St. Roch, Gentilly, and Mid City initial projects (11.9 miles)
Nov 2020 – Feb 2021	City staff refined designs based on comments received
Feb 23, 2021	Virtual pre-construction meeting (tonight)

What Is Moving New Orleans?

As an initiative of Mayor LaToya Cantrell, Moving New Orleans is a multi-modal strategy that is focused on improving the safety, equity, efficiency and connectivity of the City's transportation network.

- Implementation of the Moving New Orleans Transportation Action Plan
- Implementation of the City's Complete Streets Policy
- Coordination of road construction projects with mobility improvements
- Creation of whole mobility networks versus one street at a time

What Is Moving New Orleans Bikes?

Moving New Orleans Bikes (MNOB) is the first of several focused strategies to be implemented under this framework. MNOB is a joint initiative of the Mayor's Office of Transportation and Department of Public Works that is designed to accelerate the construction of a 75-mile connected low-stress bikeway network.

Moving New Orleans Bikes

- **April 2019** – Eight community meetings in all City Council Districts
- **August 2019** – Three citywide community meetings
- **December 2019** – Began construction on the Algiers network
- **August 2020** – Began construction on the East Bank network



For more on those meetings, go to www.nola.gov/transportation

Moving New Orleans Bikes

Bicycle Boulevards

Low-speed, low-traffic volume streets designed to prioritize local traffic and bicycle travel



Protected Bike Lanes

Moderate- to high-speed and traffic volume streets with physically separated bike lanes

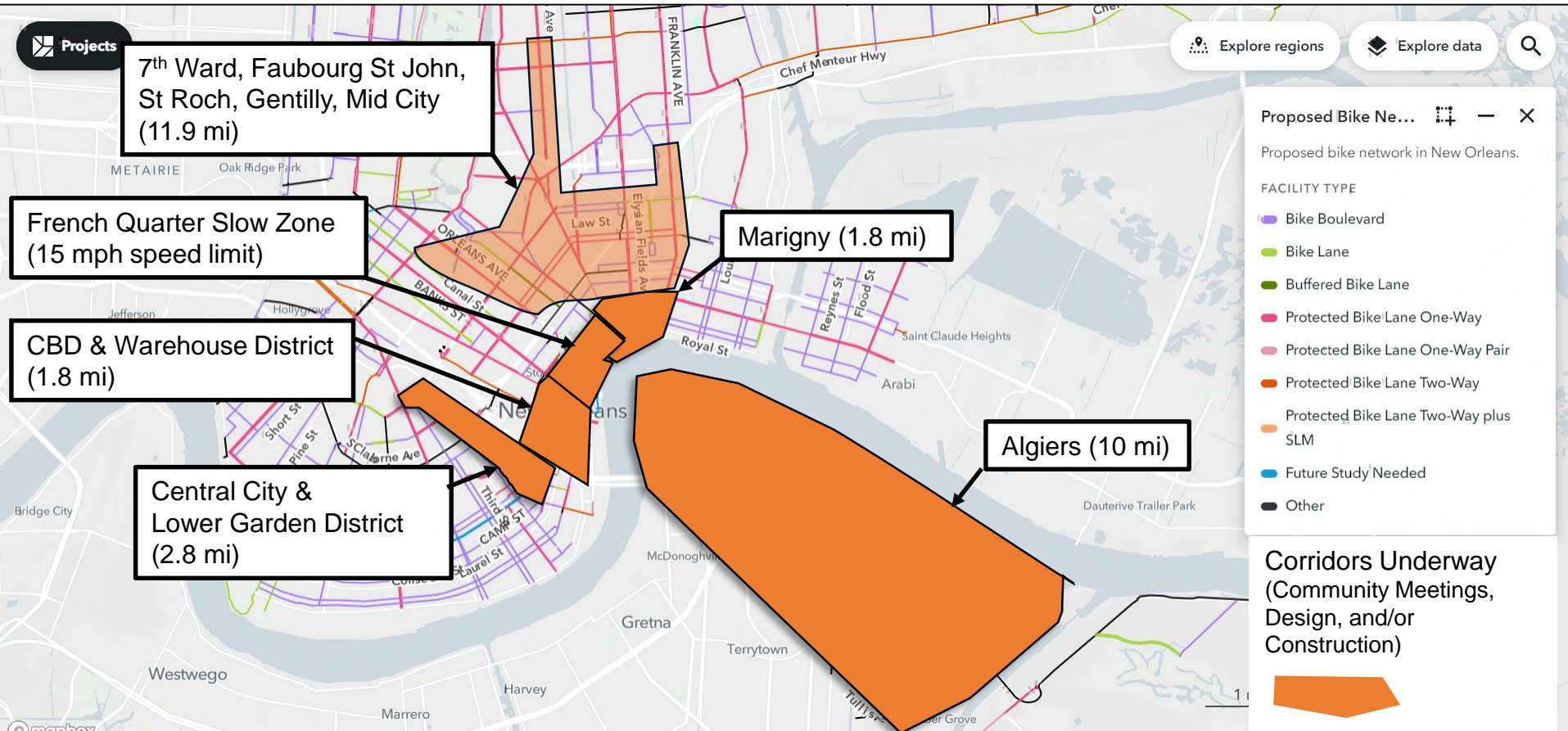


Pedestrian Safety Improvements

High-visibility crosswalks and sidewalks that complement bike facilities



Network Improvements in Progress



Recent Polling of New Orleanians

75% agree that the City must promote alternatives to driving

73% support more protected bike lanes even if that means reducing one travel lane

87% of voters say the City must provide safe alternatives for essential workers to get to their jobs and keep the economy strong

Source: ALG Research (2020)

Guiding Questions for Feedback

Is the design adequately addressing safety, equity, efficiency, and connectivity for all users?



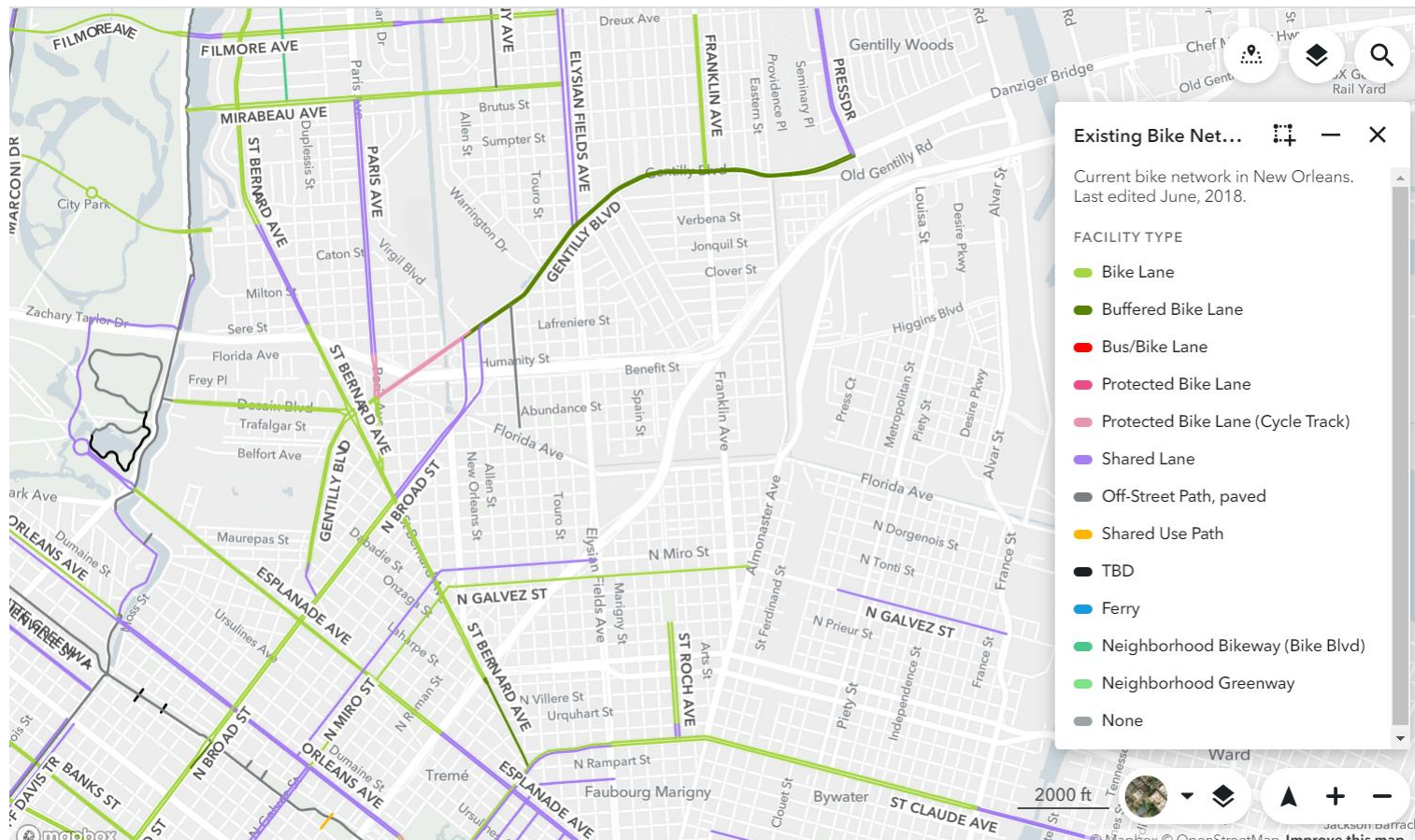
Are there specific issues at the block level we need to know?



Are there design elements (e.g. crosswalks, trees, etc.) that should also be considered?

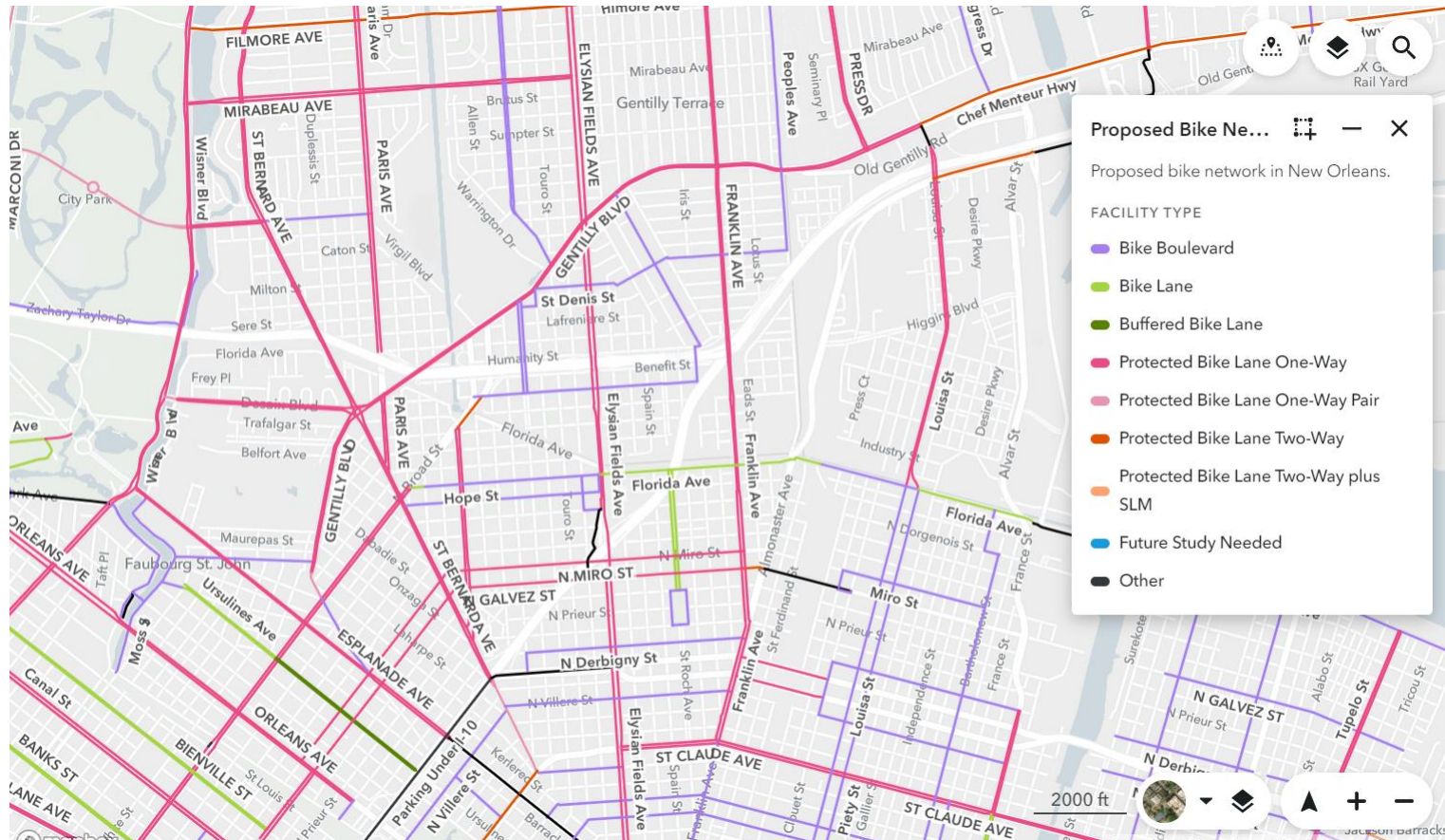


Existing Bikeways



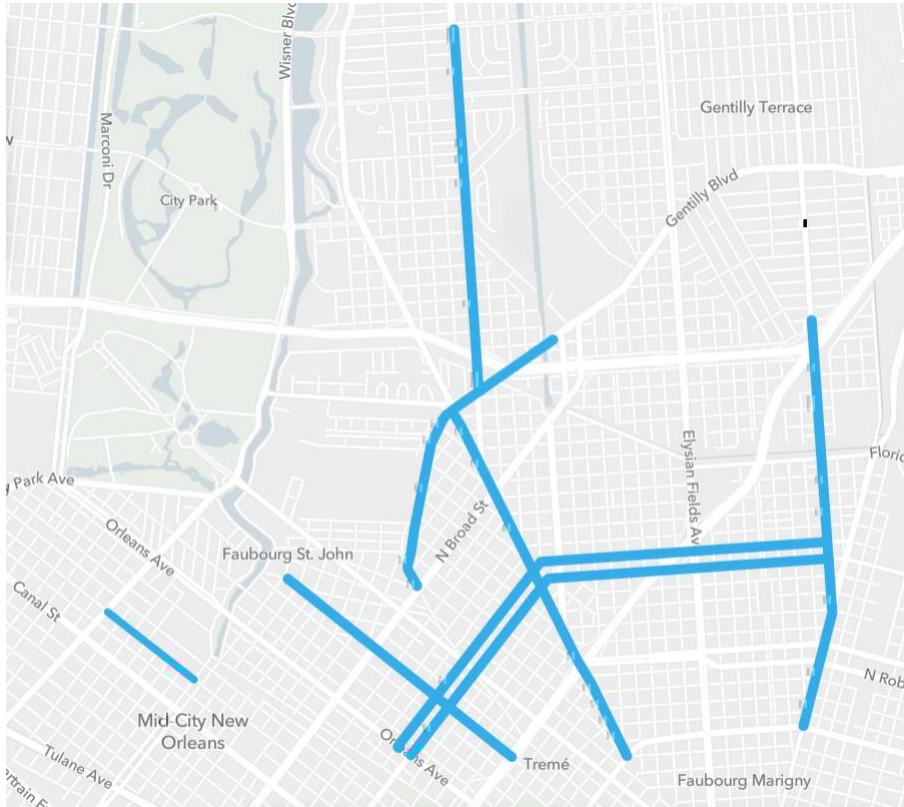
Note: Map from Moving New Orleans Bikeway Blueprint (2020)

Proposed Bikeways



Note: Map from Moving New Orleans Bikeway Blueprint (2020)

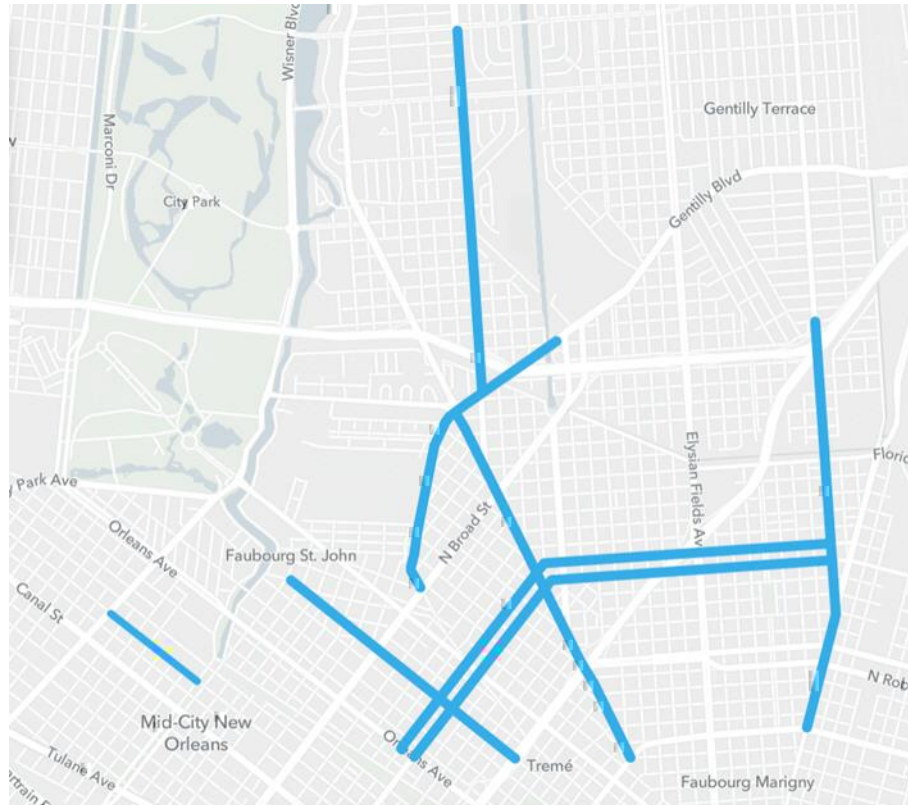
Proposed Initial Focus Corridors



Corridor Segments

Corridor	Begin	End	Distance (mi)
St. Bernard	Rampart	Gentilly	1.6
Franklin	St. Claude	I-610	1.7
N. Miro	Franklin	Orleans	2.2
N Galvez	Franklin	Orleans	2.1
Ursulines	Claiborne	Hagan	1.1
Gentilly	Broad	New Orleans	1.3
Paris	Gentilly	Filmore	1.4
		J. Davis	
Bienville	Carrollton	(N. Francis)	0.5
Total:			11.9

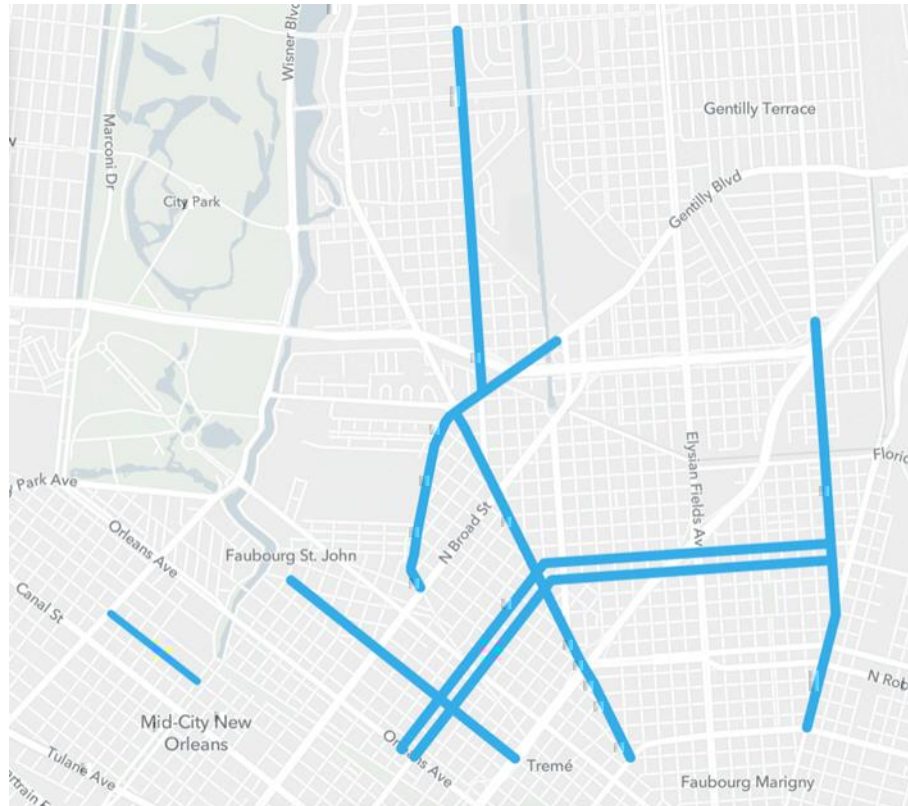
Safety Snapshot



Crashes (2014-2018)

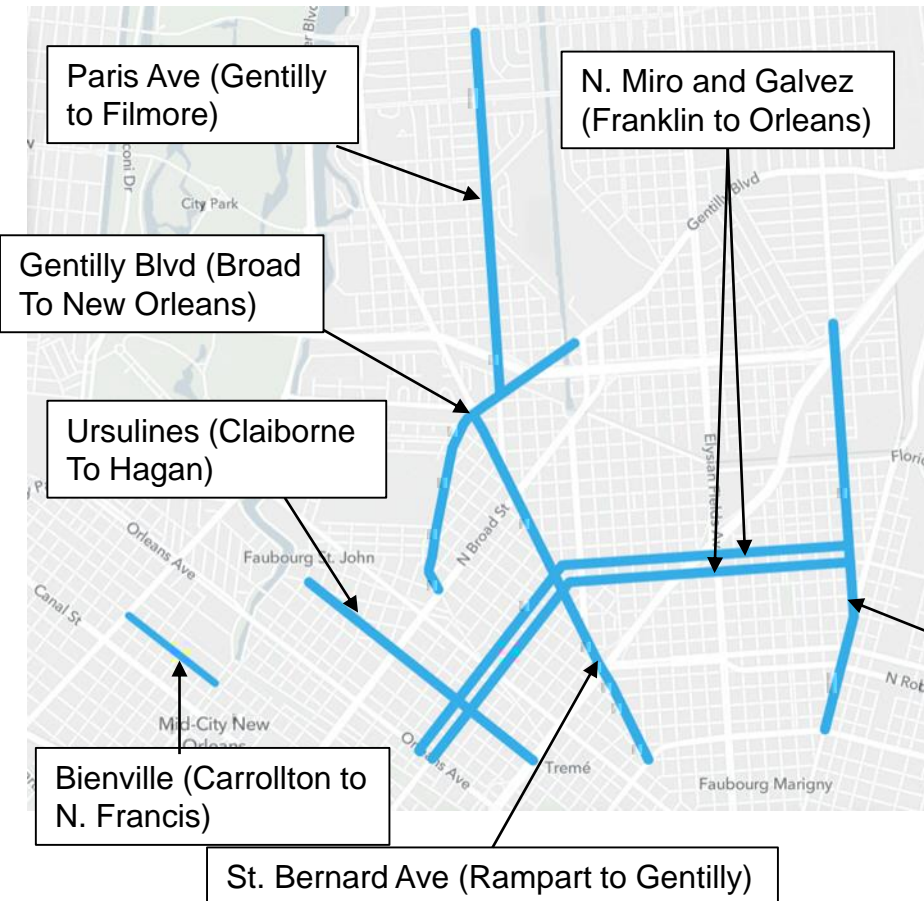
Street	Total Crashes	Bicycle Crashes	Walk Crashes	Distance (mi)
Franklin Ave	814	14	21	1.7
Gentilly Blvd	466	12	5	1.3
N. Galvez St	461	11	11	2.1
N. Miro St	642	14	13	2.2
Paris Ave	252	3	6	1.4
St. Bernard Ave	896	24	23	1.6
Ursulines Ave	175	2	7	1.1
Bienville Ave	150	2	4	0.5

Proposed Scope



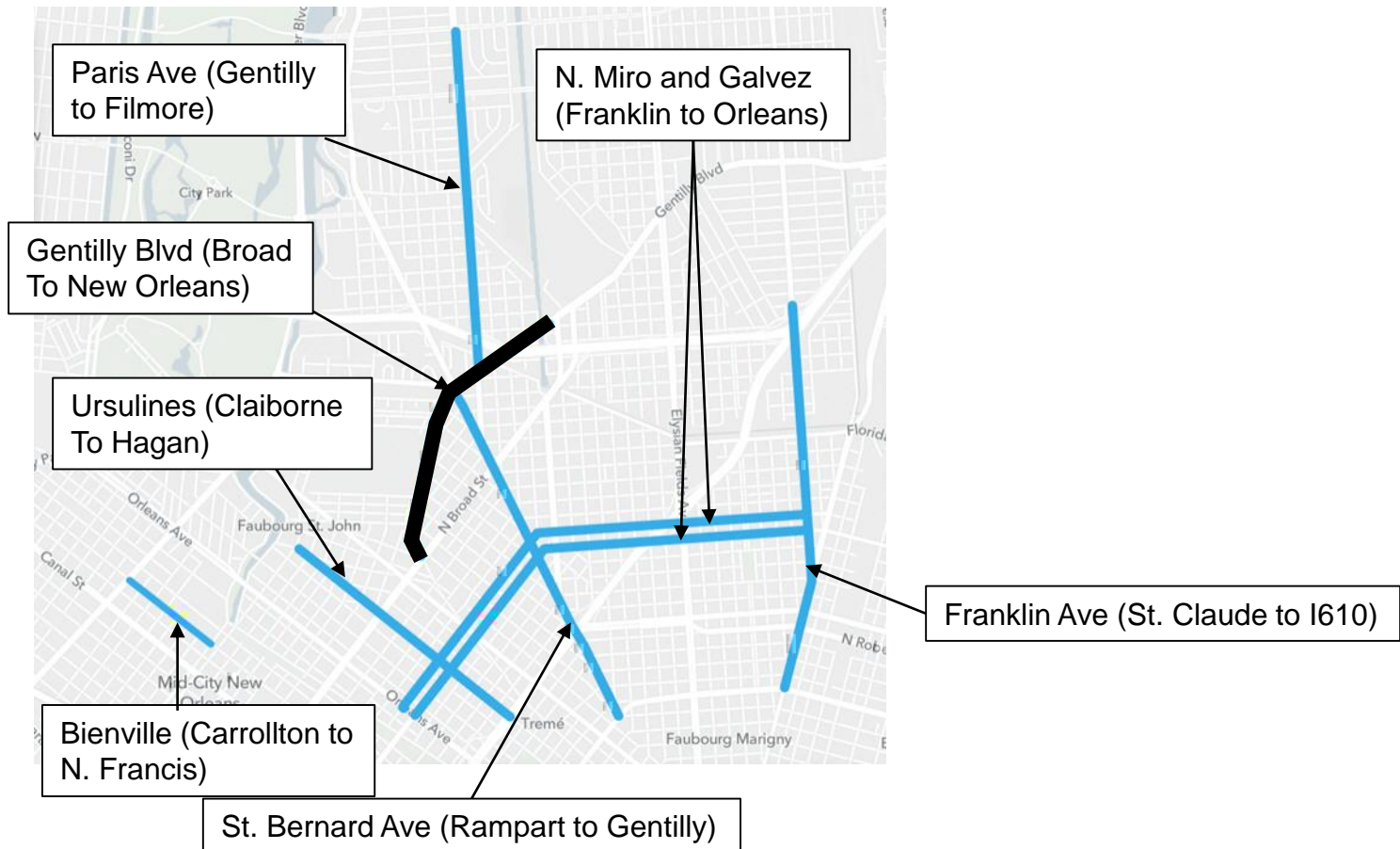
- Striping
- Signage
- Flex posts
- Curbs in some locations
- Bus stop Improvements
- Intersection geometry improvements
- Signalization improvements
- Minor road repairs

Roadways for 2/23/21 Meeting



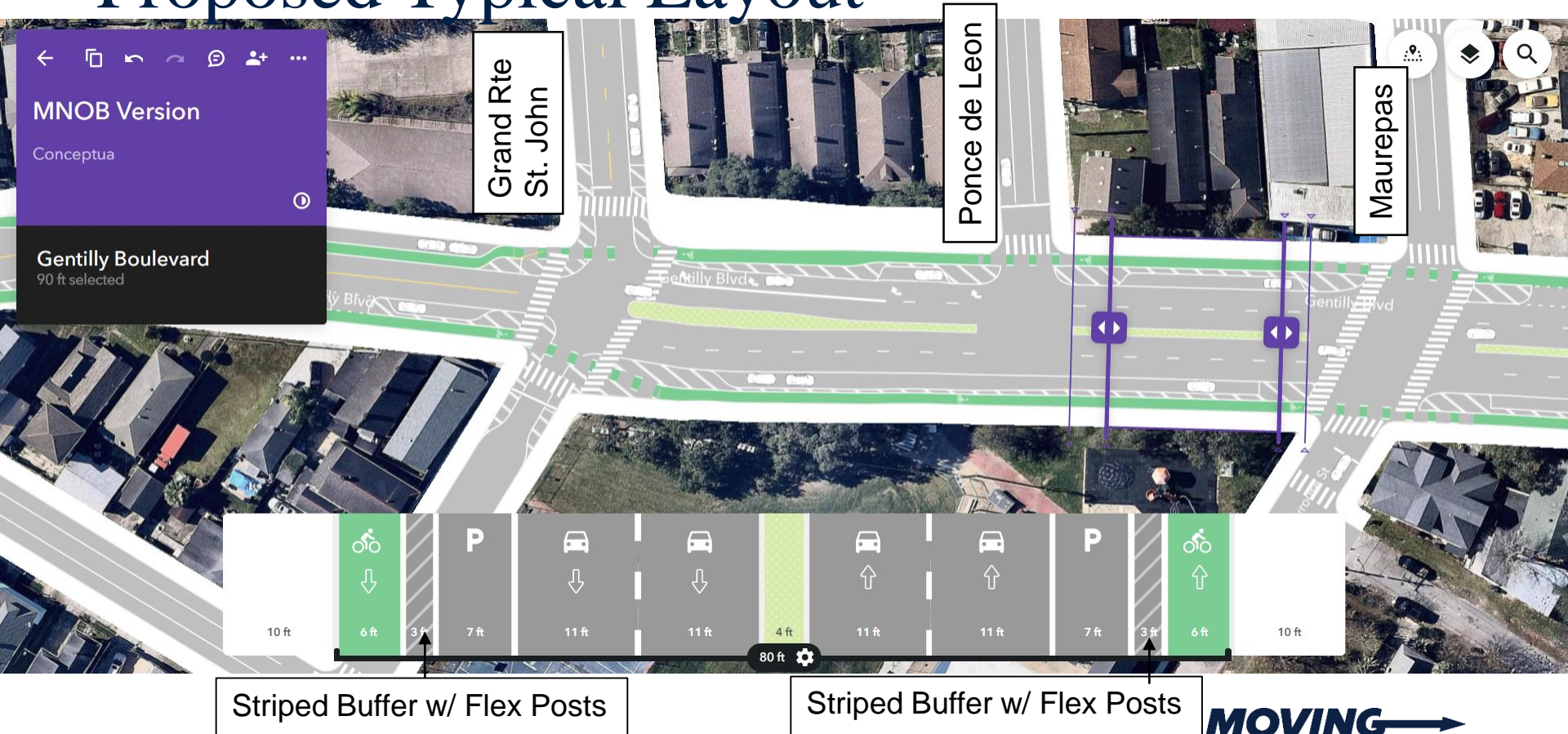
- Franklin Avenue and St. Bernard Avenue will be presented at a future pre-construction meeting
- Meeting date has not been scheduled
- These corridors are still being assessed for pavement repair and traffic operations analyses

Gentilly Boulevard (Broad to New Orleans)



Gentilly Boulevard (Maurepas to Grand Rte St. John)

Proposed Typical Layout



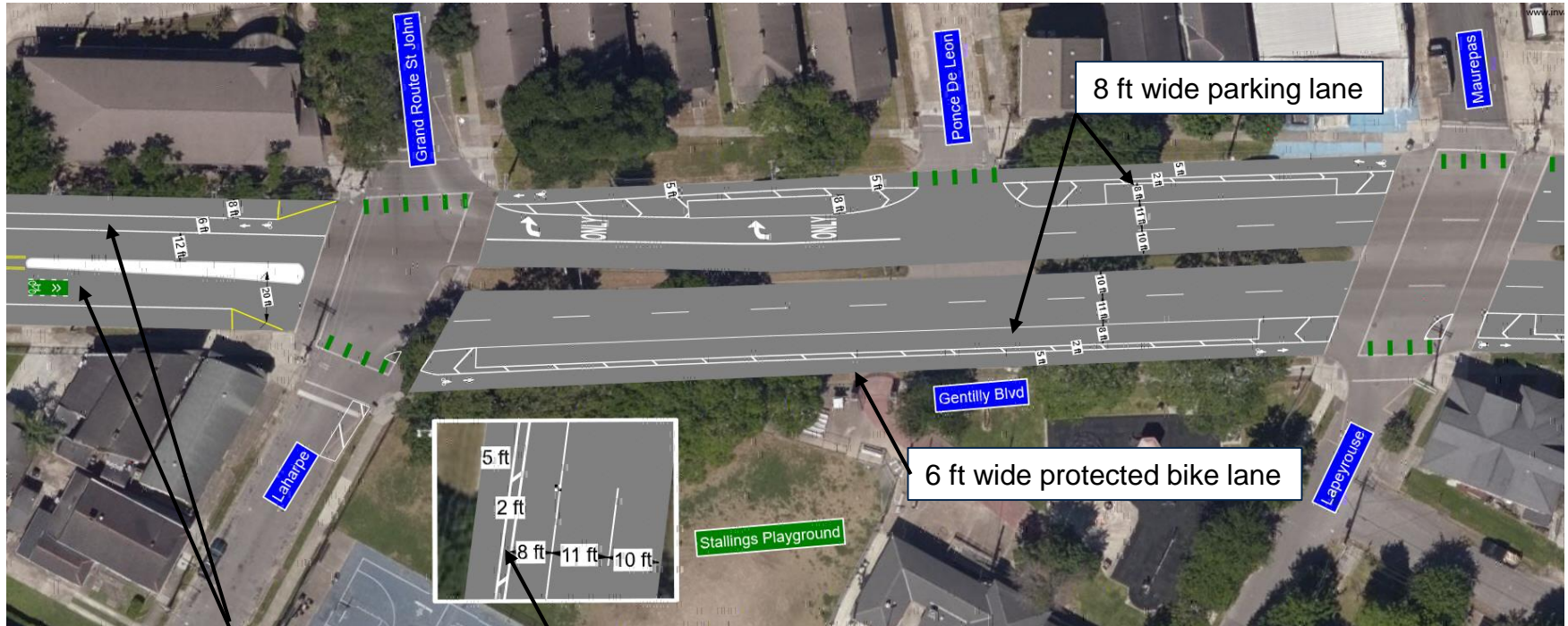
Note: Access to legal driveways is maintained



Gentilly Boulevard – What we heard

- Will the bike lanes through the St. Bernard intersection be improved?
 - Flex posts and green paint will be added to the bike lanes in this location.
- Will the damaged guardrail on Gentilly at Bayou Road be addressed in this project?
 - Repairs to the guardrail will be included in this project.
- How will traffic safety be improved on Gentilly at Onzaga Street?
 - High visibility crosswalks will be included in this project.
- How will traffic safety be improved at the merge between Bayou Road at Columbus Street?
 - Intersection geometry improvements will be included in this project.
- How will traffic safety be improved on Bayou Road at Broad and Lepage Streets?
 - Intersection geometry improvements will be included in this project and subject to a future meeting with neighbors.

Gentilly Boulevard – Final Design

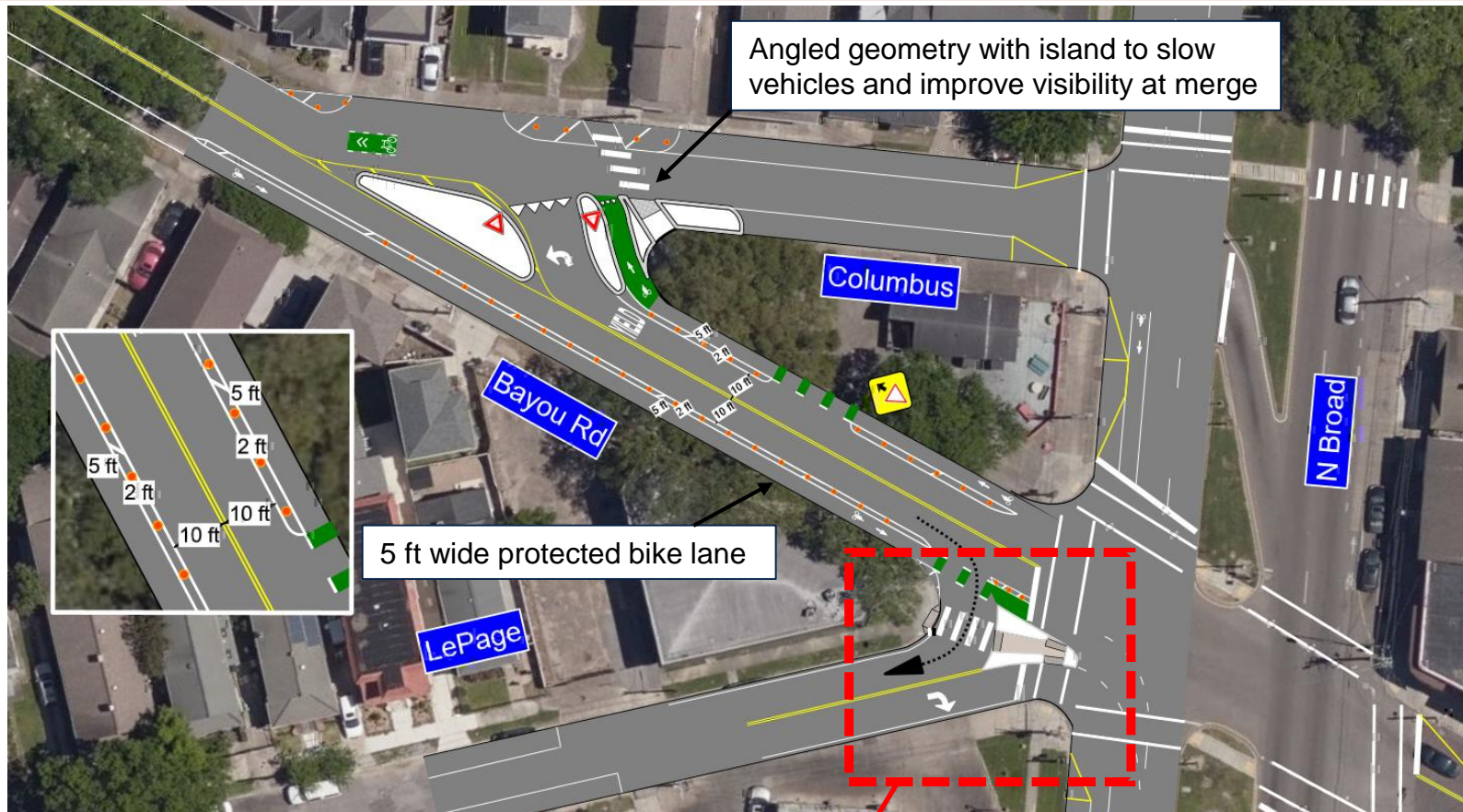


Combination of bike lane and shared lane
Between Columbus and Laharpe due to
roadway narrowing

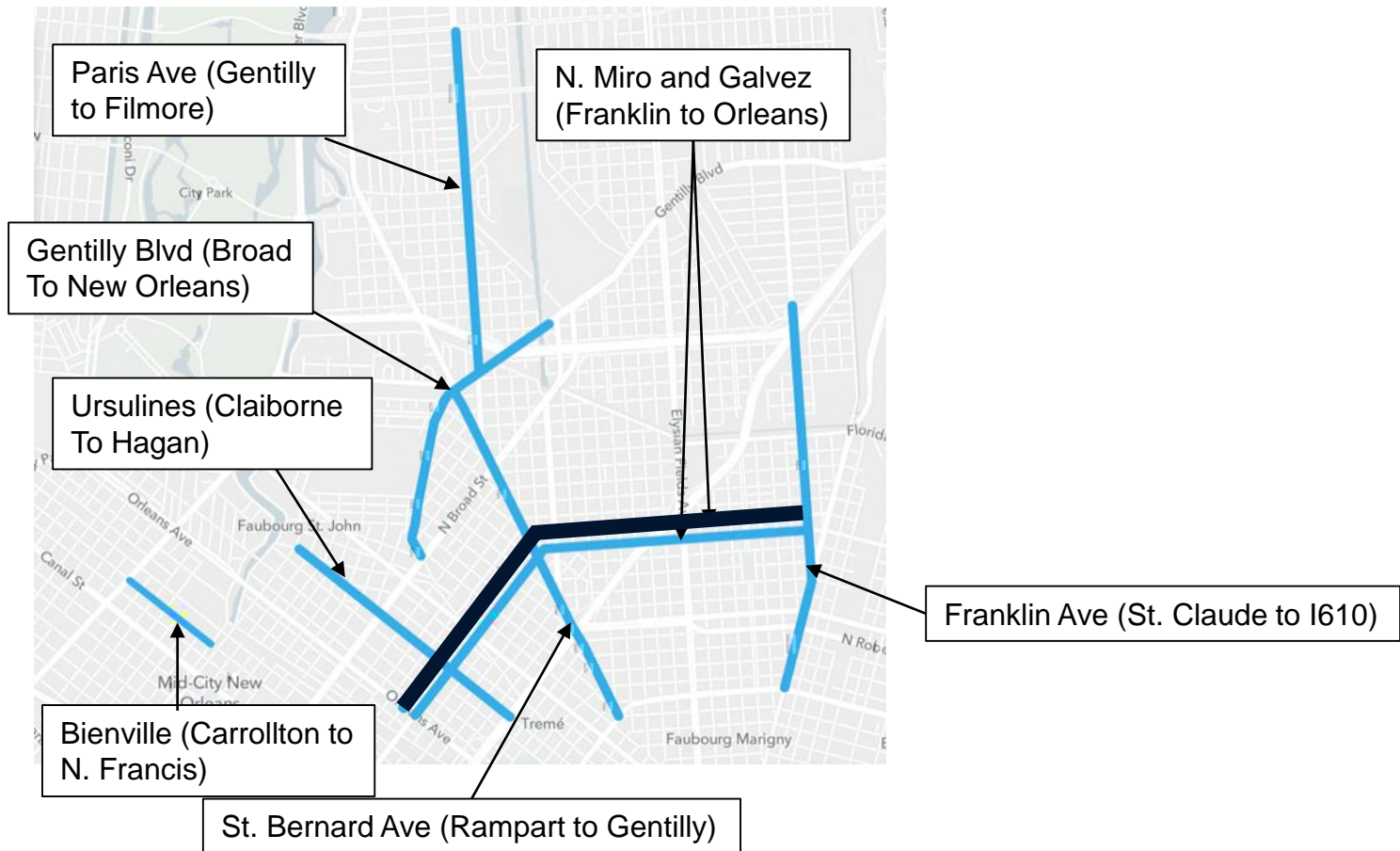
Flex posts on 20 ft spacing and
sectional curbs near intersections



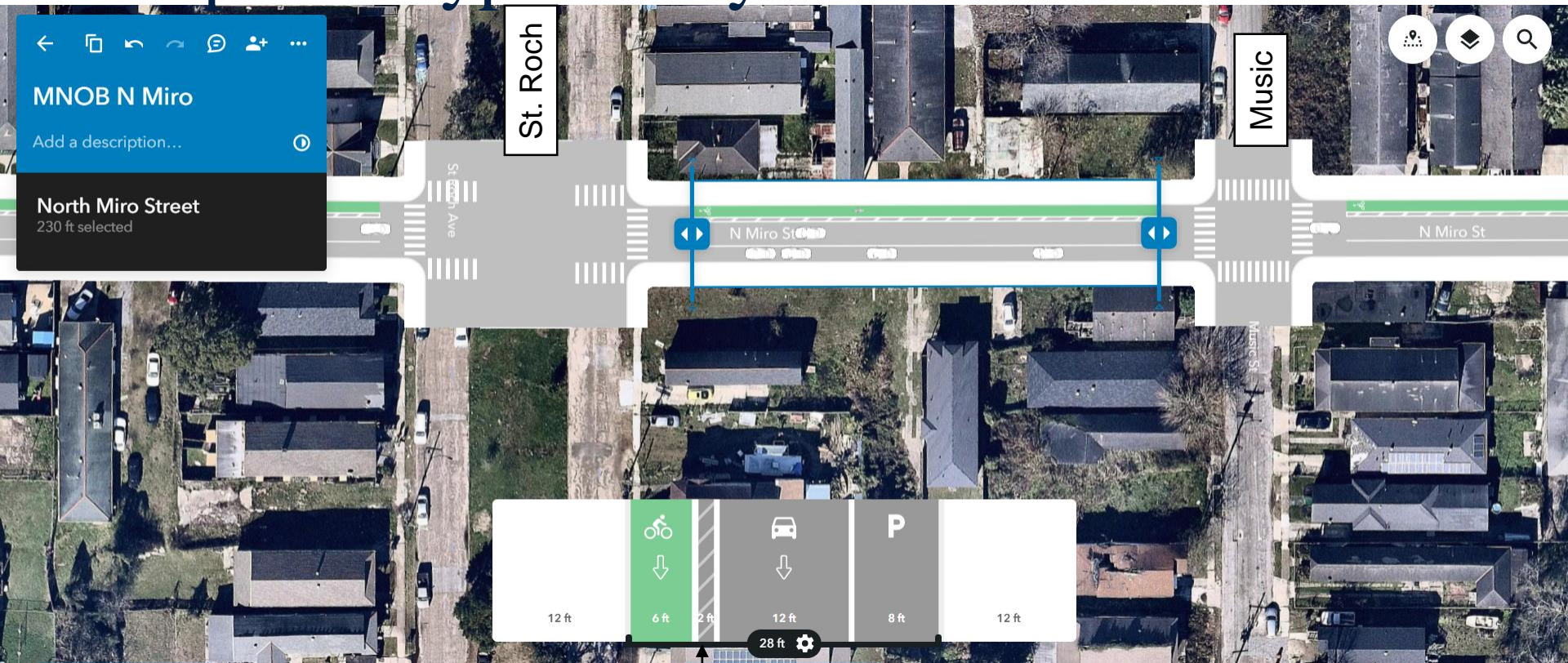
Gentilly Boulevard/Bayou Road – Final Design



N. Miro Street (Franklin to Orleans)



N. Miro Street (Music to St. Roch) Proposed Typical Layout



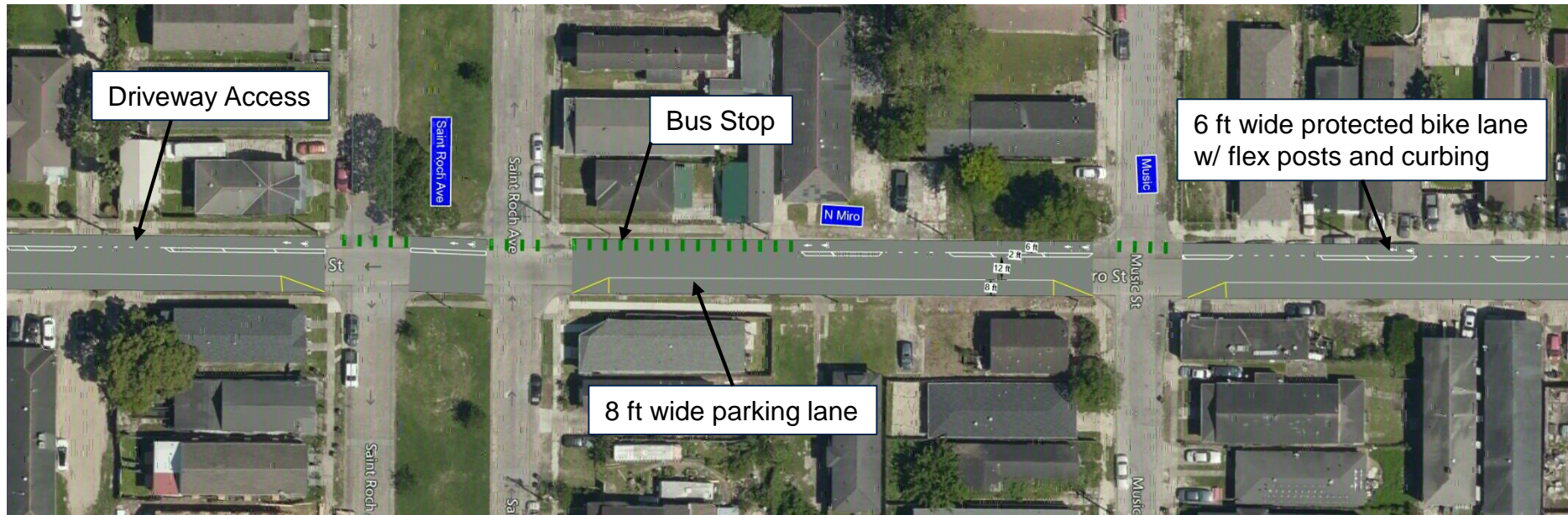
Striped Buffer w/ Flex Posts and Curbs

Note: Access to legal driveways is maintained

N. Miro Avenue – What we heard

- Why is the travel lane 12 feet wide?
 - Wider lane is for bus access (bus route), reduced costs, improved sight lines at intersections, and reduce sidewalk parking.
- How will traffic congestion be addressed?
 - Two travel lanes are provided where bus stops coincide with major intersections (at Franklin, Elysian Fields, St. Bernard, and Esplanade).

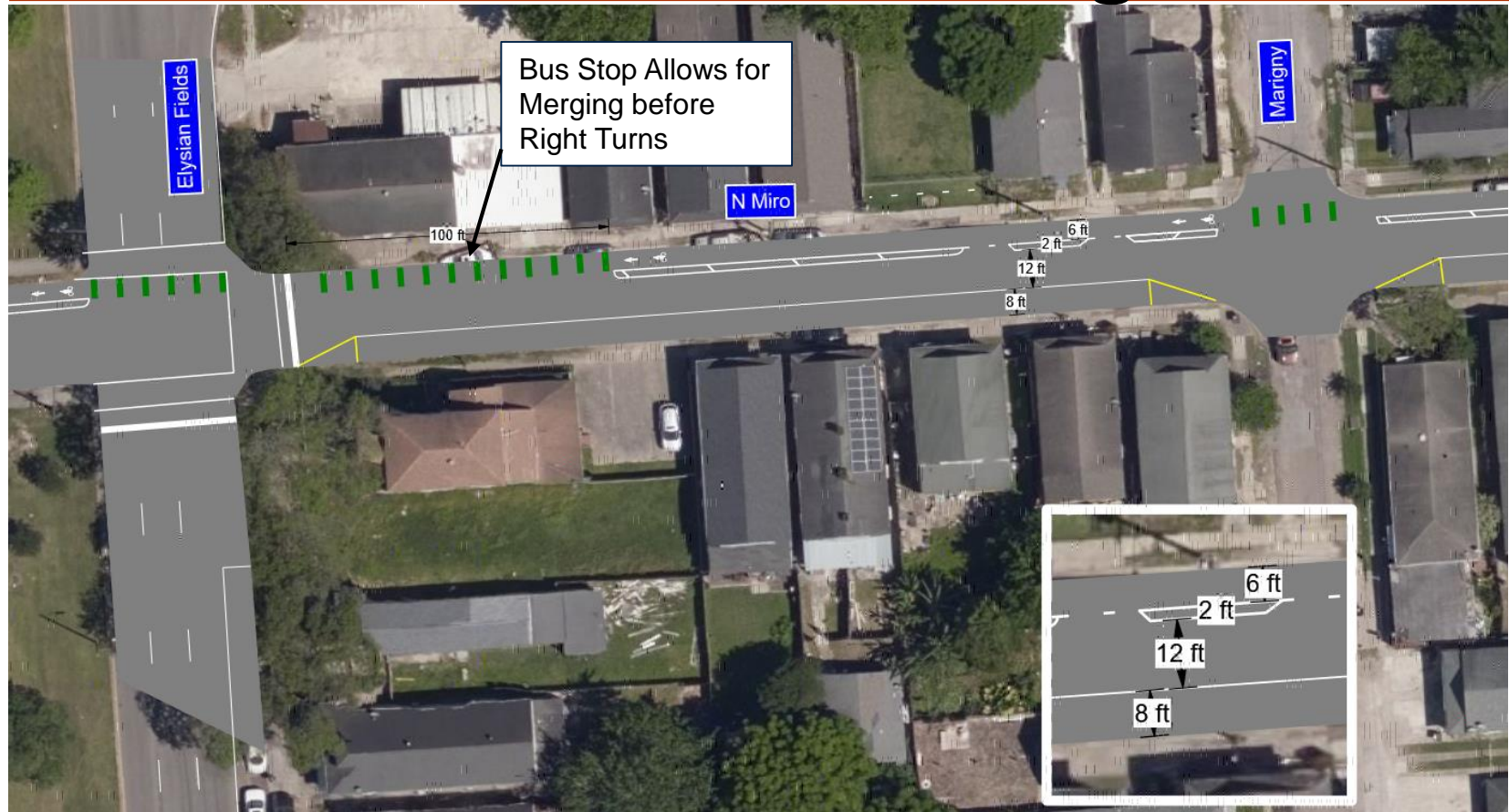
N. Miro Street – Final Design



Note: This portion of N. Miro Street design is representative of what can be expected on all blocks between Franklin and Orleans



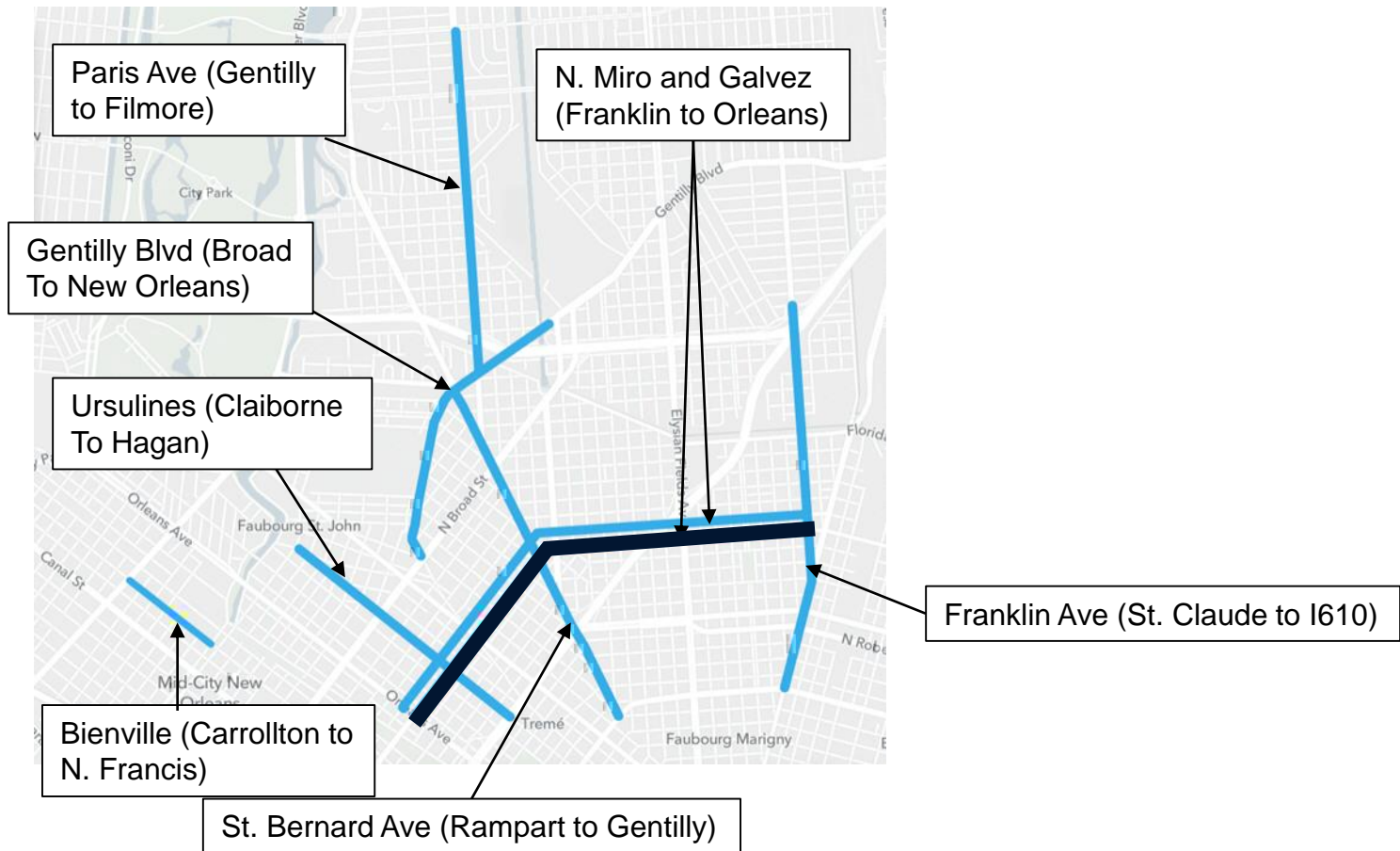
N. Miro Street – Final Design



Note: This portion of N. Miro Street design is representative of what can be expected at major intersections with bus stops (e.g. Franklin, Elysian Fields, St. Bernard, and Esplanade)

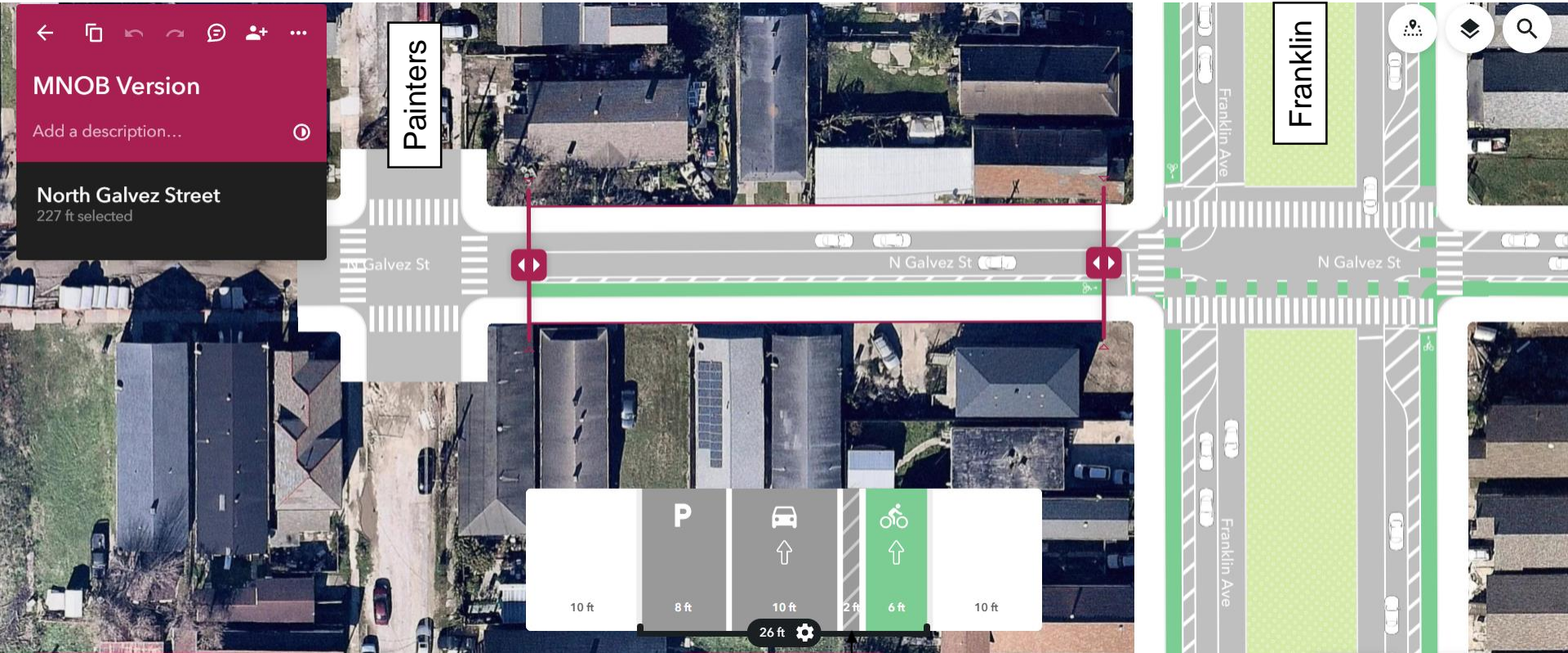


N. Galvez Street (Franklin to Orleans)



N. Galvez Street (Painters to Franklin)

Proposed Typical Layout



Striped Buffer w/ Flex Posts and Curbs

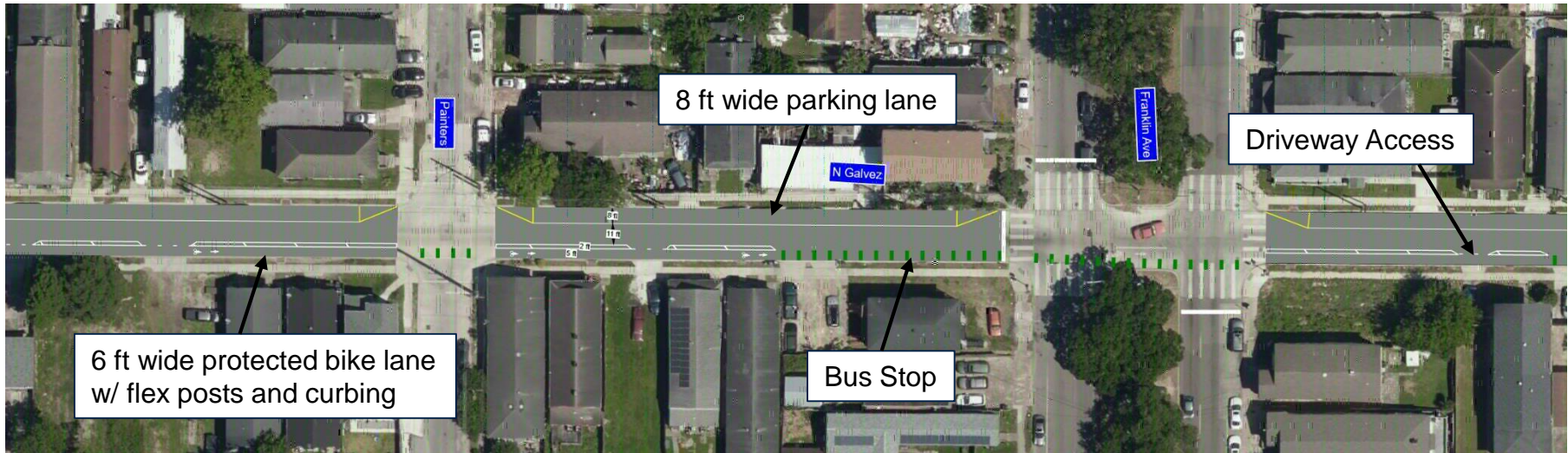


Note: Access to legal driveways is maintained

N. Galvez Street – What we heard

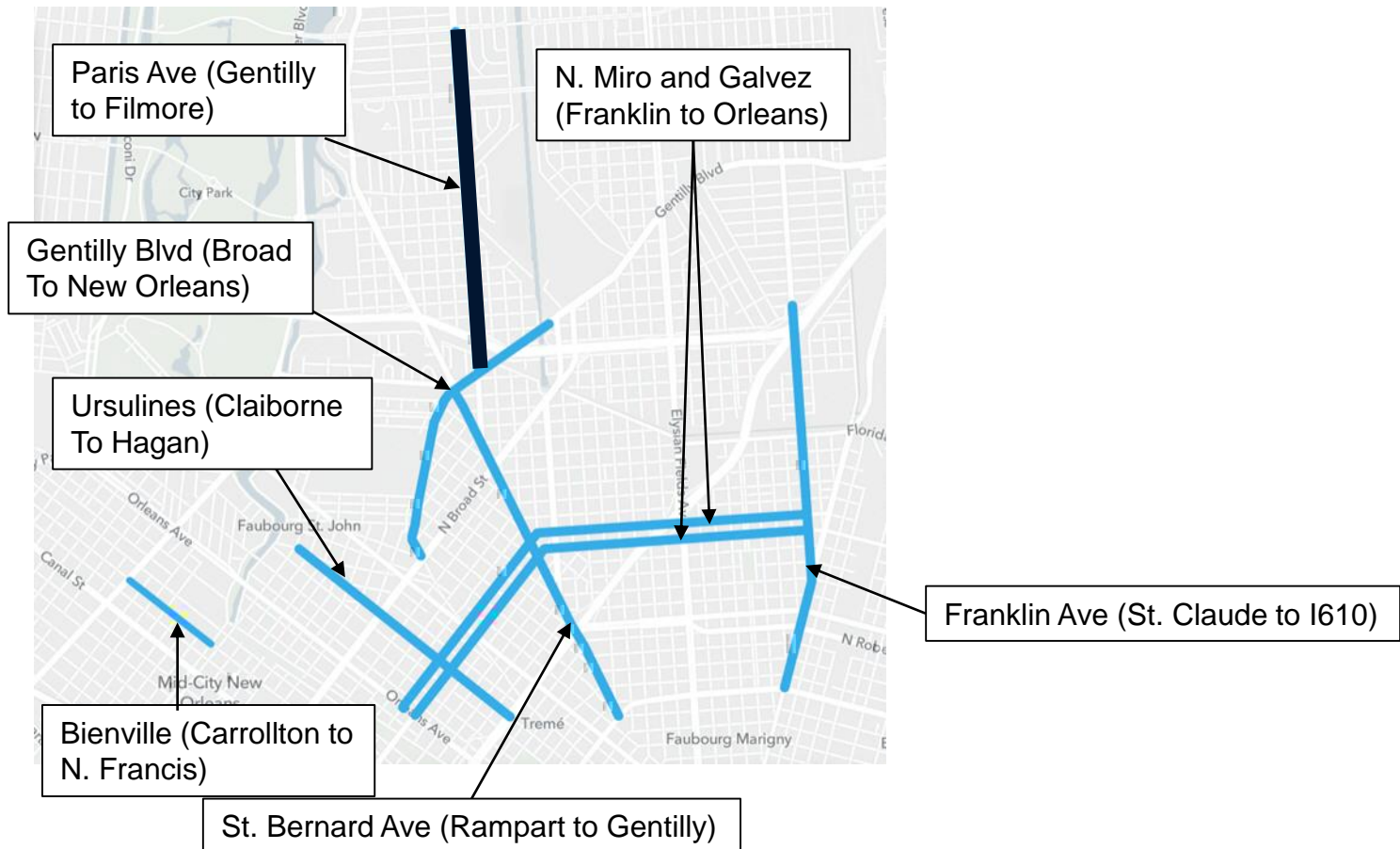
- How will traffic congestion be addressed?
 - Two travel lanes are provided where bus stops coincide with major intersections (at Franklin, Elysian Fields, St. Bernard, and Esplanade).

N. Galvez Street – Final Design



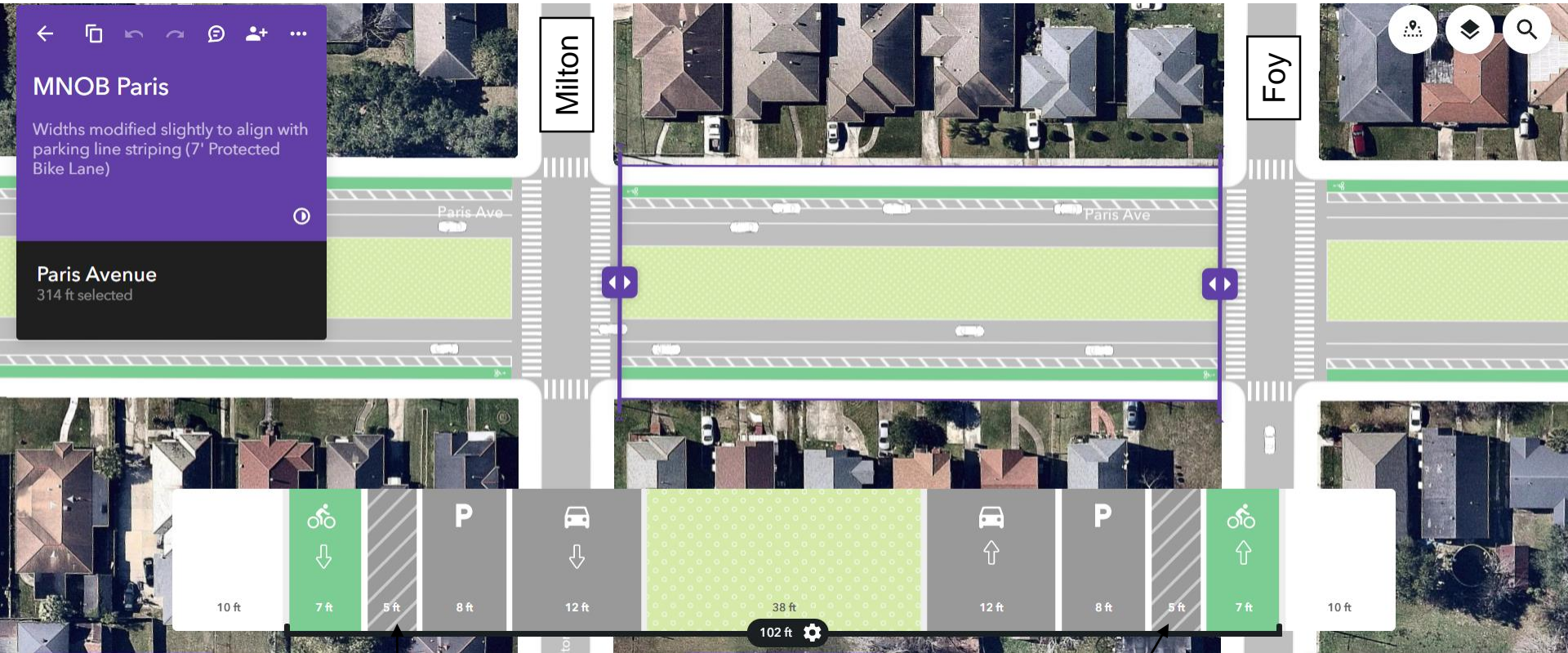
Note: This portion of N. Galvez Street design is representative of what can be expected on all blocks between Franklin and Orleans

Paris Avenue (Gentilly to Filmore)



Paris Avenue (Milton to Foy)

Proposed Typical Layout



Striped Buffer w/ Flex Posts

Striped Buffer w/ Flex Posts

**MOVING
NEW ORLEANS**

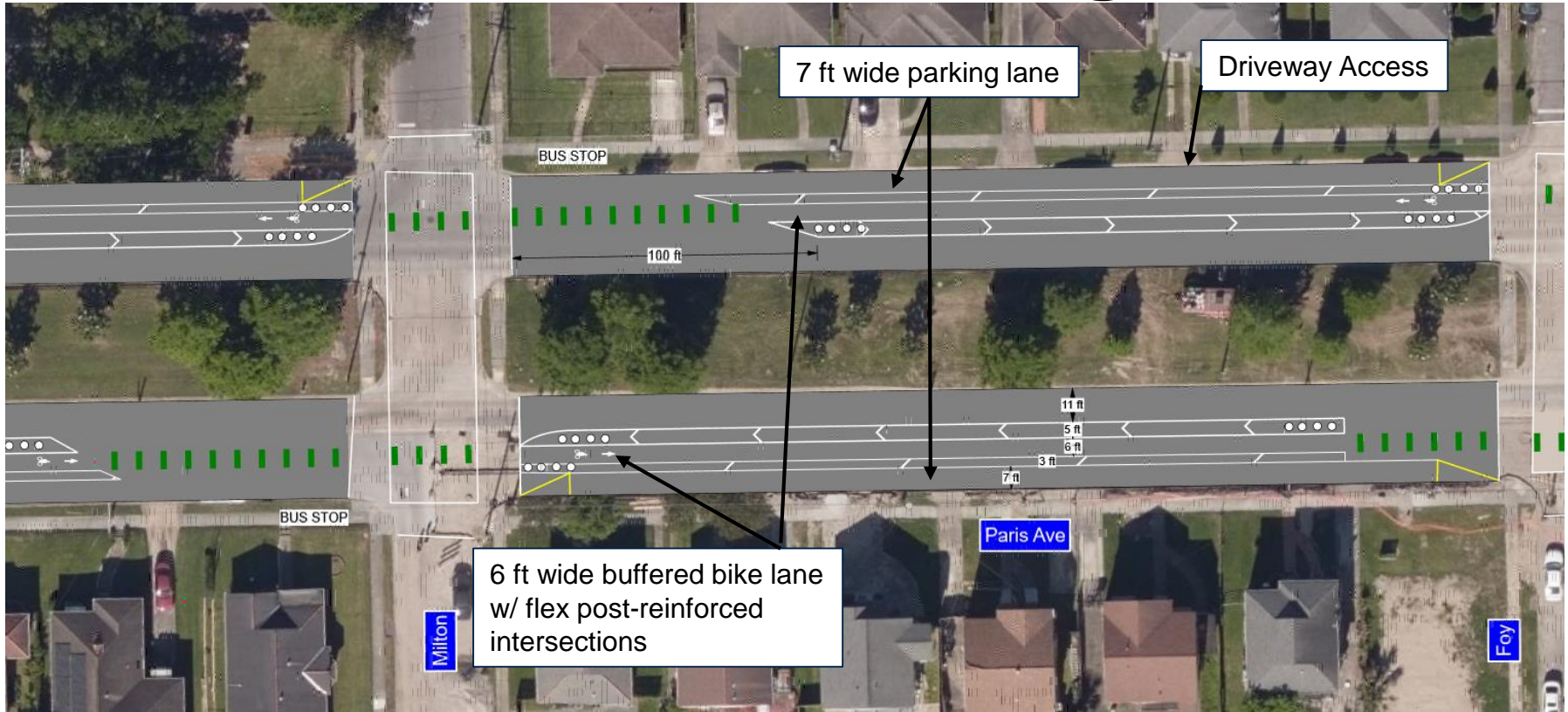


Note: Access to legal driveways is maintained

Paris Avenue – What we heard

- How will on-street parking be impacted?
 - Due to the density of driveways between I-610 and Mandolin Street (9 blocks), significant reductions in on-street parking and level of protection for the bike lane are expected with the original protected bike lane design. Therefore, the design was modified to provide protected bike lanes for all blocks of Paris between Mandolin Street and Filmore Avenue (12 blocks). Buffered bike lanes with flex post-reinforced intersections will be provided between I-610 and Mandolin Street (9 blocks). The existing protected bike lanes between I-610 and Gentilly will be upgraded to include curbs and green paint.
- How will the protected bike lanes be kept clean (especially at the underpass)?
 - The Paris Avenue underpass is on the priority list for regular cleaning with DPW's new compact street sweeper. Any instances of debris in bike lanes should be reported to 311.

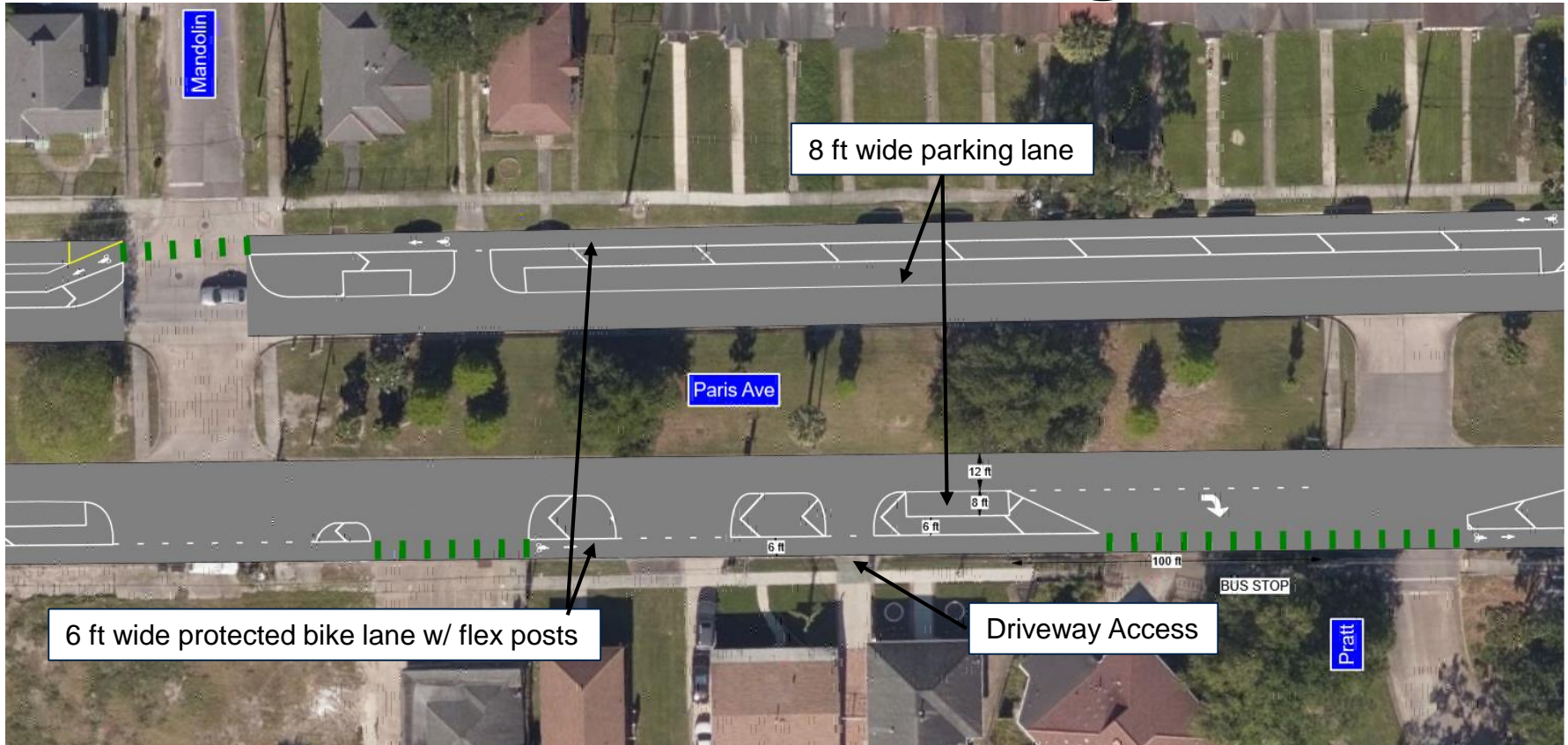
Paris Avenue – Final Design



Note: This portion of Paris Ave design is representative of what can be expected on all blocks between I-610 and Mandolin Street. Flex posts will be spaced to provide access to bus stops, driveways, and parking lanes.

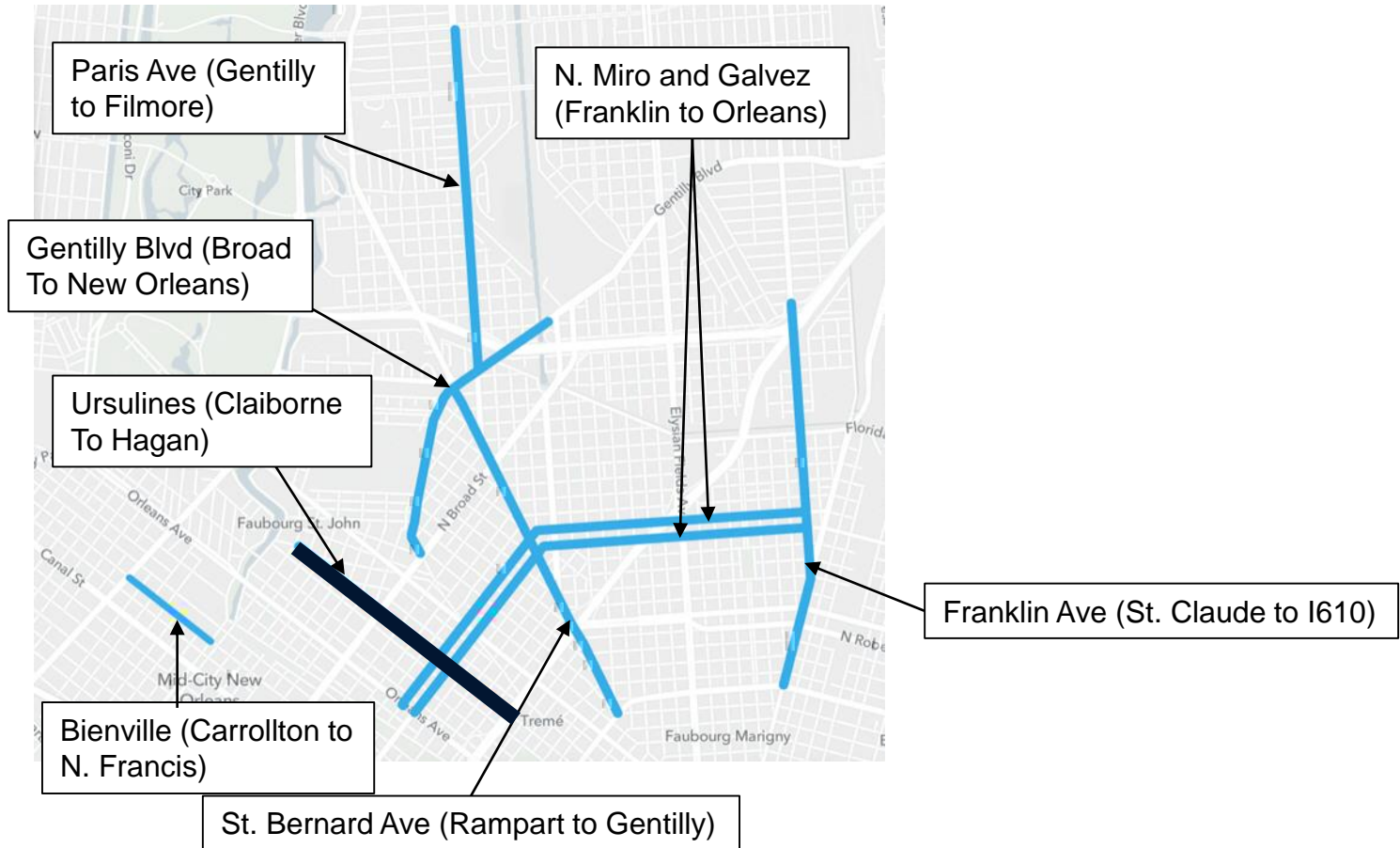


Paris Avenue – Final Design



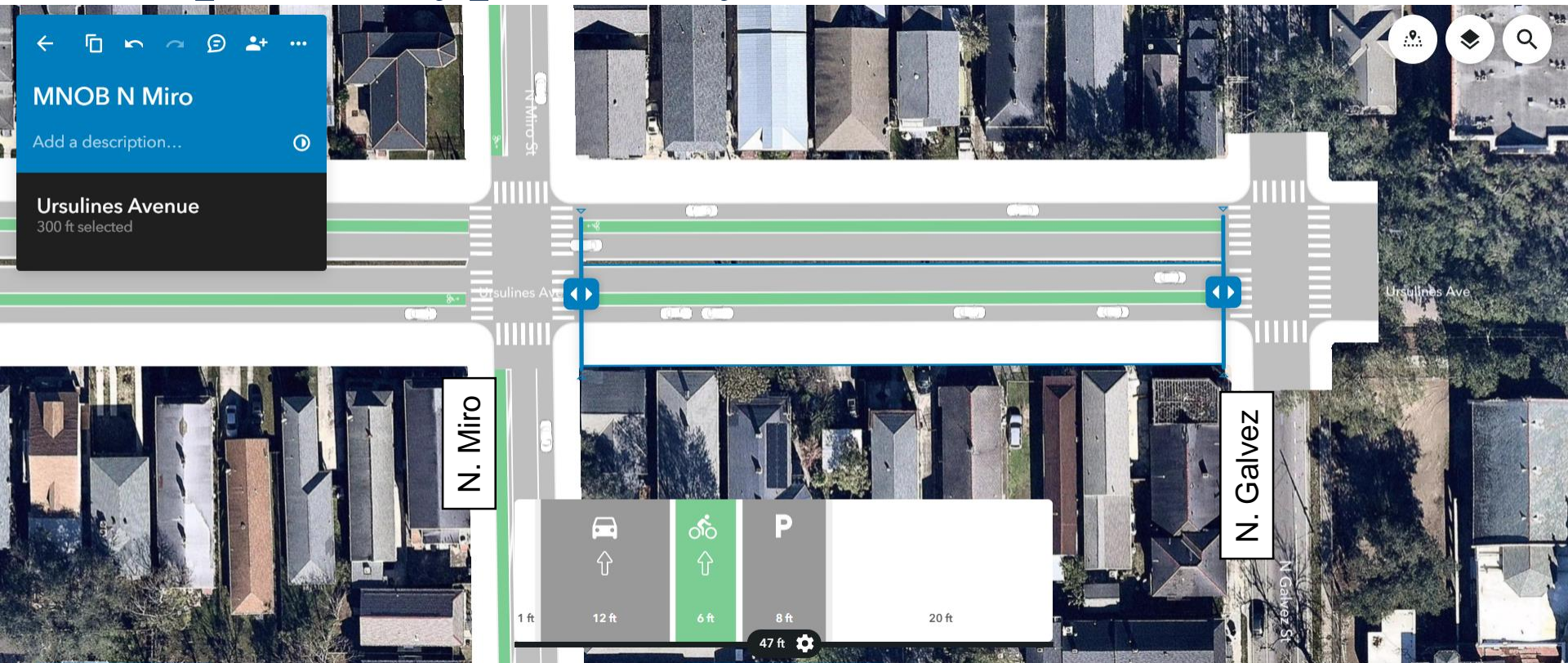
Note: This portion of Paris Ave design is representative of what can be expected on all blocks between Mandolin Street and Filmore Avenue

Ursulines Avenue (Claiborne to Hagan)



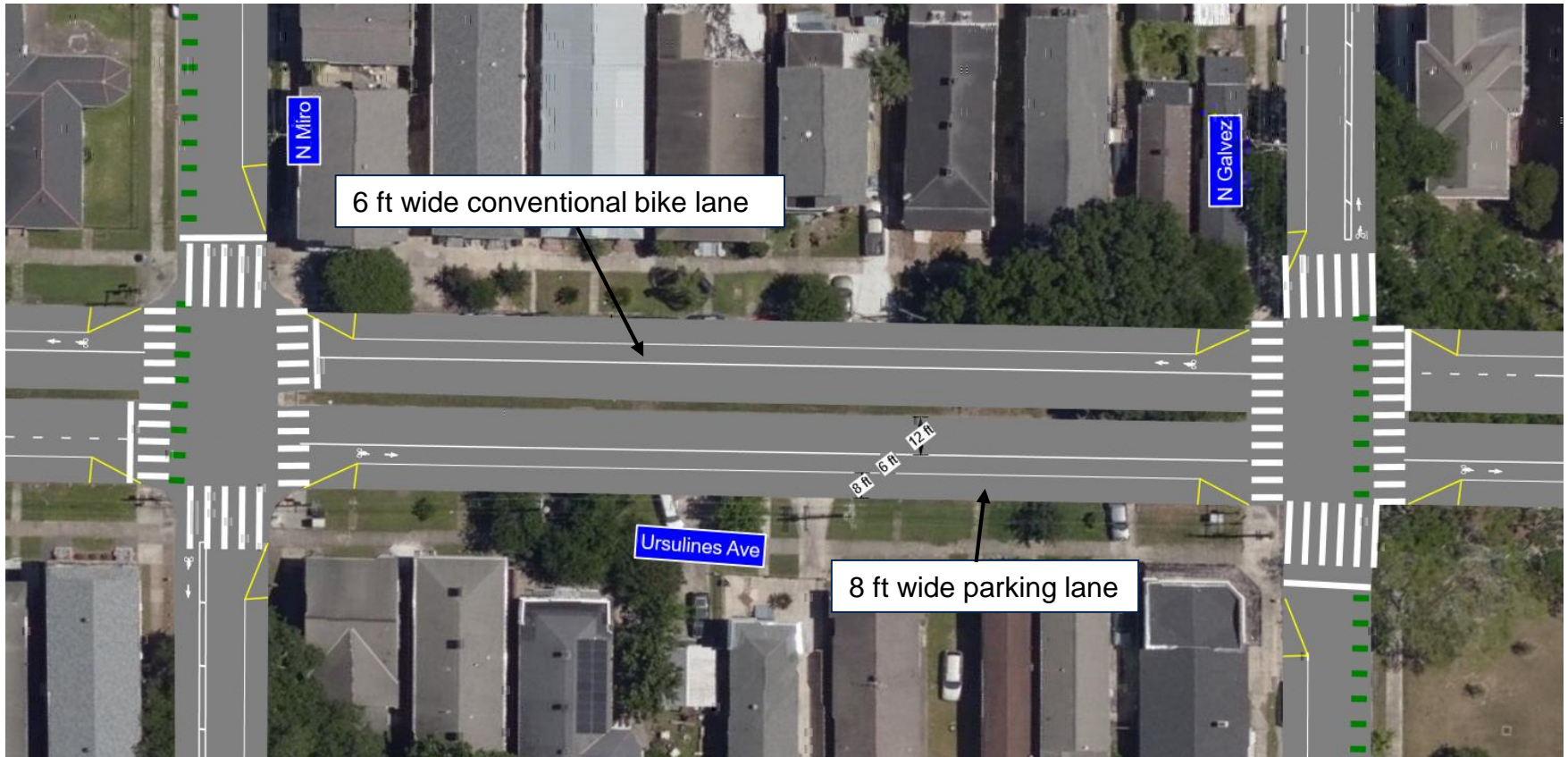
Ursulines Avenue (N. Miro to N. Galvez)

Proposed Typical Layout



Note: Access to legal driveways is maintained

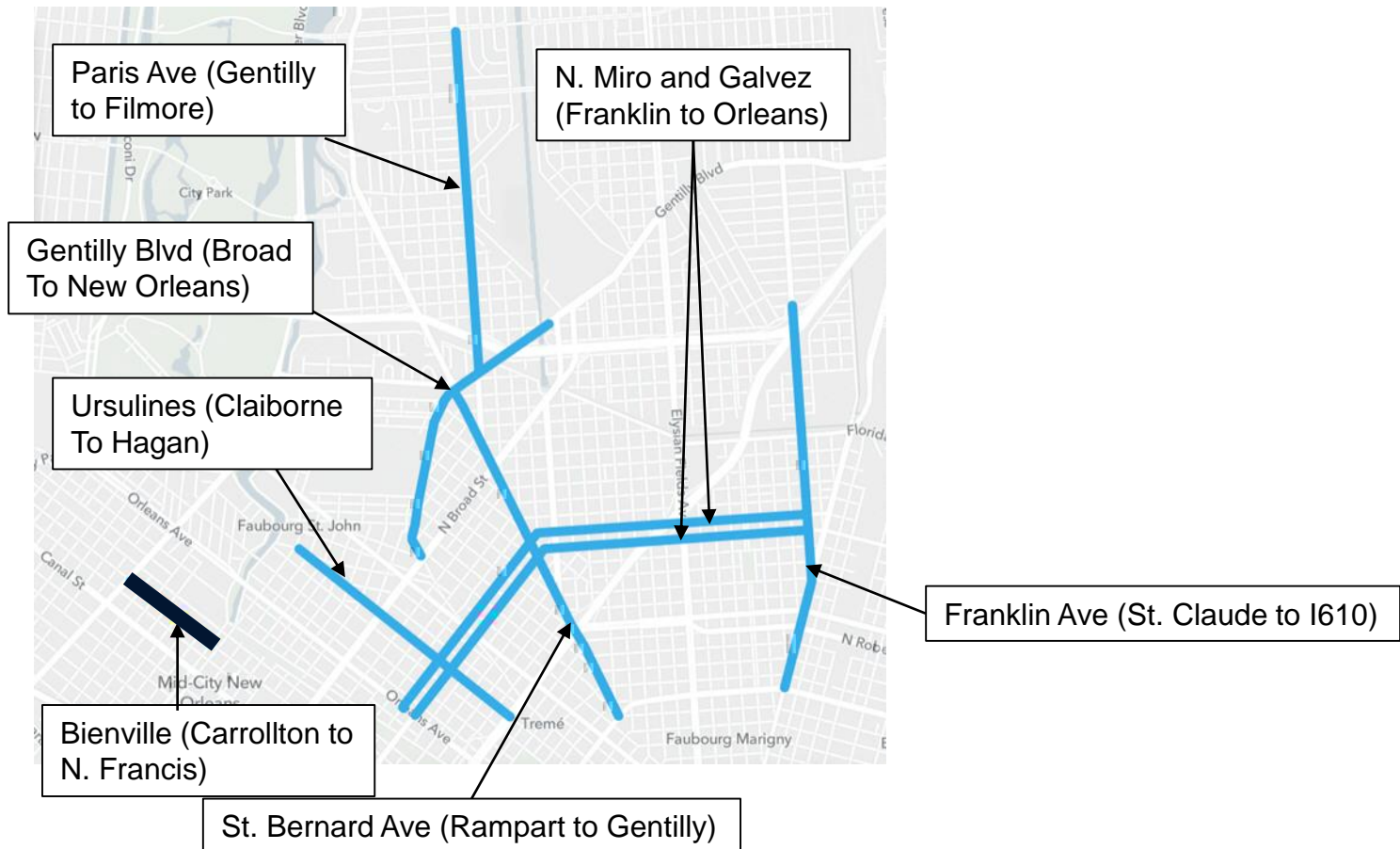
Ursulines Avenue - Final Design



Note: This portion of Ursulines Avenue design is representative of what can be expected on all blocks between Claiborne and Hagan. Extensive street construction is required between Claiborne and Broad as part of ongoing FEMA roadwork. Therefore, bike lanes will follow completion of this planned roadwork.

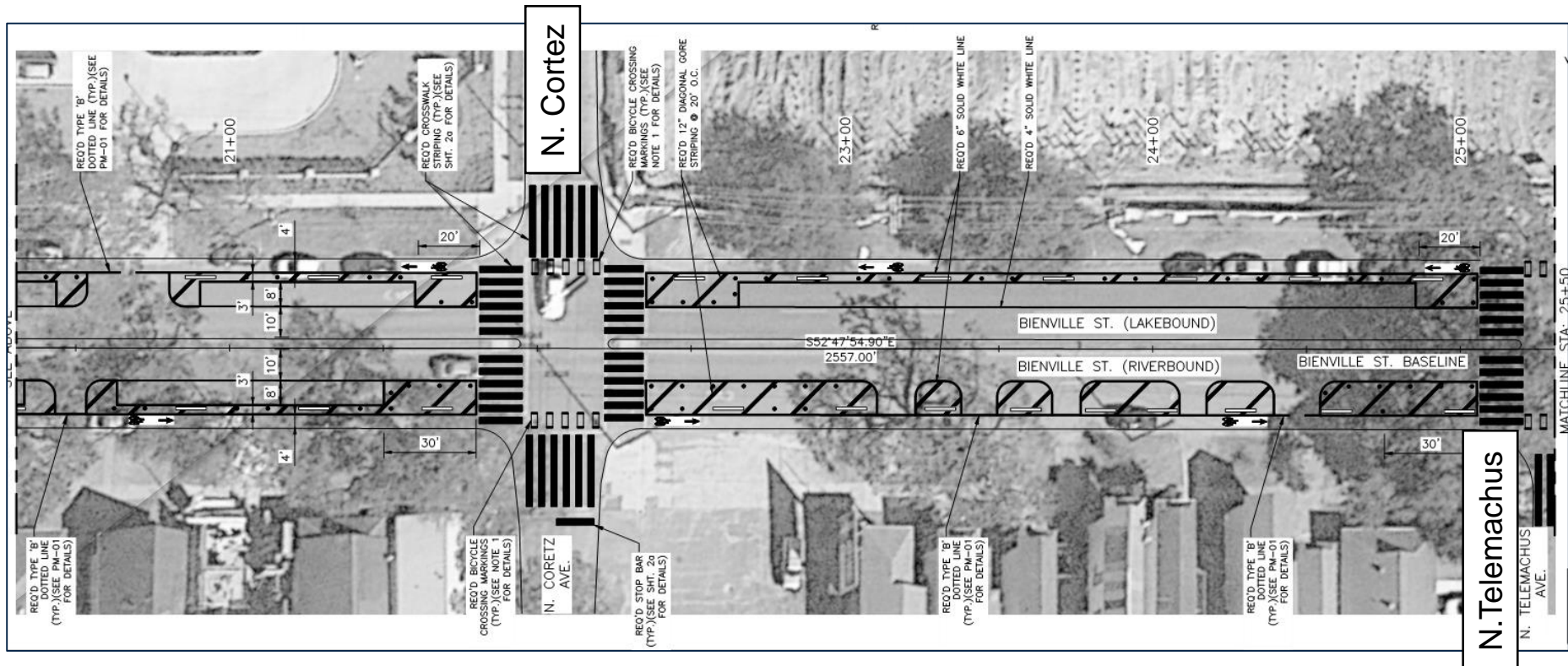


Bienville Avenue (Carrollton to Norman C Francis)



Bienville Avenue (N. Cortez to N. Telemachus)

Proposed Typical Layout

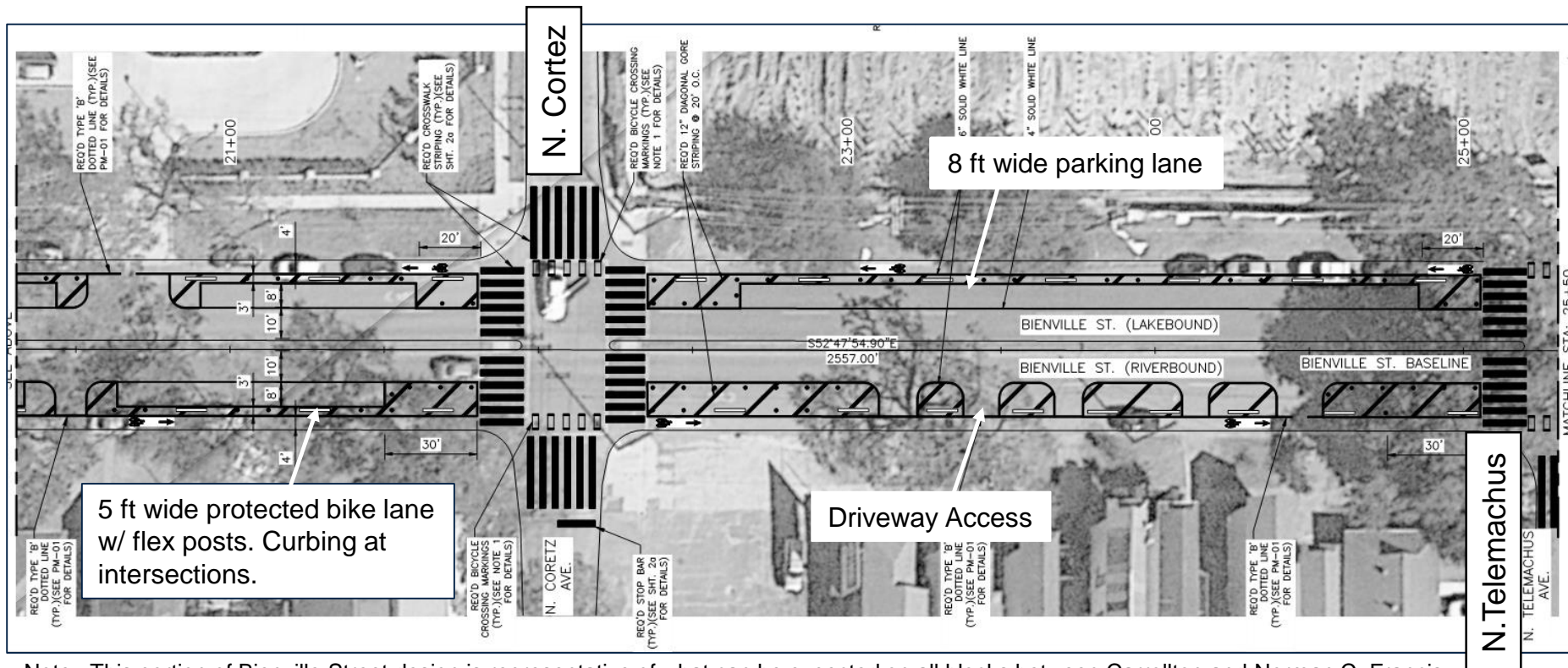


Note: Access to legal driveways is maintained

Bienville Avenue – What we heard

- How will on-street parking be impacted?
 - Some parking will be reduced at intersections and near driveways. These adjustments are required to ensure clear sight lines.
- How will driveway access be impacted?
 - Access to legal driveways will be maintained.
- How are any drainage issues that may cause flooding of bike lanes being addressed?
 - DPW is consulting 311 for any reported flooding issues and will assess catch basins and/or drain lines prior to bike lane installation.

Bienville Avenue – Final Design



Note: This portion of Bienville Street design is representative of what can be expected on all blocks between Carrollton and Norman C. Francis



Construction Budgets and Order of Construction

Order	Street	Estimated Cost*	Funding Source
1	N. Miro	\$339,000	City bonds
2	N. Galvez	\$331,000	City bonds
3	Gentilly	\$275,000	City bonds
4	Paris	\$510,000	City bonds
5	Bienville	\$150,000	FHWA, City bonds
6	Ursulines	\$172,000	FEMA, City bonds
	Total:	\$ 1,777,000	

- These costs are for striping, signage, curbing, and flex posts only. Order of construction is subject to change. Street construction schedules may overlap.

Next Steps

Construction (Spring 2021 –
Summer 2021)*

Go to
www.nola.gov/transportation
to track our progress

* Bienville and Ursulines subject to longer construction schedules due to funding sources and scopes.

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Website

[www.nola.gov/transportation/
moving-new-orleans-bikes/](http://www.nola.gov/transportation/moving-new-orleans-bikes/)



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Questions

City of New Orleans