



7th Ward, Faubourg St. John, St. Roch, Gentilly, and Mid City Proposed Transportation Network Improvements

City of New Orleans

November 17, 2020



Agenda

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

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



City of New Orleans



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

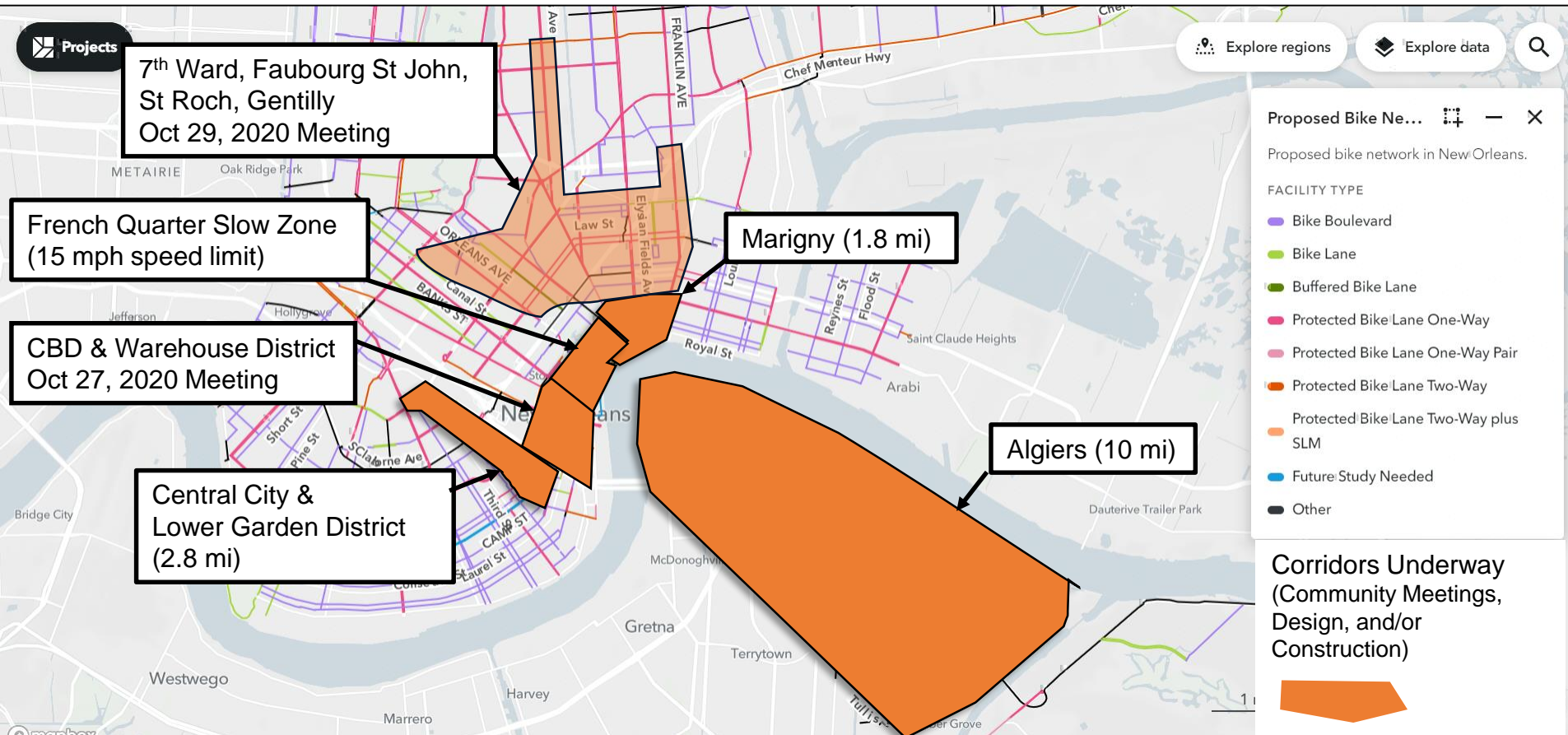


Pedestrian Safety Improvements

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?



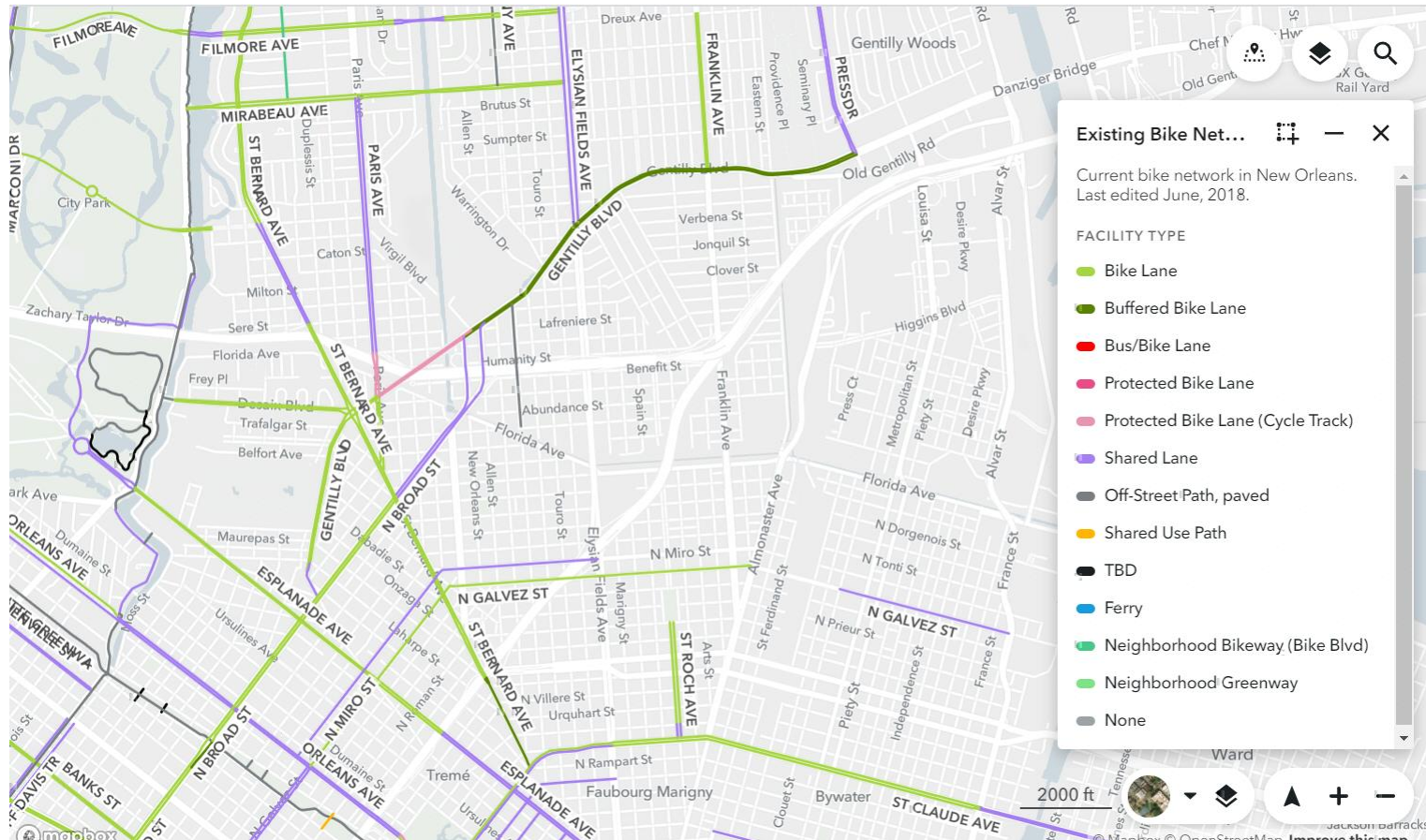
Are there specific issues at the block level we need to know?



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

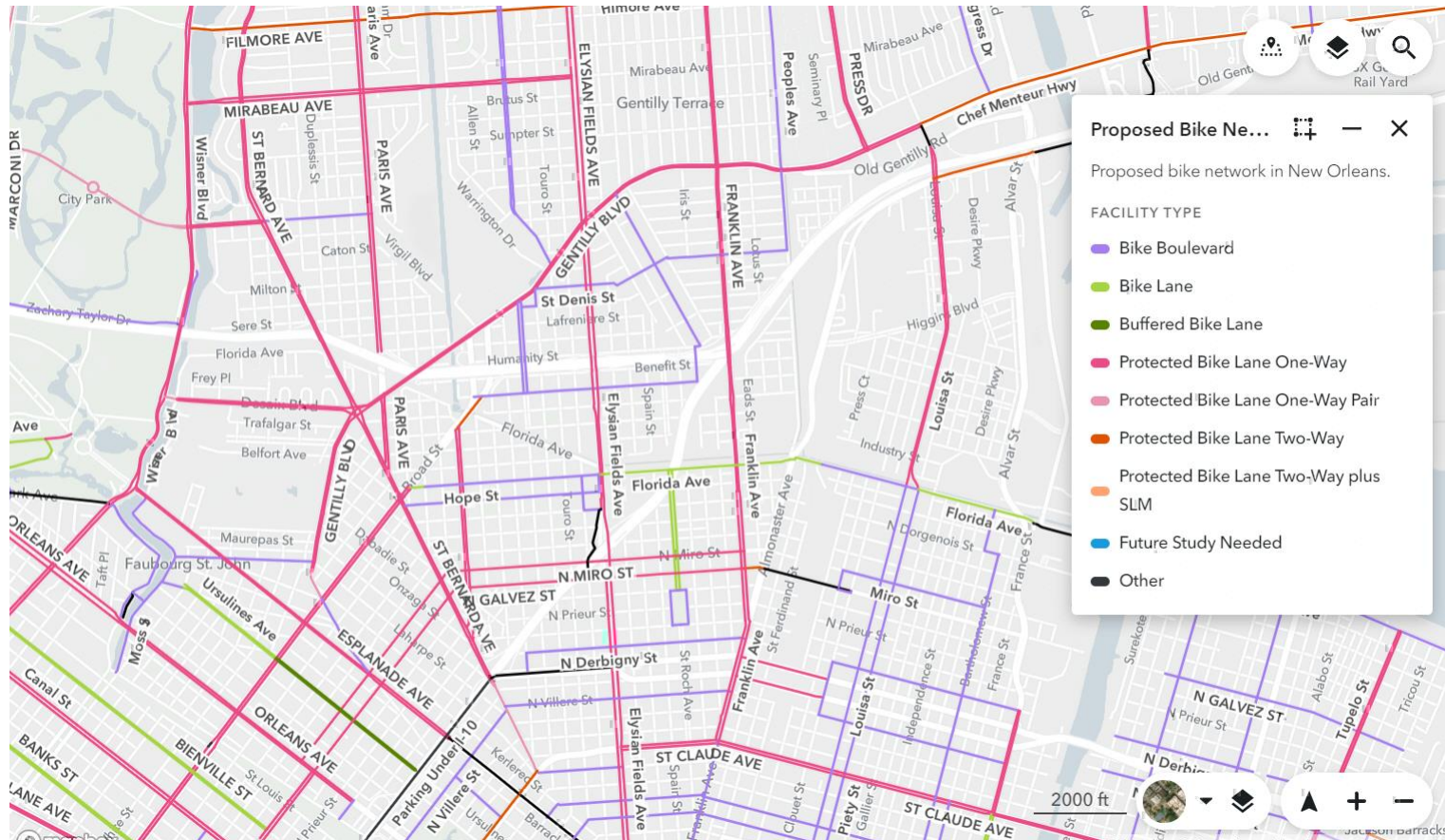


Existing Bikeways



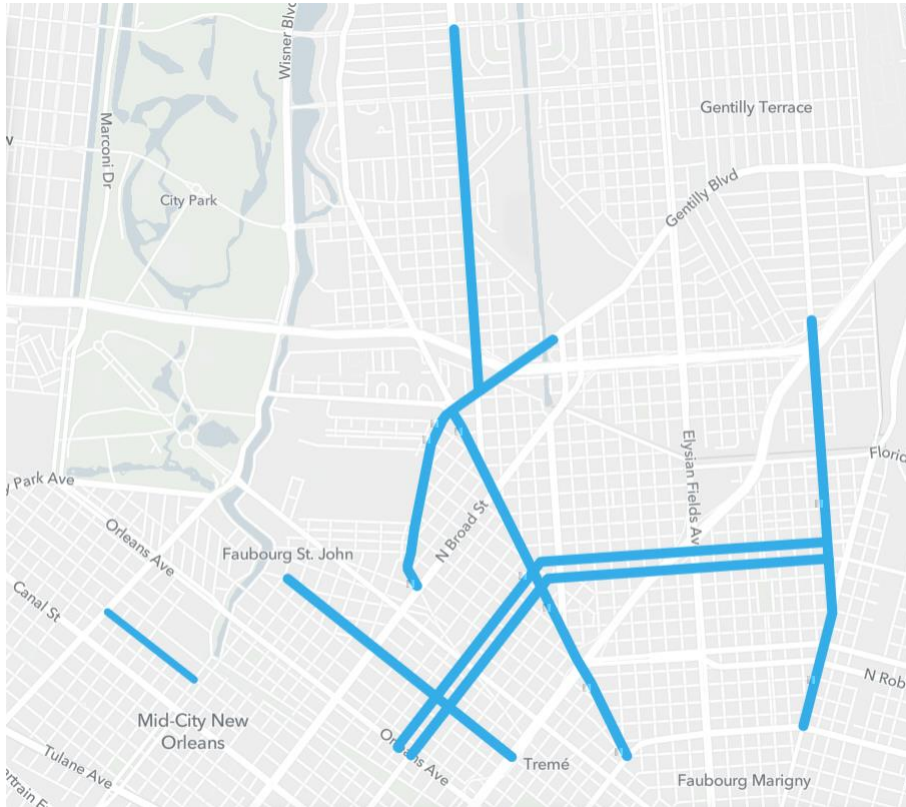
Note: Map from Moving New Orleans Bikeway Blueprint (2020)

Proposed Bikeways



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

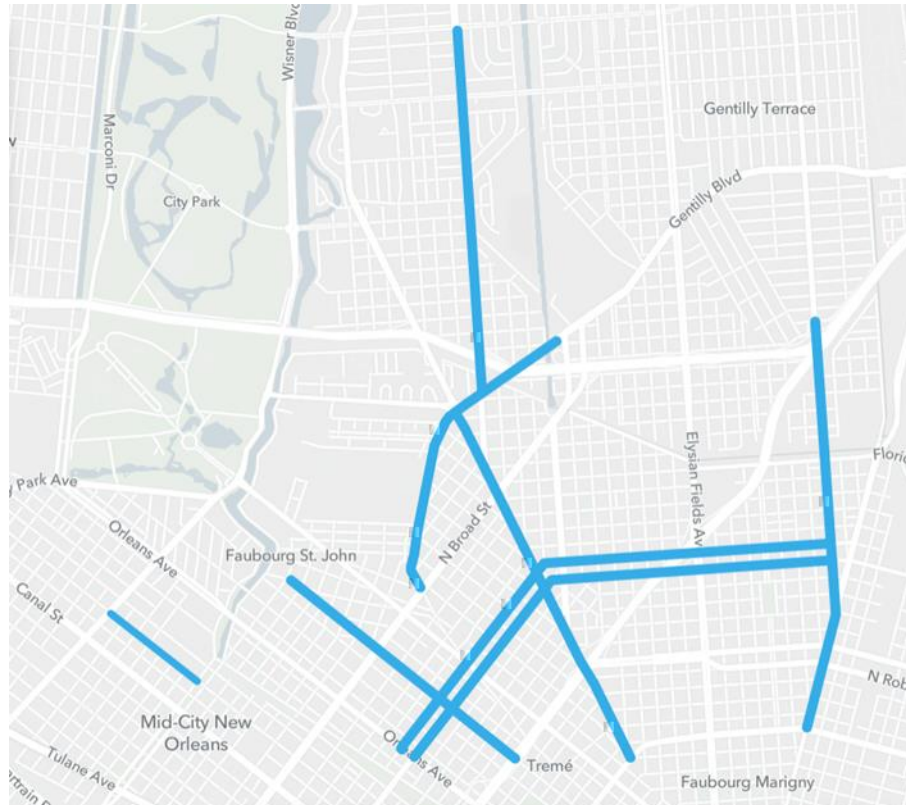
Proposed Initial Focus Corridors



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

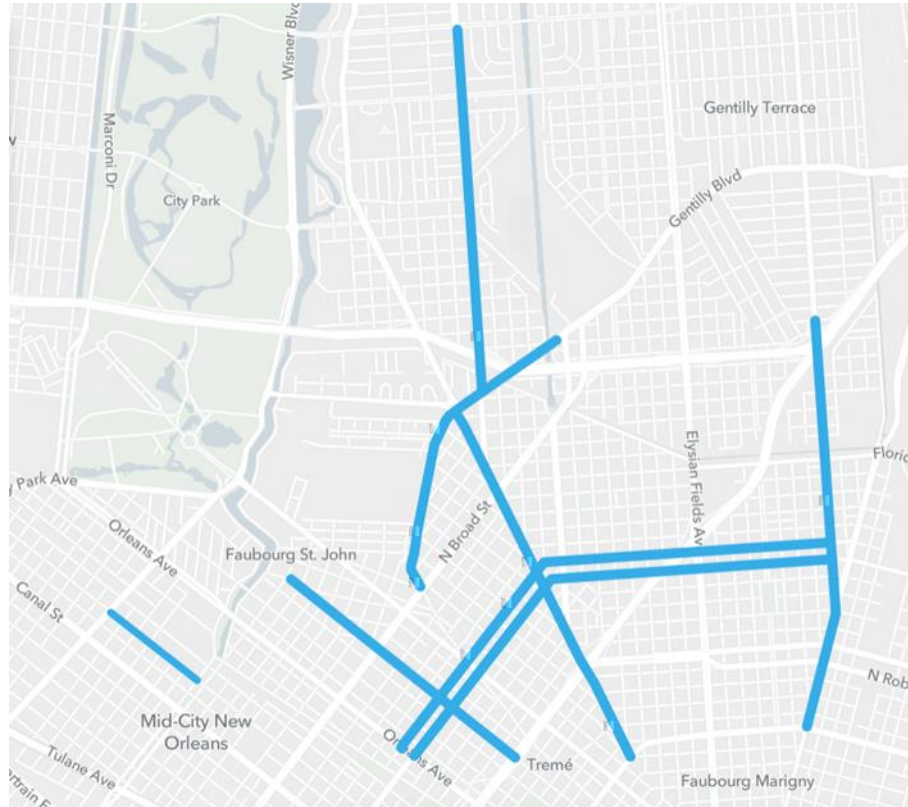
Safety Snapshot



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

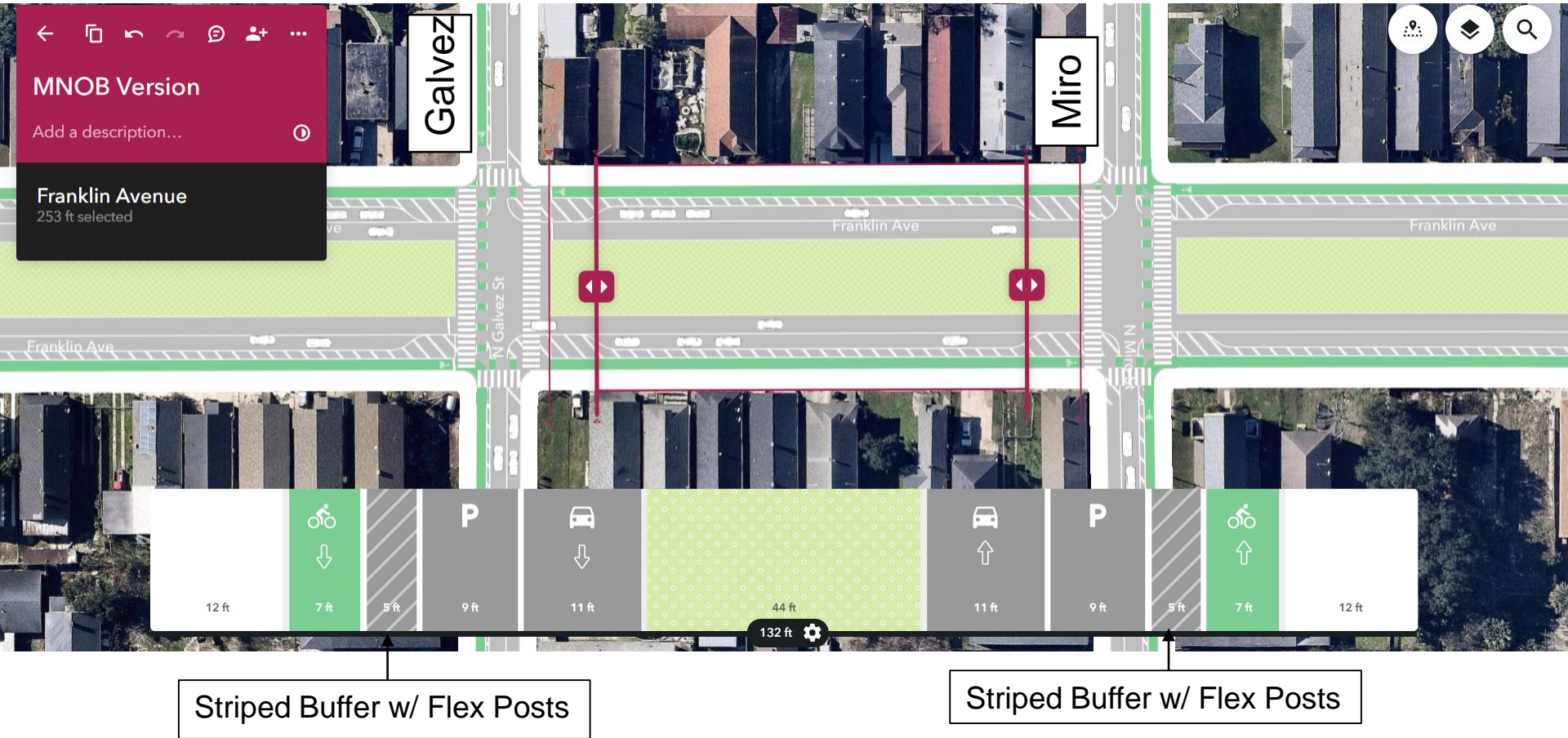
Franklin Ave (Galvez to Miro)

Existing Typical Layout



Franklin Ave (Galvez to Miro)

Proposed Typical Layout



Note: Access to legal driveways is maintained

Gentilly Boulevard (Maurepas to Grand Rte St. John)

Existing Typical Layout



Gentilly Boulevard (Maurepas to Grand Rte St. John)

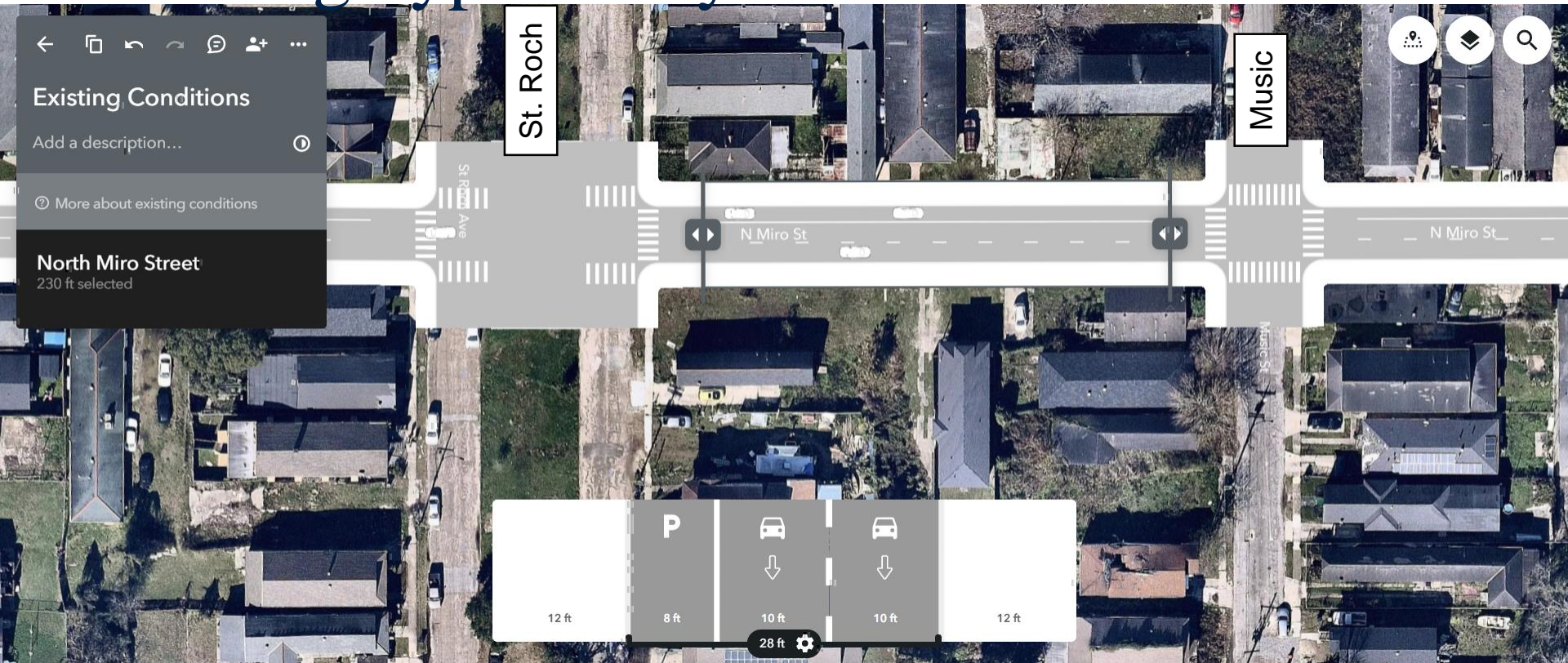
Proposed Typical Layout



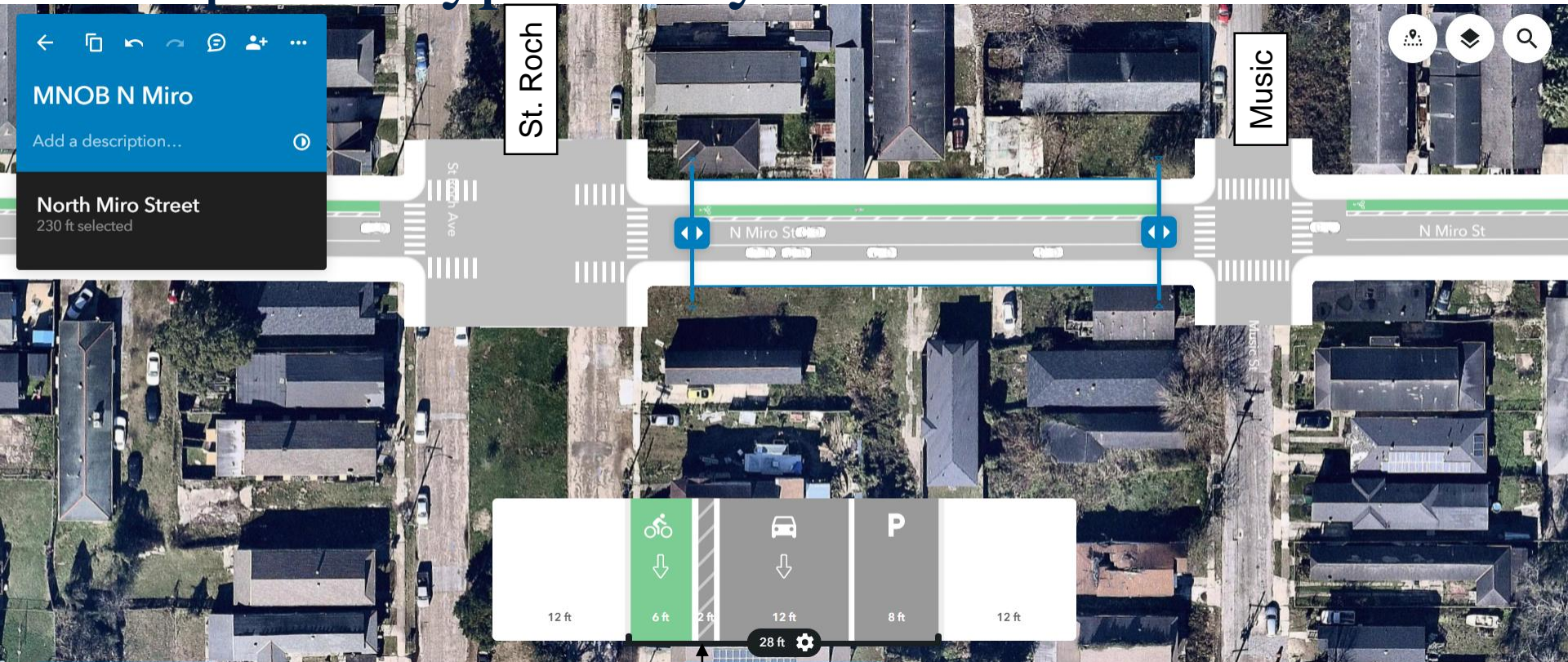
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N. Miro Street (Music to St. Roch)

Existing Typical Layout



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

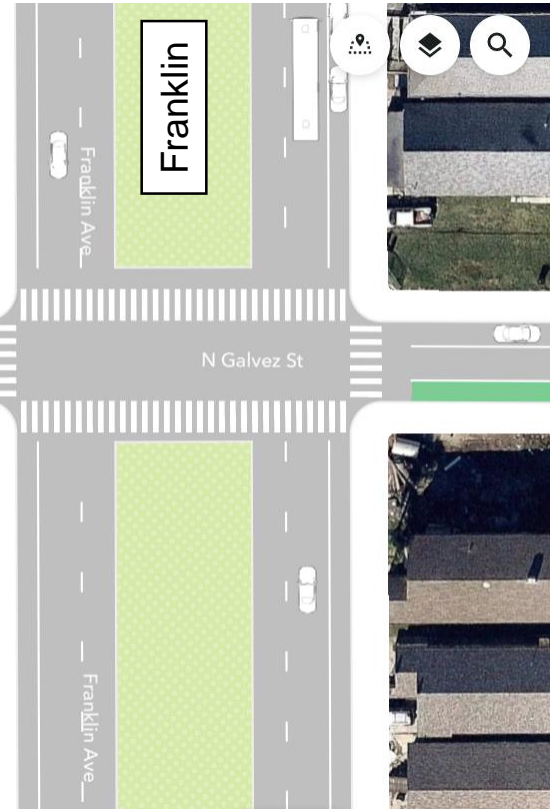
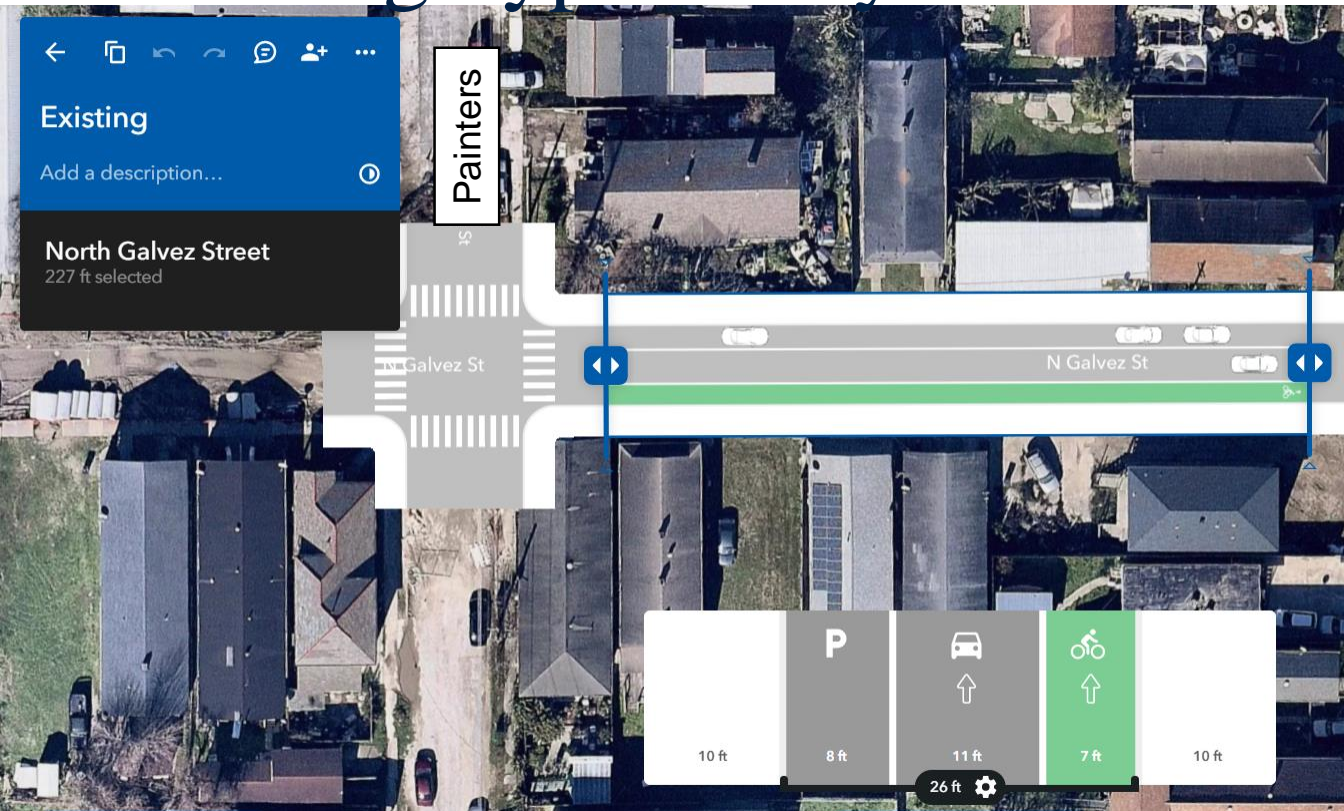


Striped Buffer w/ Flex Posts and Curbs

Note: Access to legal driveways is maintained

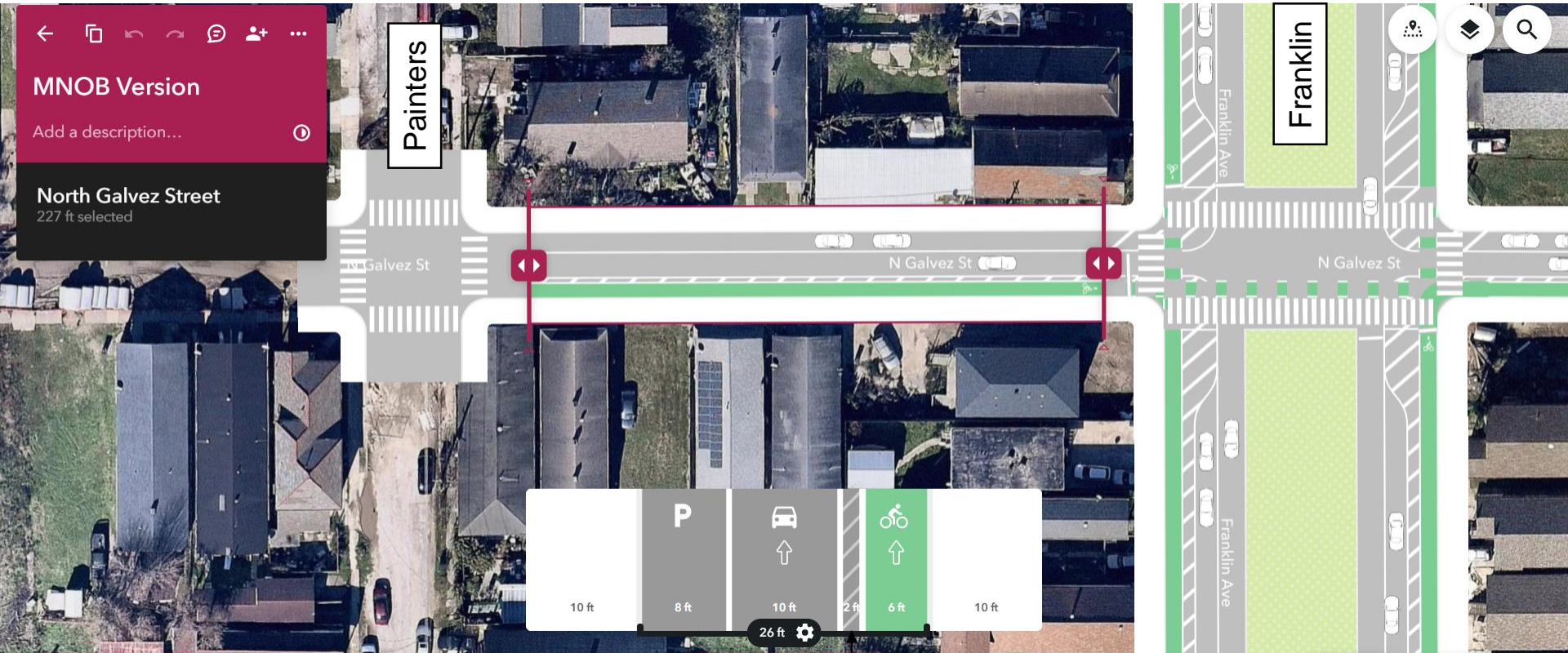
N. Galvez Street (Painters to Franklin)

Existing Typical Layout



N. Galvez Street (Painters to Franklin)

Proposed Typical Layout



Striped Buffer w/ Flex Posts and Curbs

Note: Access to legal driveways is maintained

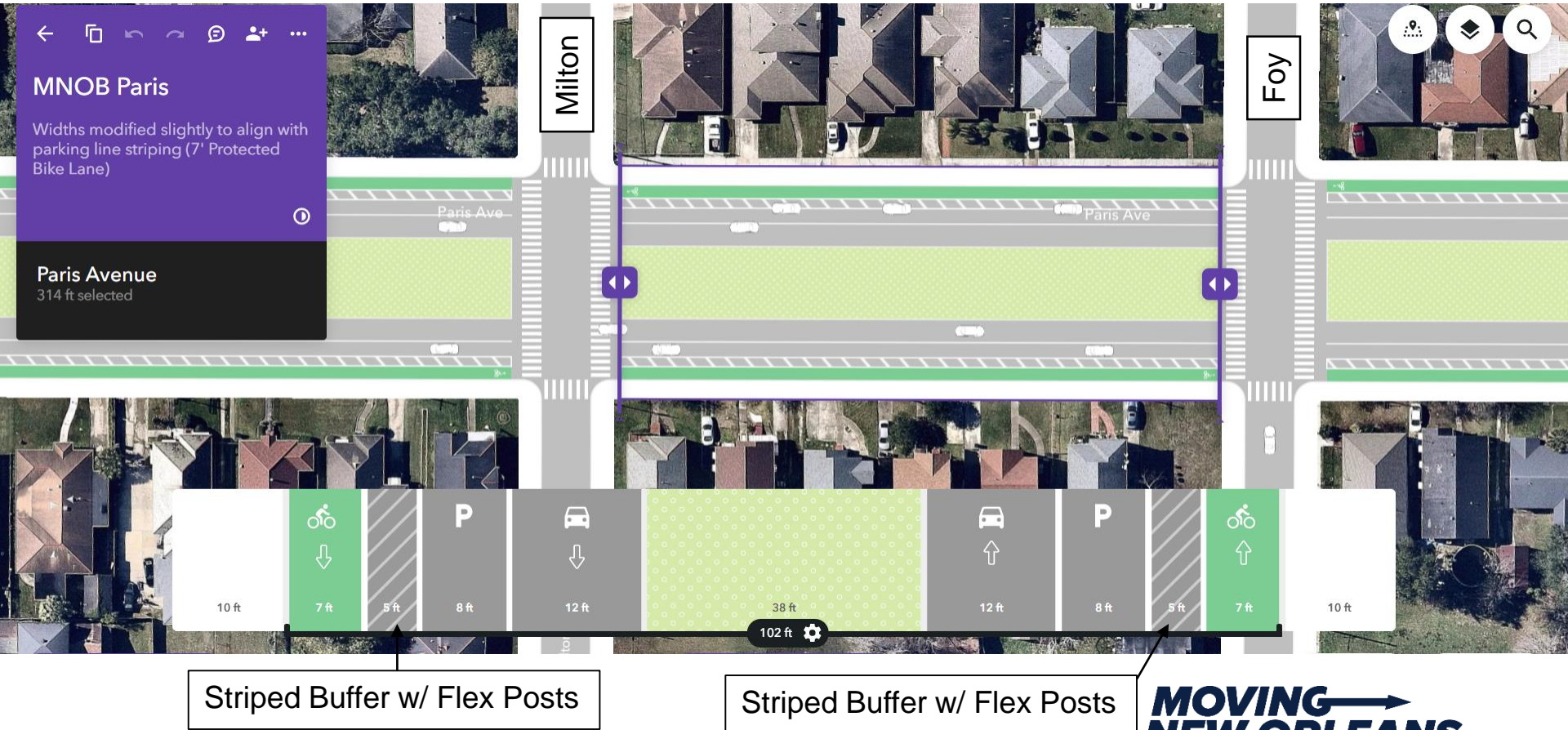
Paris Avenue (Milton to Foy)

Existing Typical Layout



Paris Avenue (Milton to Foy)

Proposed Typical Layout



Note: Access to legal driveways is maintained

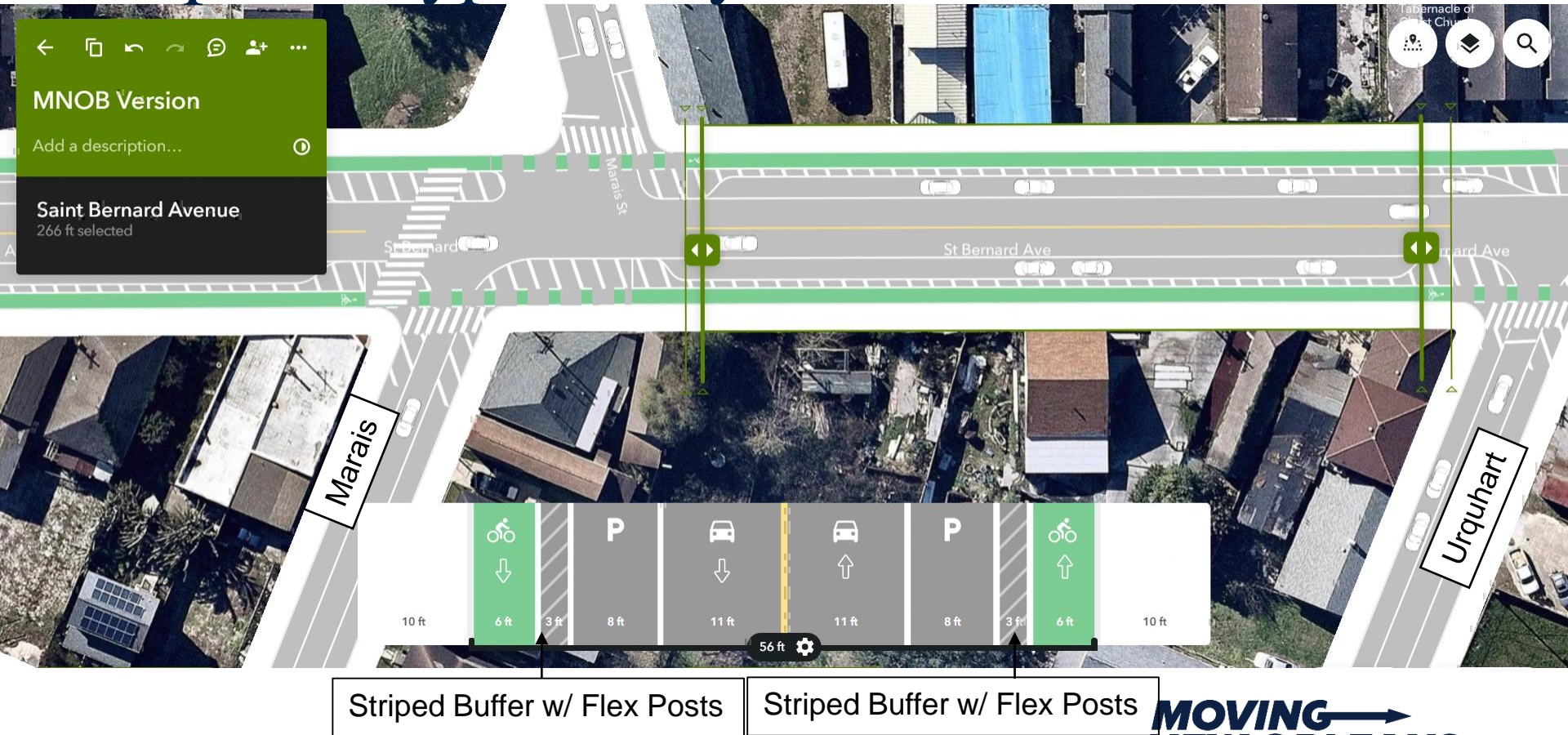
St. Bernard Avenue (Urquhart to Marais)

Existing Typical Layout



St. Bernard Avenue (Urquhart to Marais)

Proposed Typical Layout



Note: Access to legal driveways is maintained

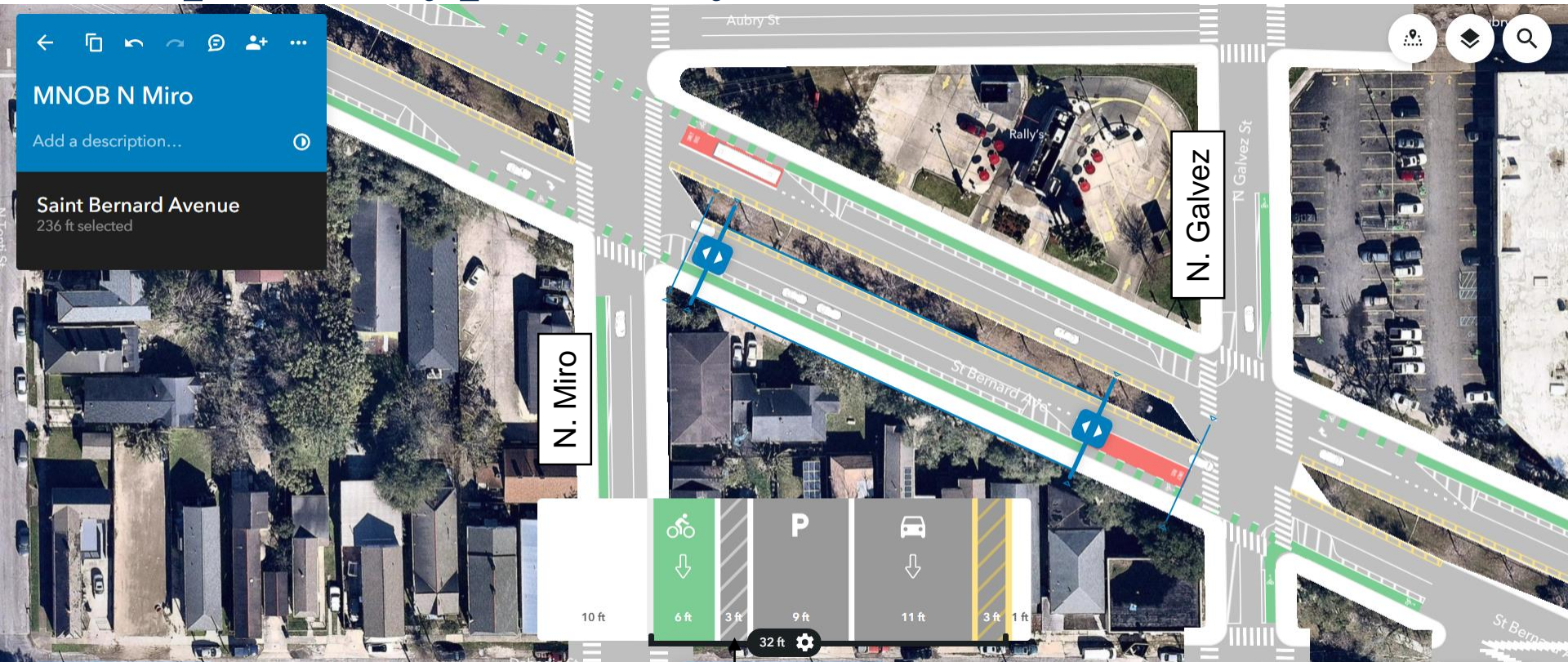
St. Bernard Avenue (N. Miro to N. Galvez)

Existing Typical Layout



St. Bernard Avenue (N. Miro to N. Galvez)

Proposed Typical Layout

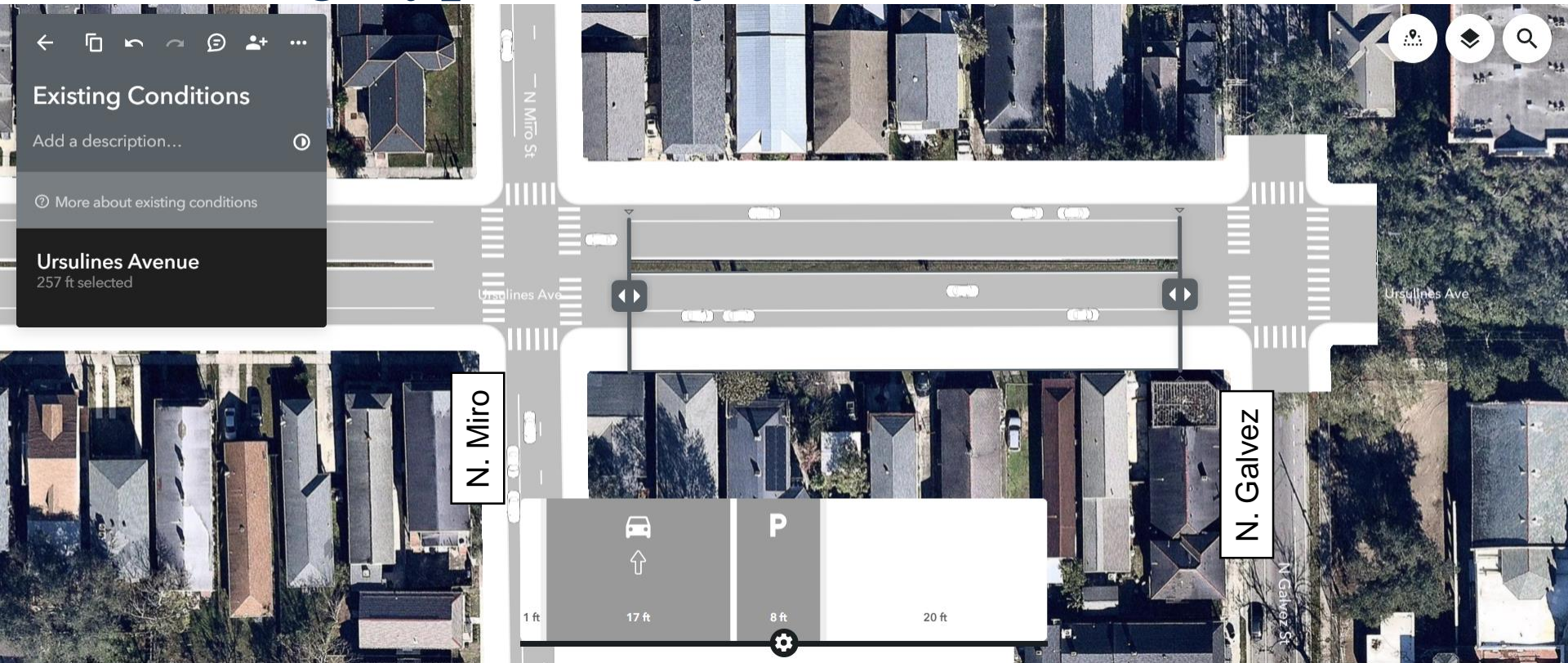


Striped Buffer w/ Flex Posts

Note: Access to legal driveways is maintained

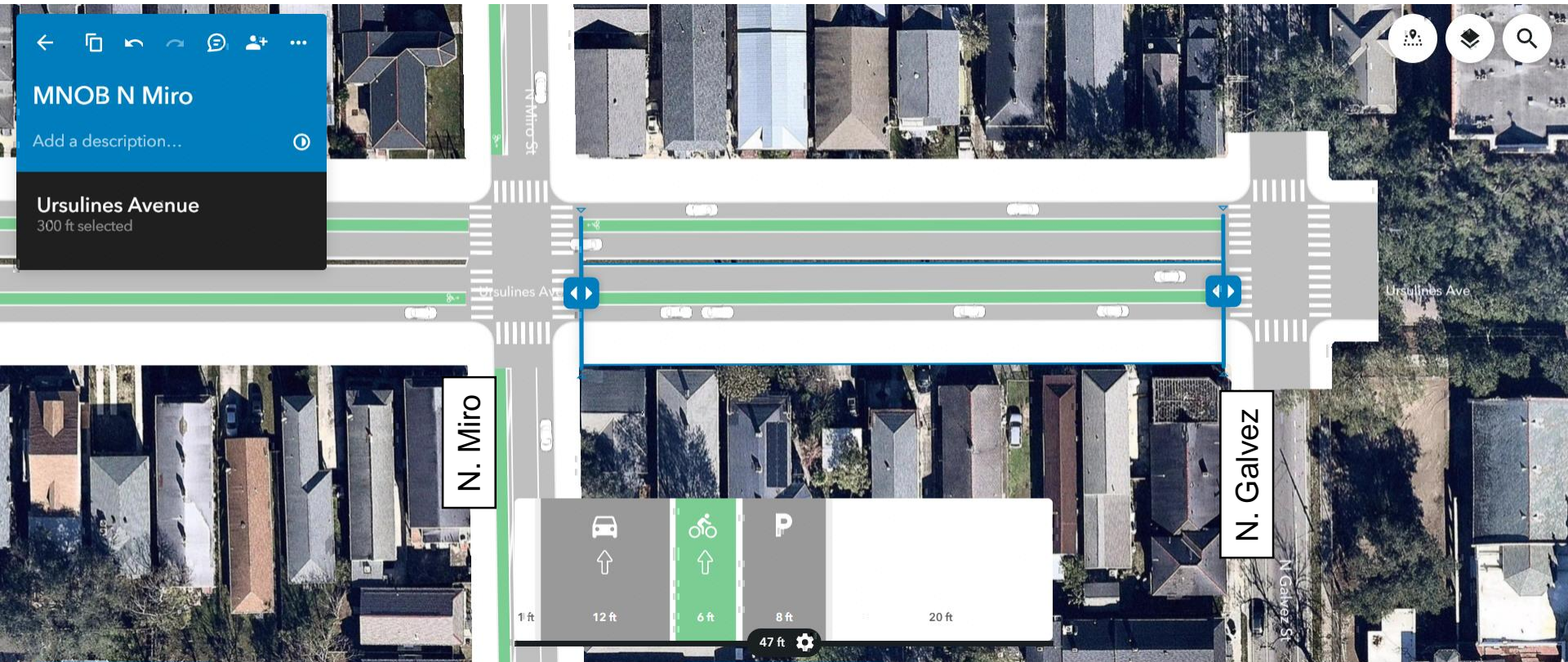
Ursulines Avenue (N. Miro to N. Galvez)

Existing Typical Layout



Ursulines Avenue (N. Miro to N. Galvez)

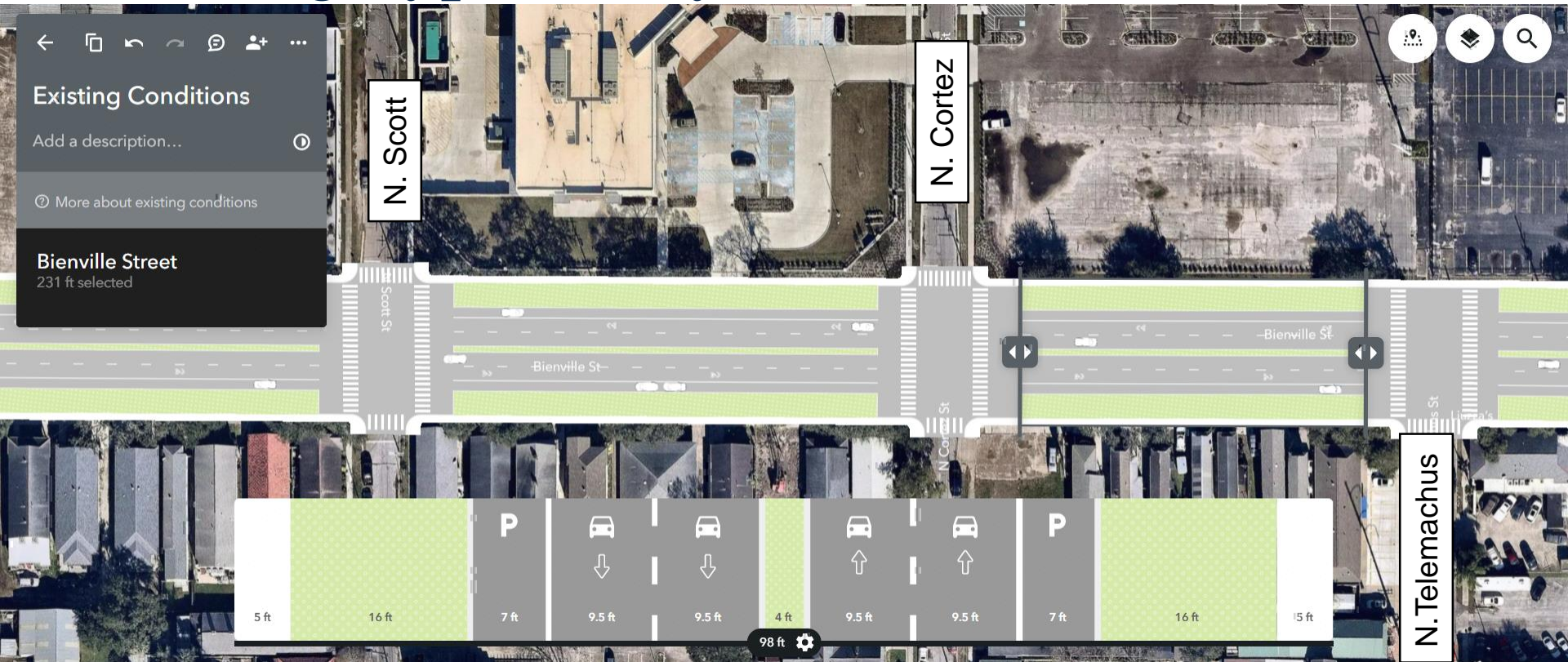
Proposed Typical Layout



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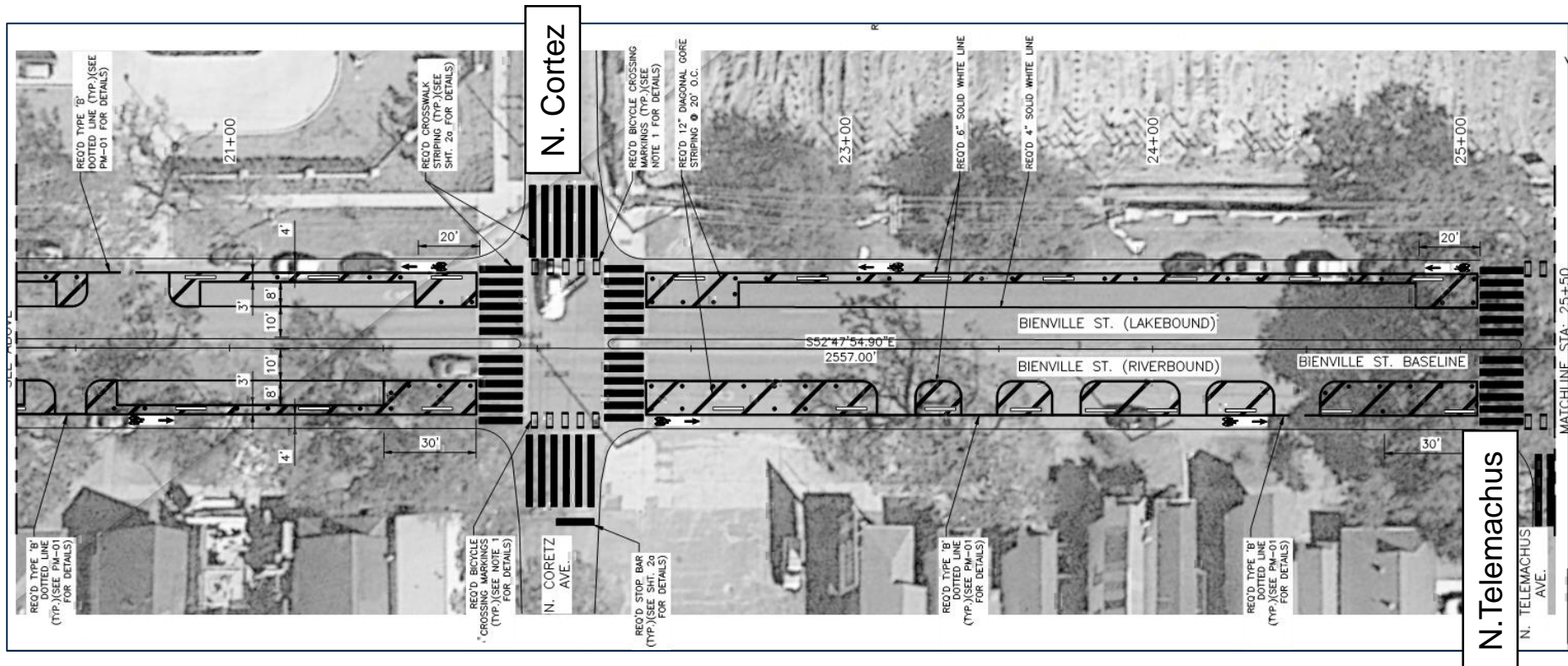
Bienville Avenue (N. Cortez to N. Telemachus)

Existing Typical Layout



Bienville Avenue (N. Cortez to N. Telemachus)

Proposed Typical Layout



Note: Access to legal driveways is maintained

Next Steps

Refine
Design
Based on
Feedback

Pre-
construction
Community
Meeting

Construction
(Winter
2020 –
Summer
2021)

Reference
Roadwork
NOLA to
Track
Progress

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Questions

City of New Orleans