



Central Business and Warehouse Districts Transportation Network Improvements Pre-construction Meeting

City of New Orleans

February 25, 2021



Agenda

- Welcome from Neighborhood Engagement – Talva Burnette
- 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 – Talva Burnette

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 |
| Oct 27, 2020 | Virtual conceptual design meeting held for Central Business and Warehouse Districts |
| Nov 2020 – Feb 2021 | City staff refined designs based on comments received |
| Feb 25, 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.

What does Moving New Orleans include?

- 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** – Construction began on the Algiers Transportation Network
- **August 2020** – Construction began on East Bank



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

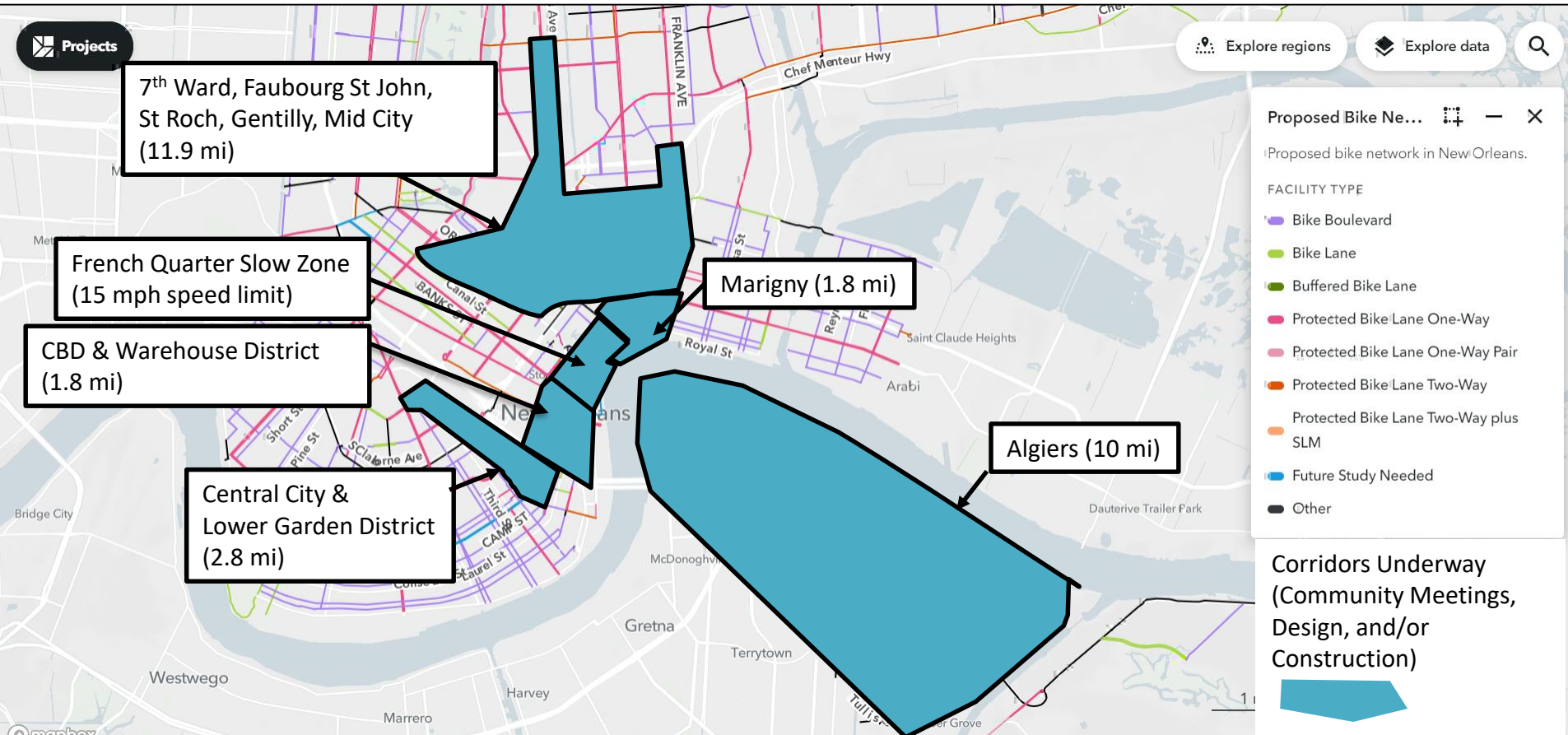


Pedestrian Safety Improvements

High-visibility crosswalks and sidewalks that complement bike facilities



Network Improvements in Progress



Recent Polling

72% of voters say they would be willing to shop and dine downtown if there were more safe transportation options available for getting downtown

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

87% of voters are willing to build dedicated bike lanes to help downtown hospitality workers get around more reliably

Source: ALS Research (2020)

Guiding Questions for Feedback

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

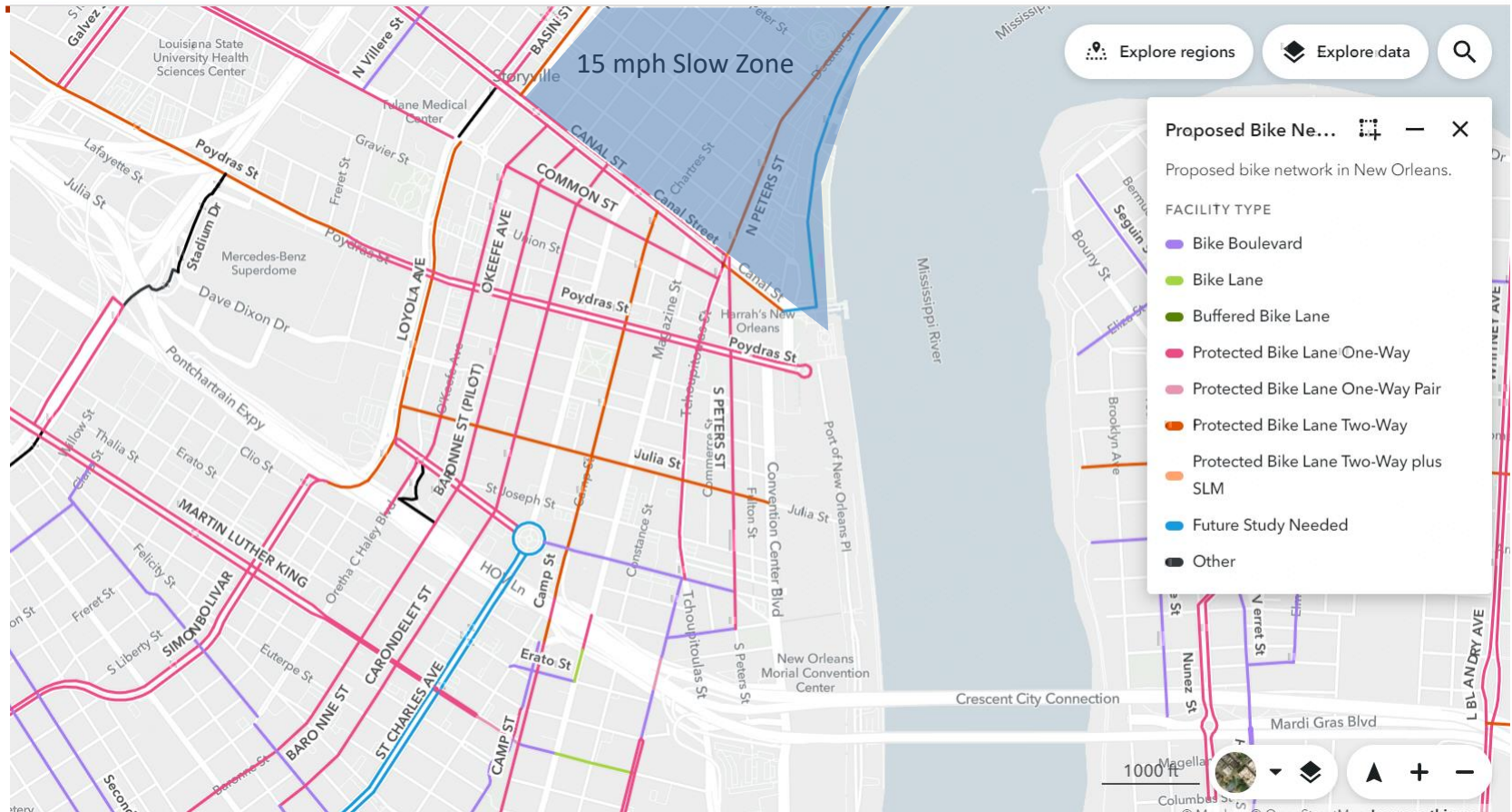


Are there specific issues at the block level we need to know?



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

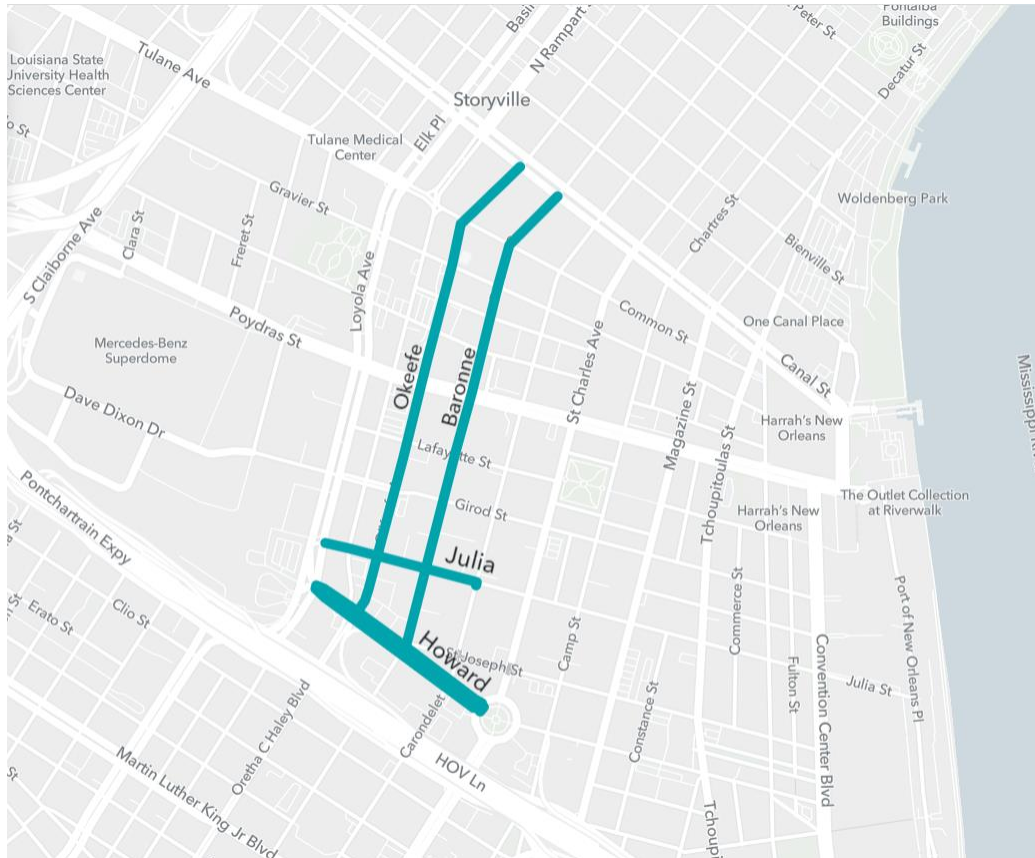
CBD & Warehouse District – Proposed Bikeways



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



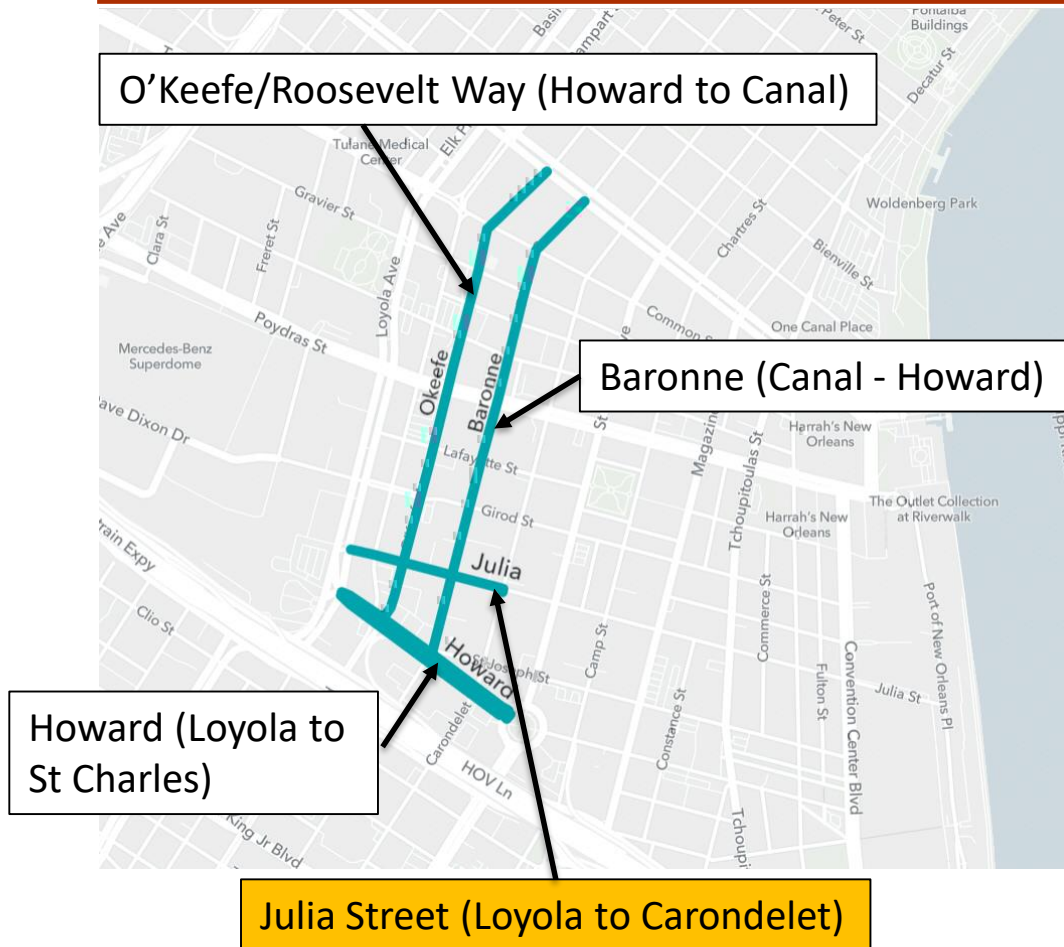
Initial Focus for CBD and Warehouse District – Four Corridors (1.8 mi)



Scope includes

- Striping
- Signage
- Flex Posts
- Bus Islands
- Intersection Geometry Improvements
- Signalization Improvements

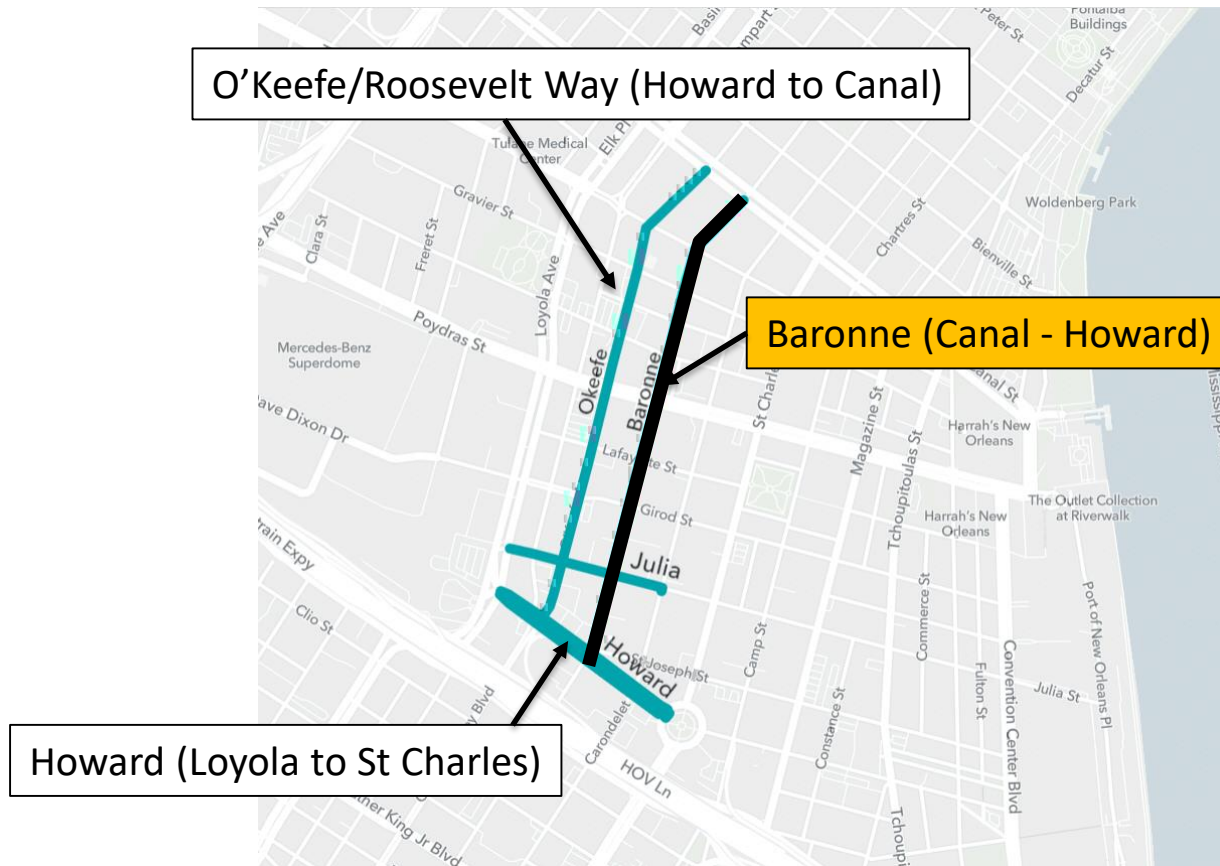
Roadways for 2/25/21 Meeting



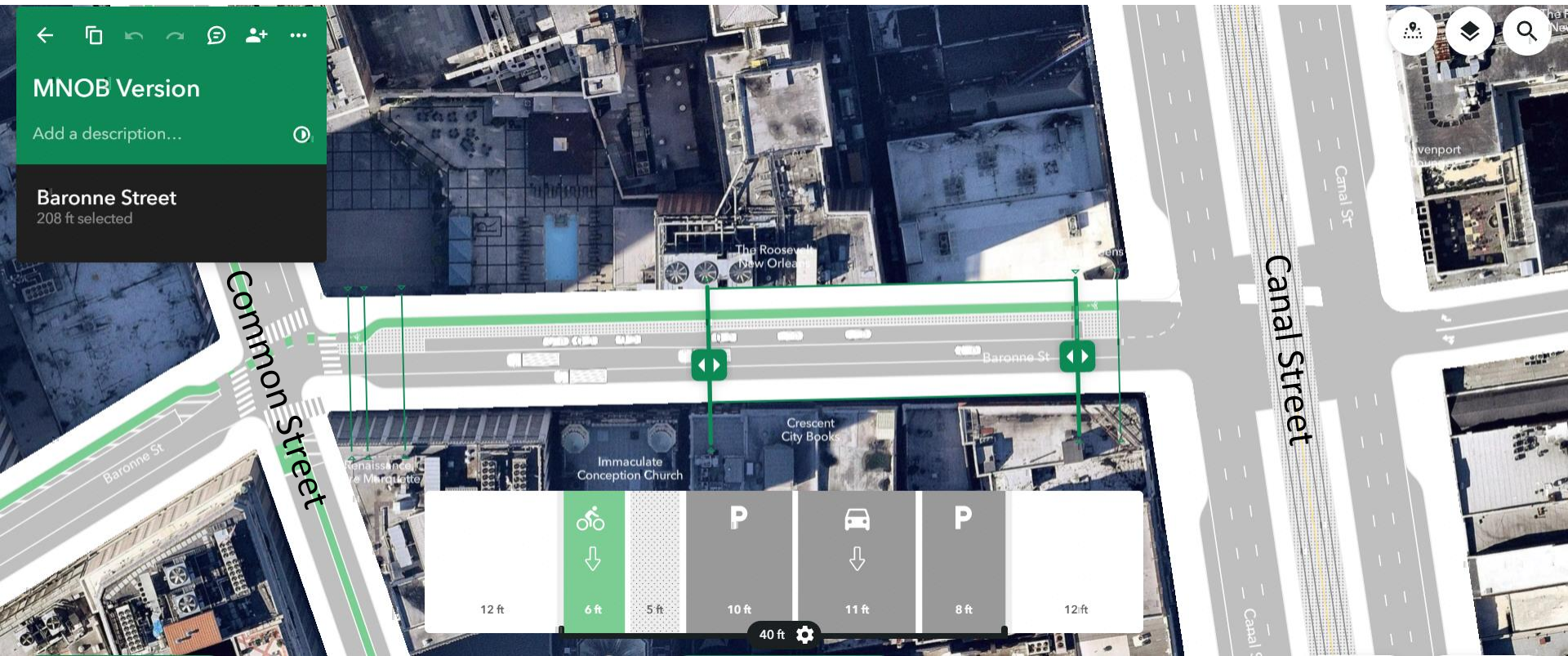
- Julia Street will be presented at a future pre-construction meeting
- Meeting date has not been scheduled
- This corridor is still being assessed for pavement repair and traffic operations analyses



Baronne Street (Canal to Howard)

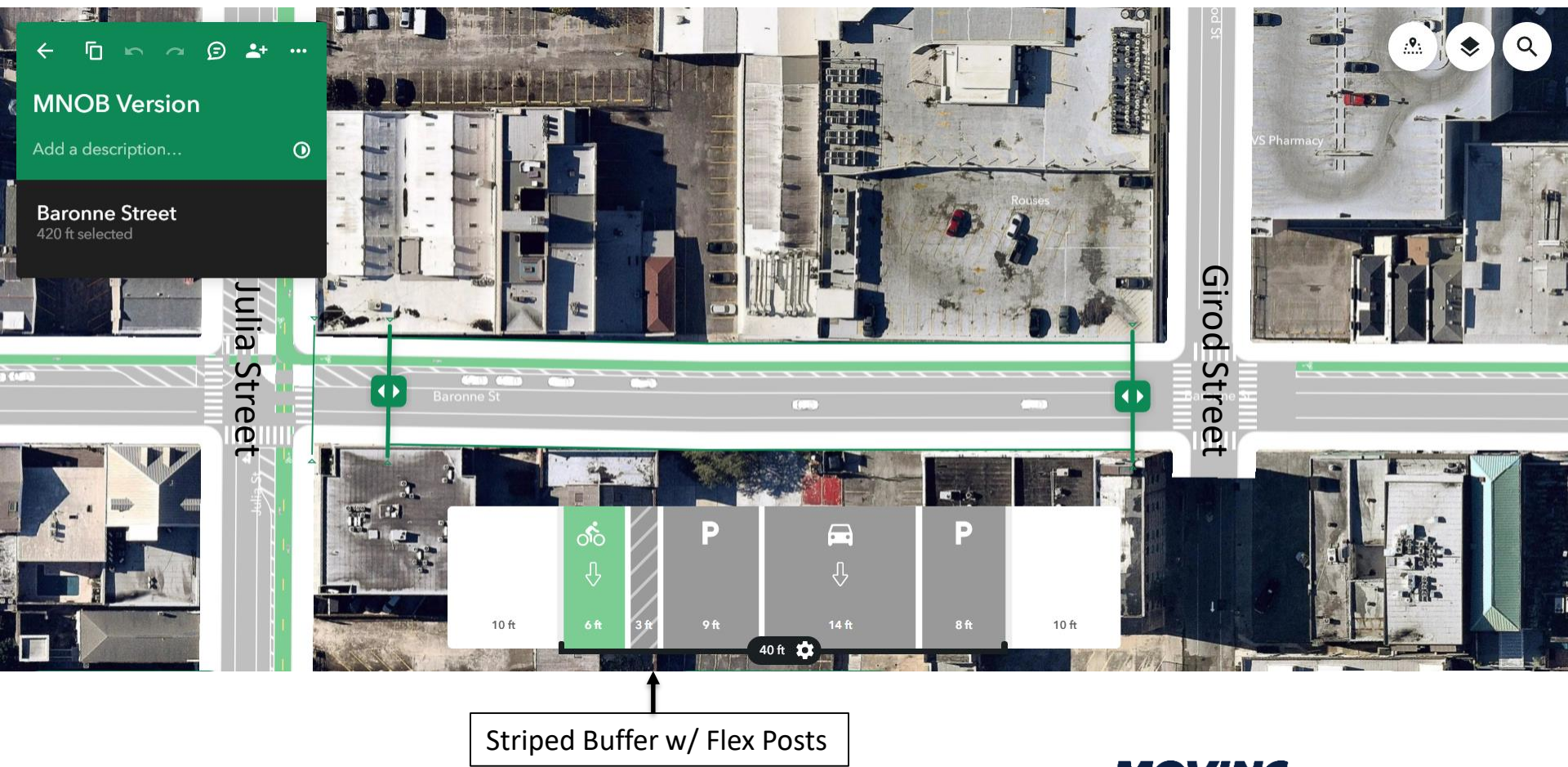


Baronne Street (Canal to Common)



Striped Buffer w/ Flex Posts

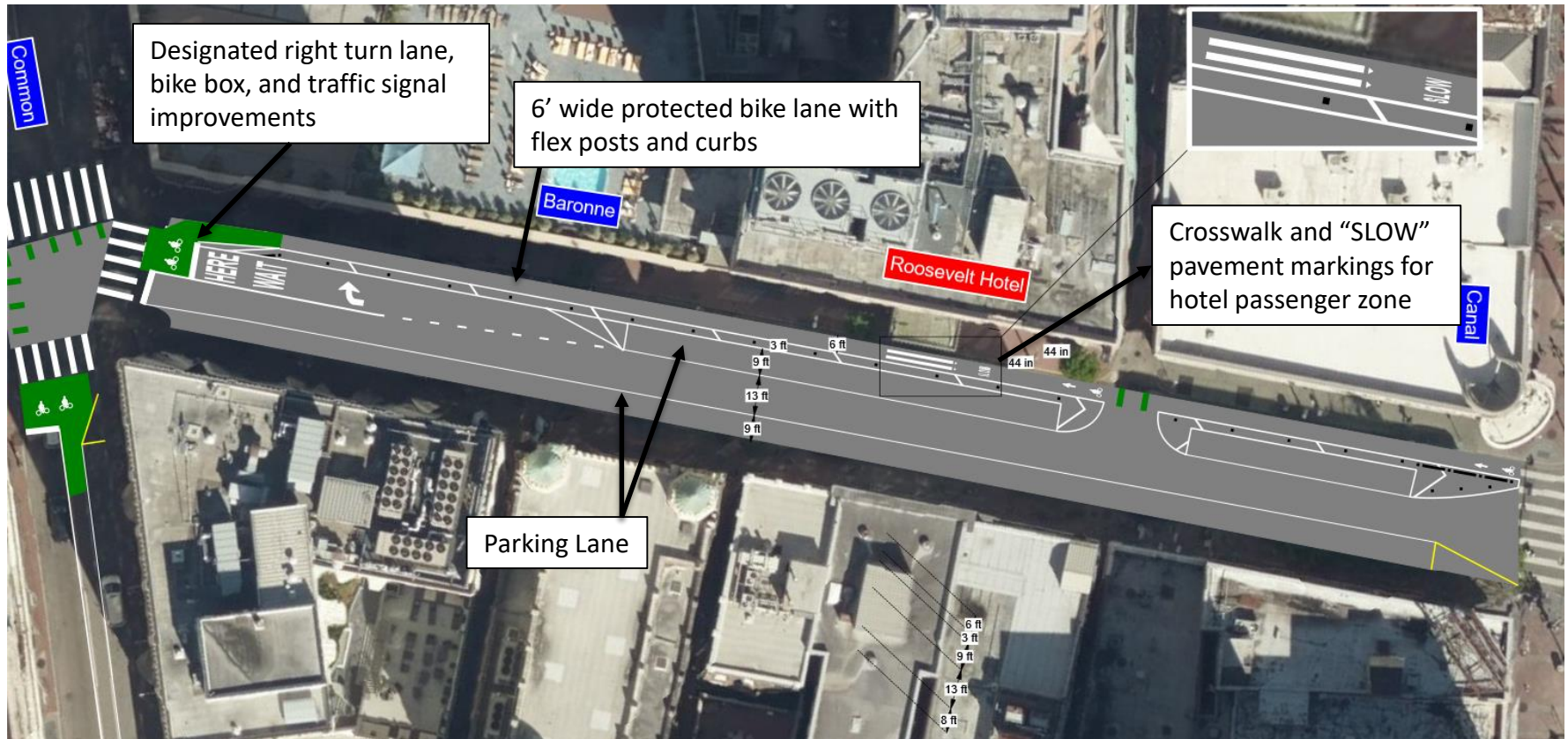
Baronne Street (Girod to Julia)



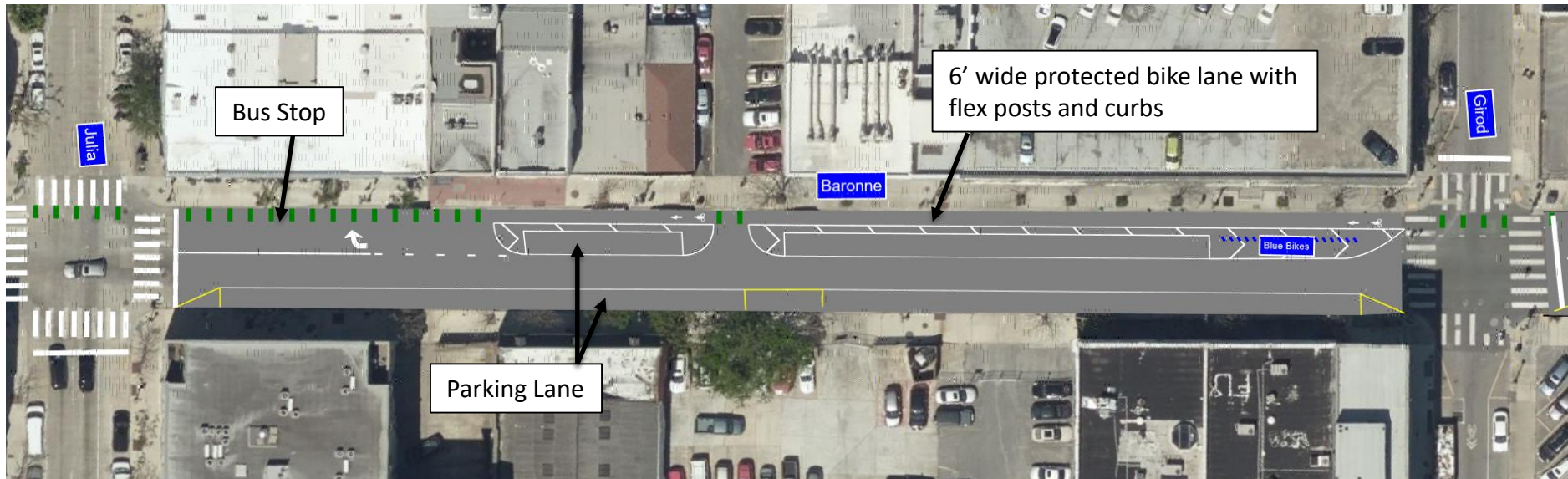
Baronne Street – What we heard

- **Will the bike lane continue across Calliope Street/Pontchartrain Expressway?**
 - The extension of the protected bike lane across this intersection will be incorporated into a future project that will extend the bike lanes to Philip Street.
- **How will potential conflicts between hotel passenger zone operations and bike lanes be addressed?**
 - Crosswalks will be installed across the bike lane at hotel passenger zones. “SLOW” pavement legends will be added in the bike lane before designated passenger zones.
- **Will pedestrian crossing signs, signals, and crosswalks be included?**
 - Crosswalks are being added as part of this project. Pedestrian signals and signs are being installed as part of a parallel federally-funded safety project.

Baronne (Canal to Common) – Final Design



Baronne (Girod to Julia) – Final Design



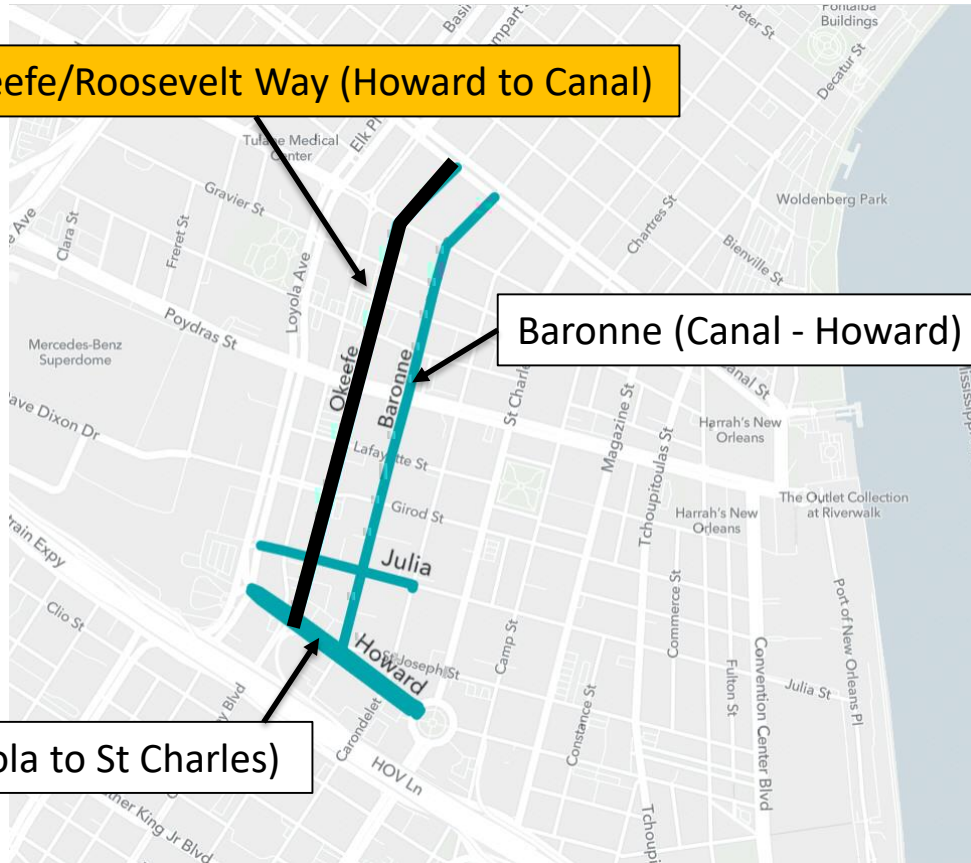
Note: This block is typical of the improvements that will be installed in the Remainder of the corridor.

O'Keefe Ave/Roosevelt Way (Howard to Canal)

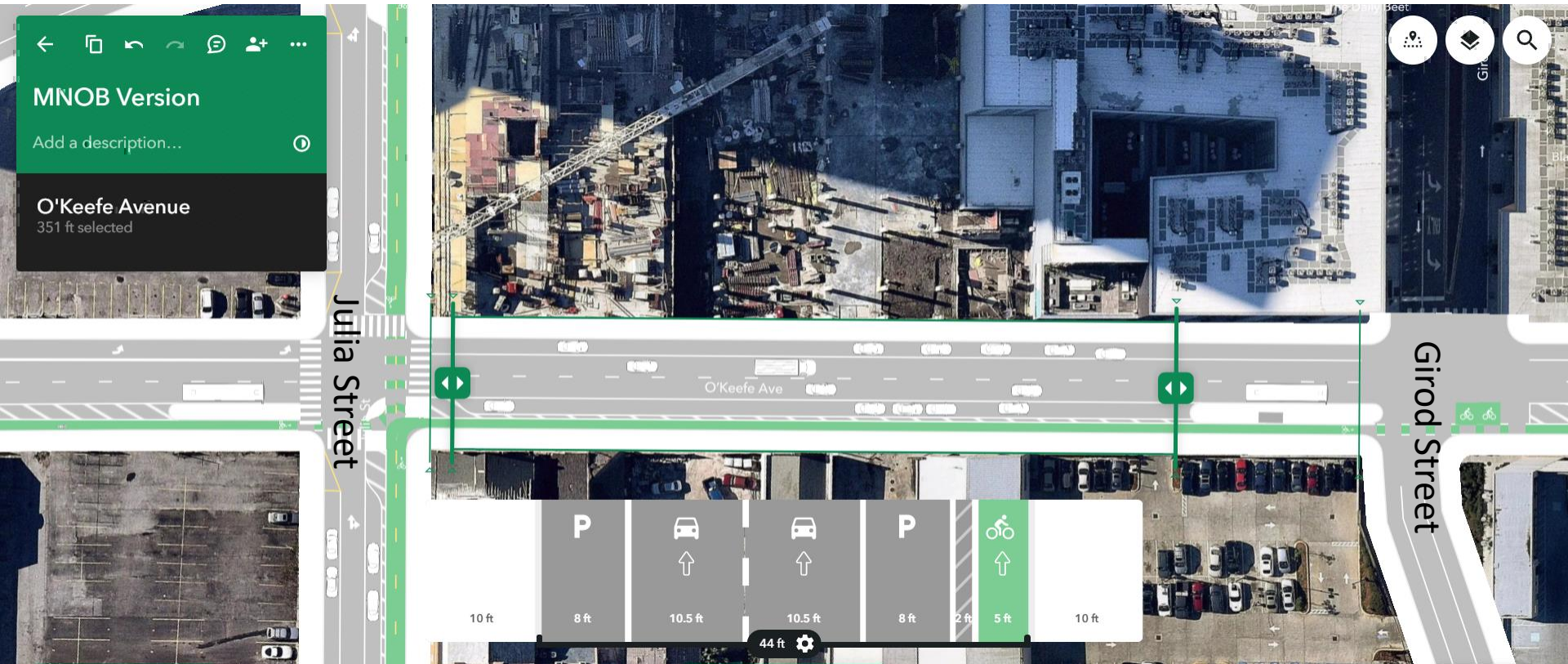
O'Keefe/Roosevelt Way (Howard to Canal)

Baronne (Canal - Howard)

Howard (Loyola to St Charles)



O'Keefe Avenue (Julia to Girod)



Striped Buffer w/ Flex Posts

Previously presented at 10/27/20 meeting

O’Keefe Avenue/Roosevelt Way (Gravier to Canal)

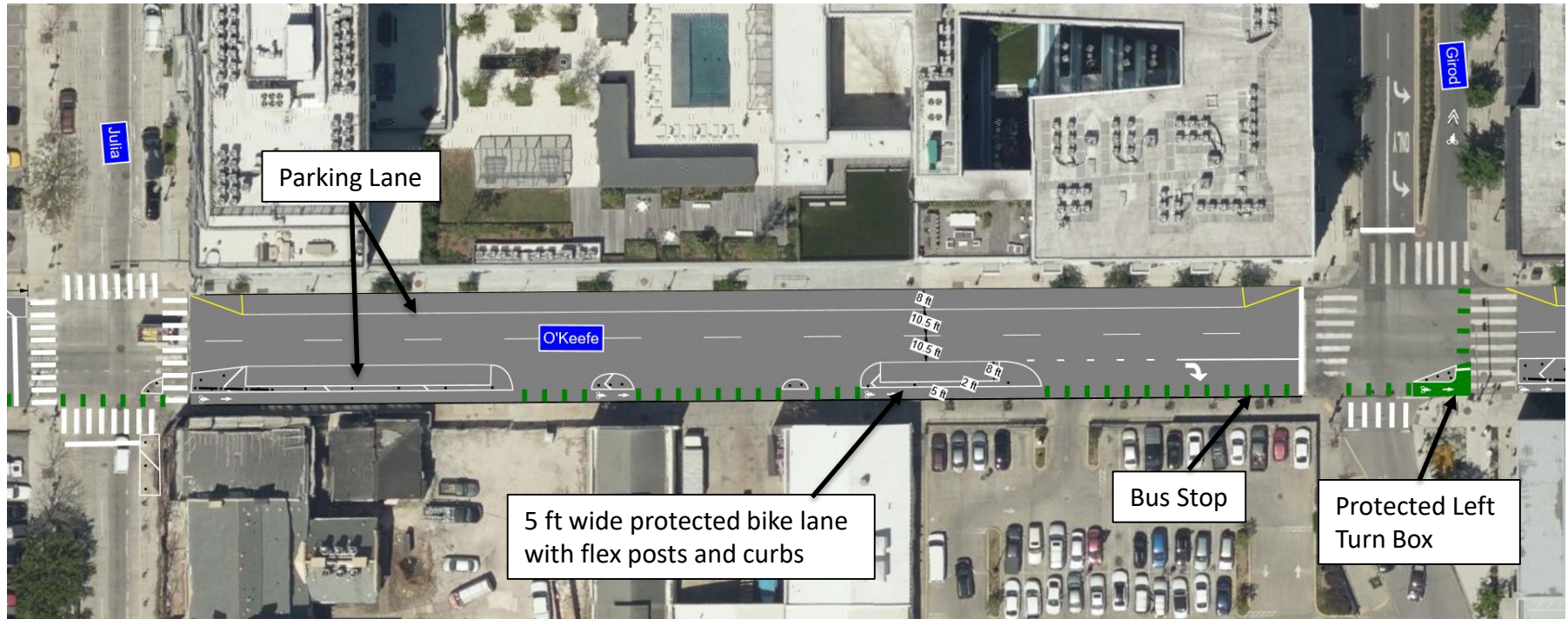


Striped Buffer w/ Flex Posts

O'Keefe Avenue– What we heard

- **How will potential conflicts with any future bus route upgrades be addressed?**
 - Based on comments received from RTA, bus islands that were previously included in this project were removed so as not to conflict with any future transit improvements. RTA will be coordinating any future transit facilities through the City's design review process.
- **Will pedestrian crossing signs, signals, and crosswalks be included?**
 - Crosswalks are being added as part of this project. Pedestrian signals and signs are being installed as part of a parallel federally-funded safety project.

O'Keefe Avenue (Julia to Girod) – Final Design



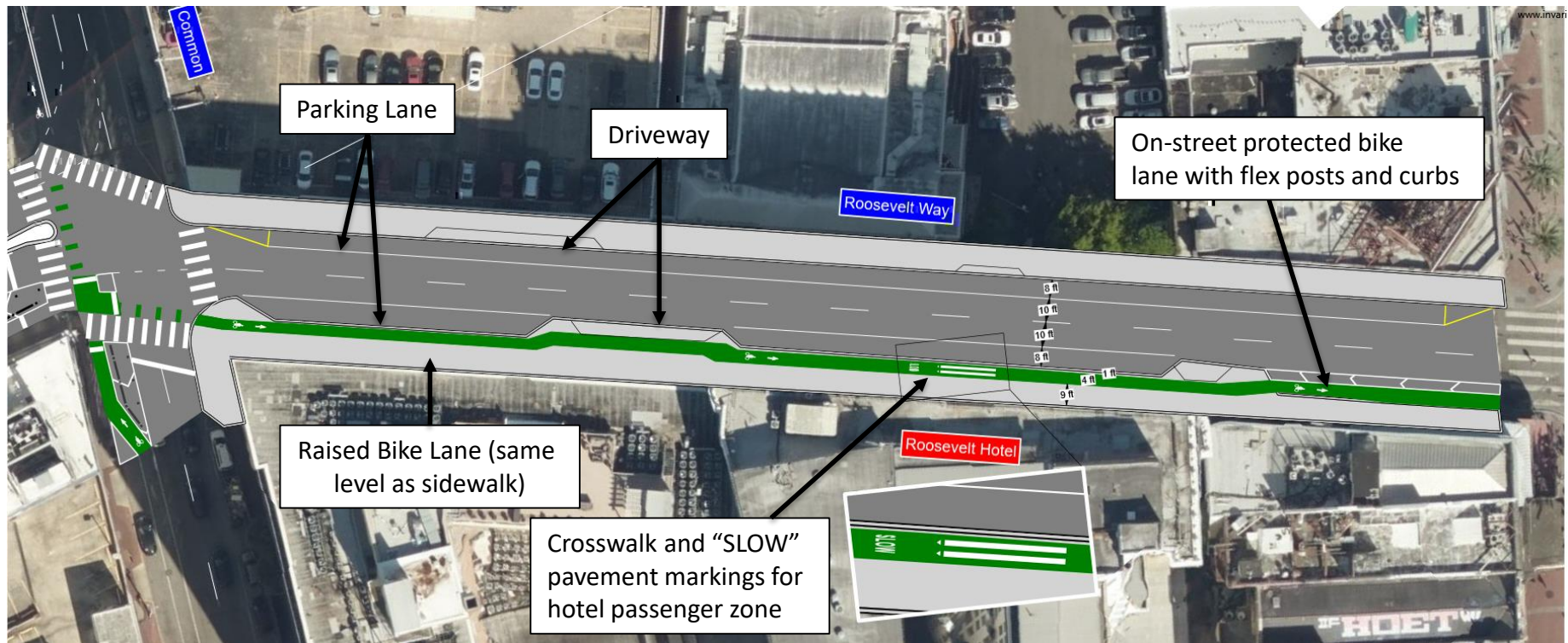
Note: This block is typical of the improvements that will be installed in the Remainder of the corridor.

Roosevelt Way– What we heard

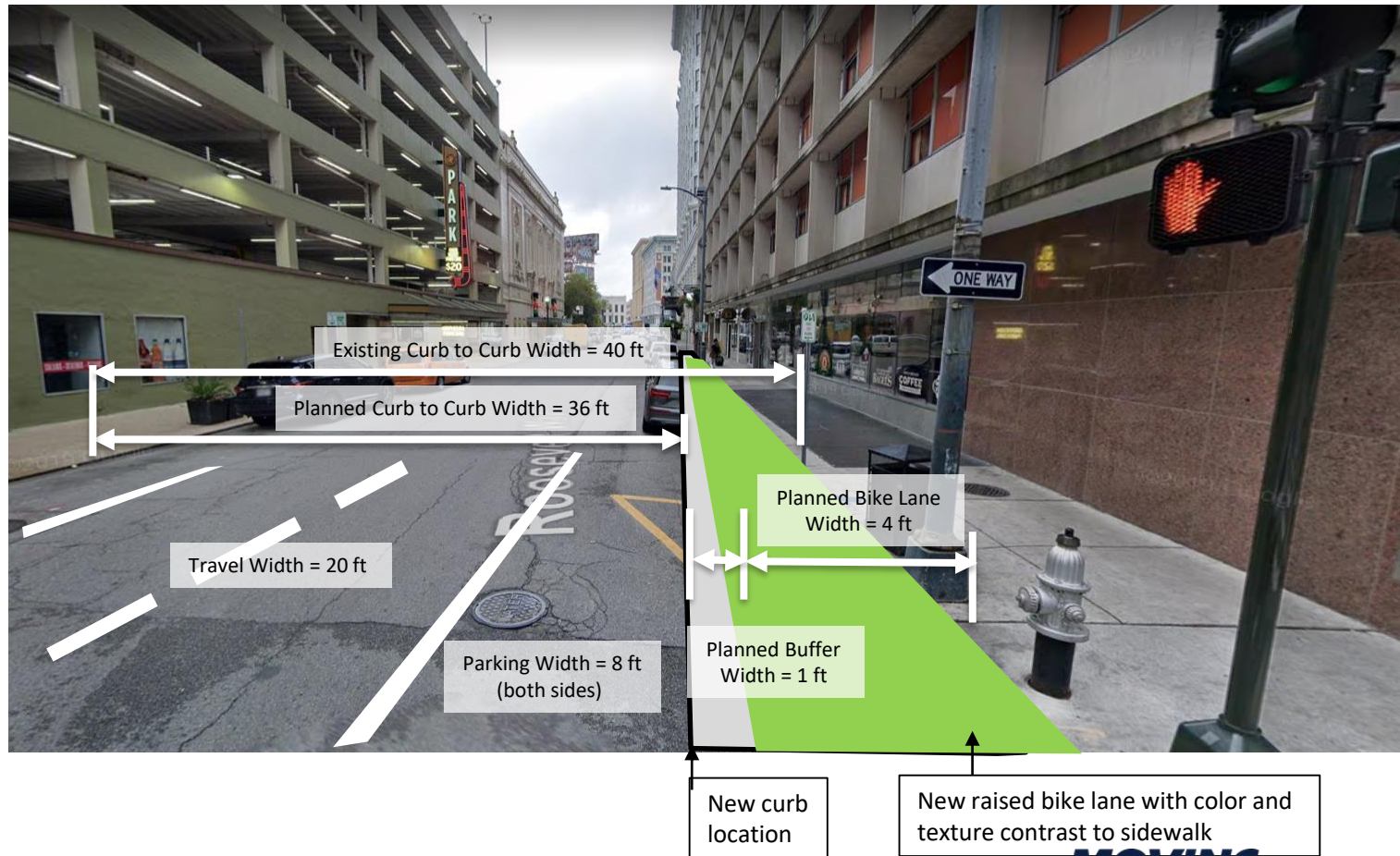
- **How will traffic be affected with the travel lane reduction on Roosevelt Way?**
 - Due to frequent traffic congestion on Roosevelt Way, the design was modified to maintain the existing two travel lanes but with narrower lanes.
- **How will curb access for Roosevelt Hotel and Orpheum Theater operations along Roosevelt Way be affected?**
 - Designated curb zones will remain on both sides of the street except the last 100 feet of passenger zone (River side near Canal) will be removed to accommodate an on-street bike lane. This location coincides with gallery poles in the sidewalk.
- **How will potential conflicts between hotel passenger zone operations and bike lanes be addressed?**
 - Where pedestrians are expected to cross the bike lane in front of the hotel, a high visibility crosswalk will be provided. This crosswalk will be preceded by a “SLOW” pavement legend in the bike lane. Bicyclists are expected to yield to pedestrians in crosswalks. Hotel passenger operations should minimize avoidable blocking of the bike lane.



Roosevelt Way – Final Design

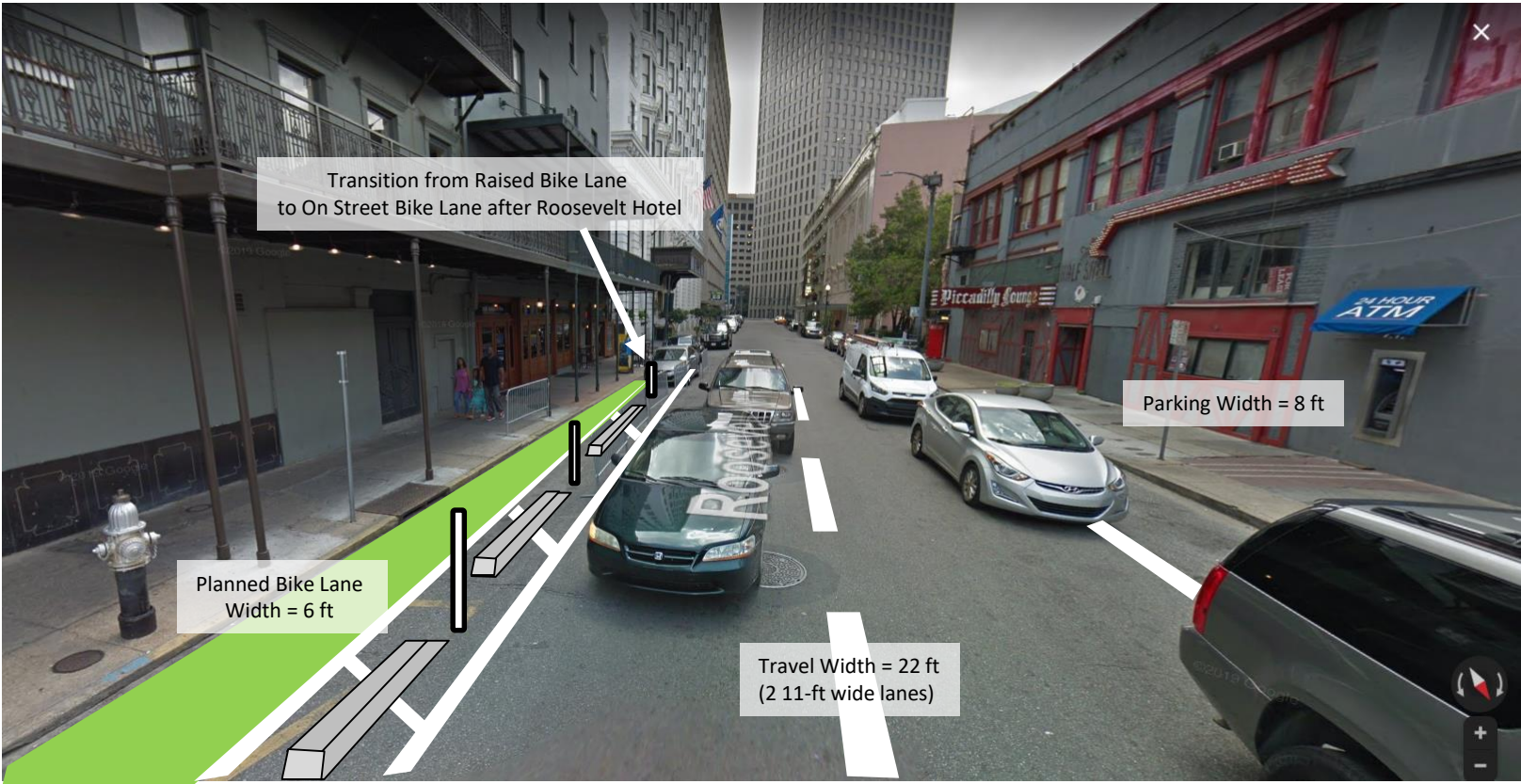


Roosevelt Way (facing downriver) – Final Design



Note: These changes will occur at the same time as drainage and permeable paving additions in this block. This work is anticipated to occur in late Spring 2021.

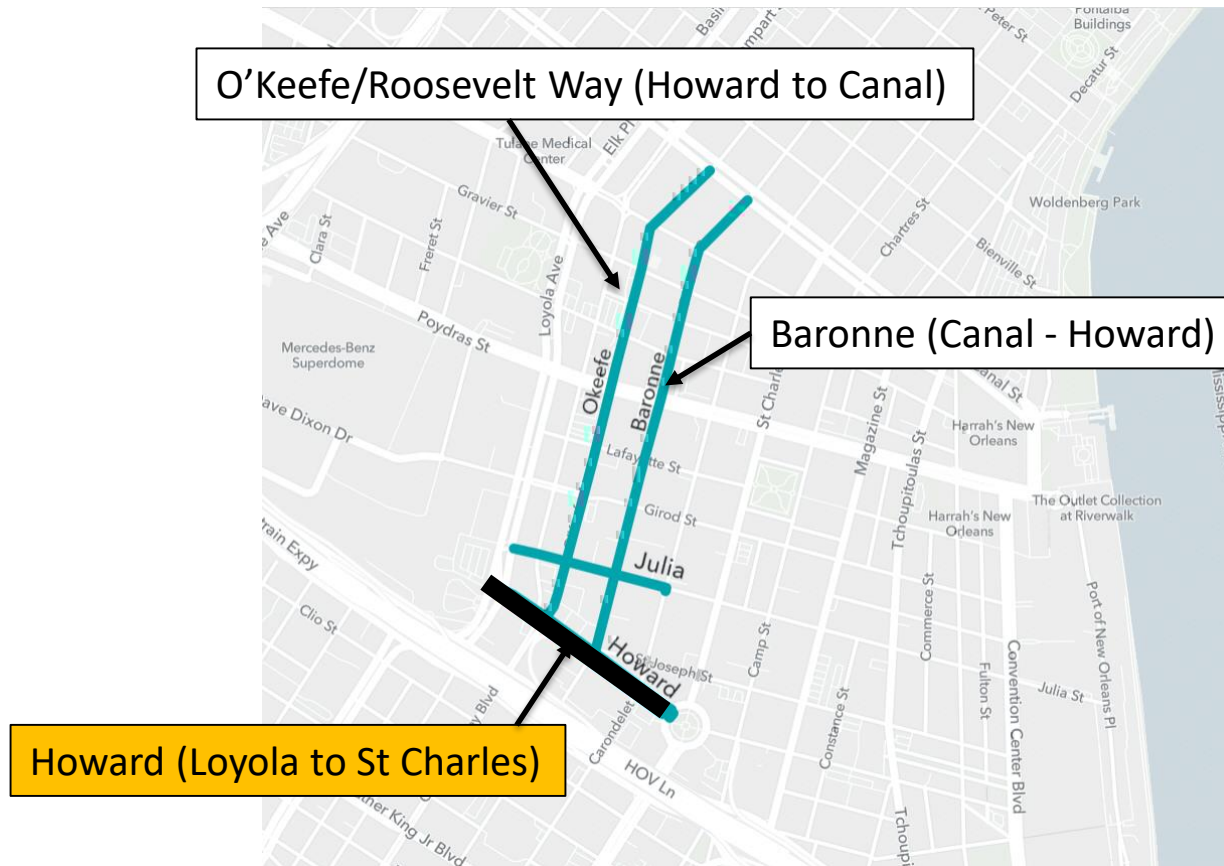
Roosevelt Way (facing upriver direction) – Final Design



Passenger zone is removed from last 100 feet of street (River side only)

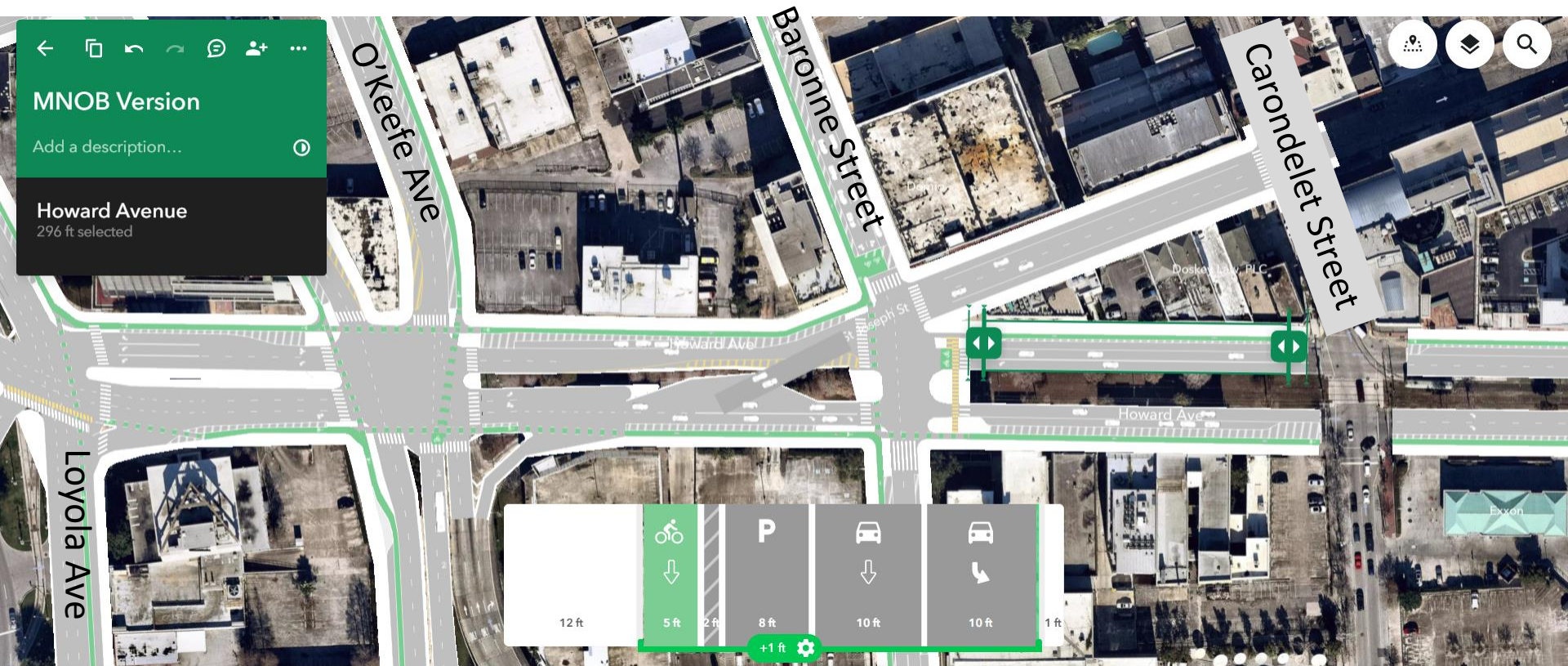
Note: These changes will occur at the same time as drainage and permeable paving additions in this block. This work is anticipated to occur in late Spring 2021.

Howard Avenue (Loyola to St. Charles)



Previously presented at 10/27/20 meeting

Howard Ave (Carondelet to Loyola)



Striped Buffer w/ Flex Posts

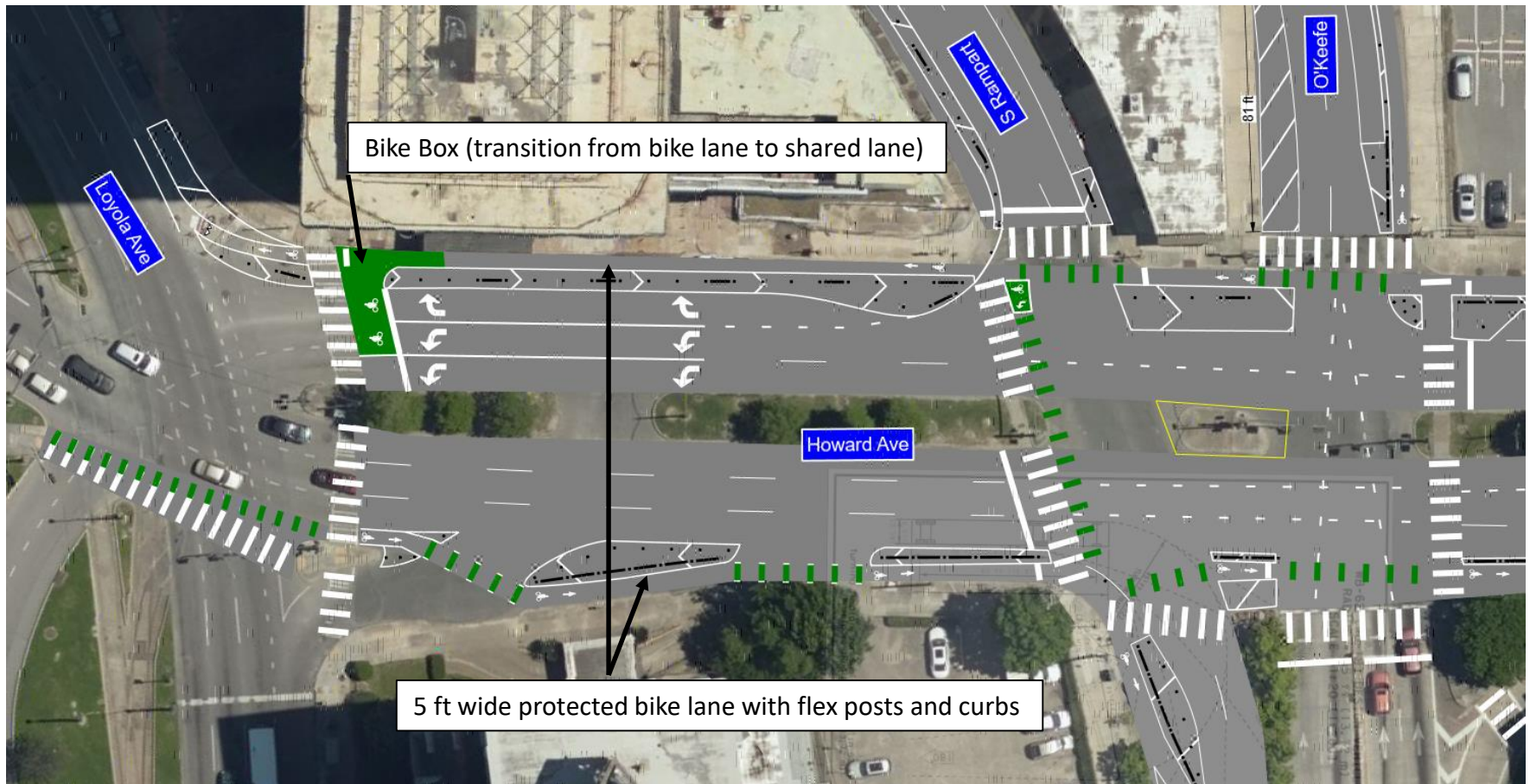
Howard Avenue – Concerns Identified

- **Will these improvements address bike access through the traffic circle (former Lee Circle)?**
 - The former Lee Circle at St. Charles was recently re-striped for improved safety. This project will transition bicyclists to and from bike lanes on Howard at St. Charles using bike boxes and slip lanes.
- **Will street flooding on neutral side of Howard between Baronne and Carondelet be addressed?**
 - Drains will be assessed and cleaned or repaired prior to installation of improvements.
- **Will pedestrian crossing signs, signals, and crosswalks be included?**
 - Crosswalks are being added as part of this project. Pedestrian signals and signs are being installed as part of a parallel federally-funded safety project.

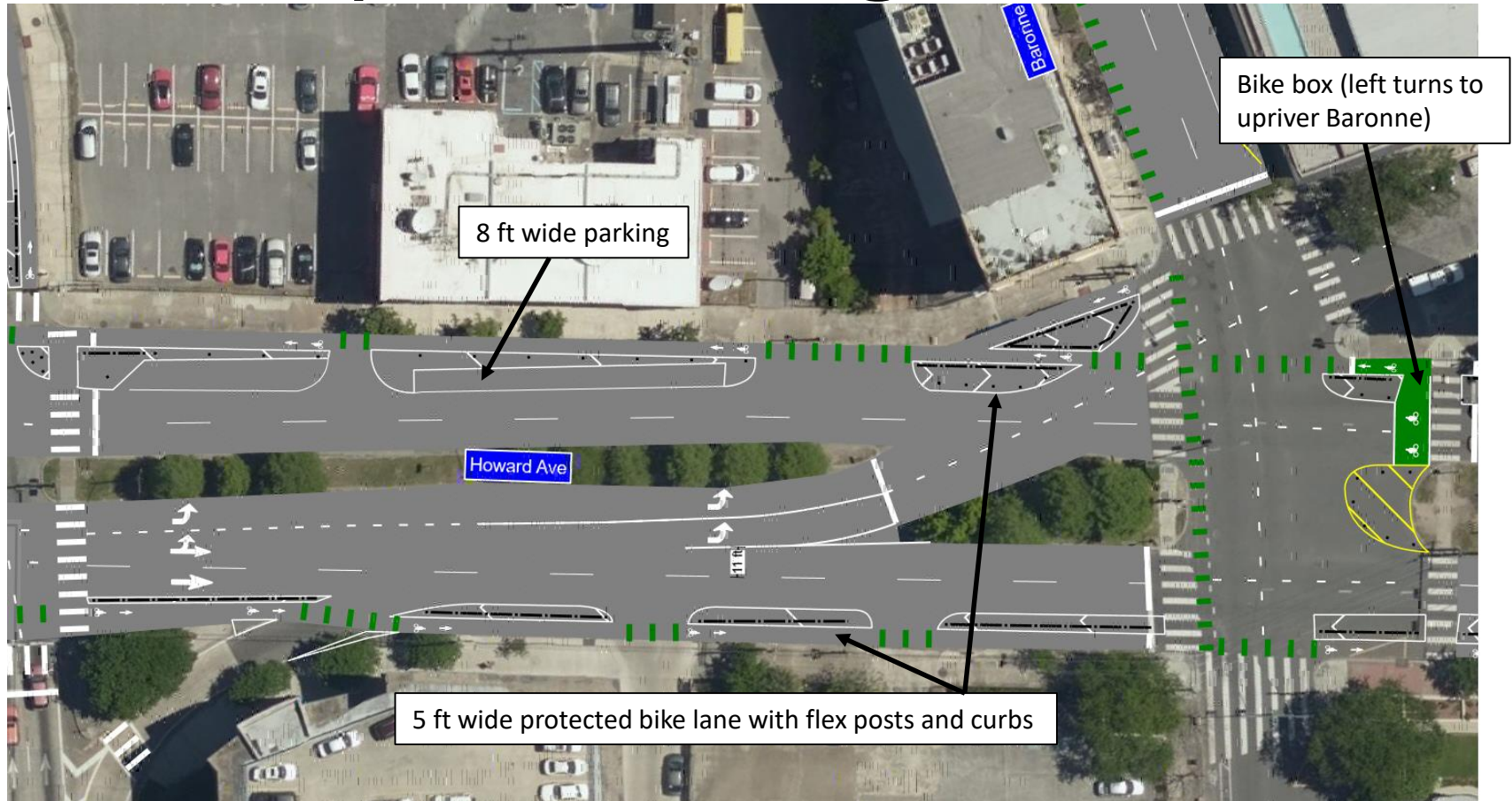
Howard Avenue – Concerns Identified

- **Can additional signage be included to warn bicyclists of streetcar tracks?**
 - Yellow “STREETCAR TRACKS” with “BICYCLISTS USE CAUTION” supplemental plaques will be installed at Carondelet and St. Charles.

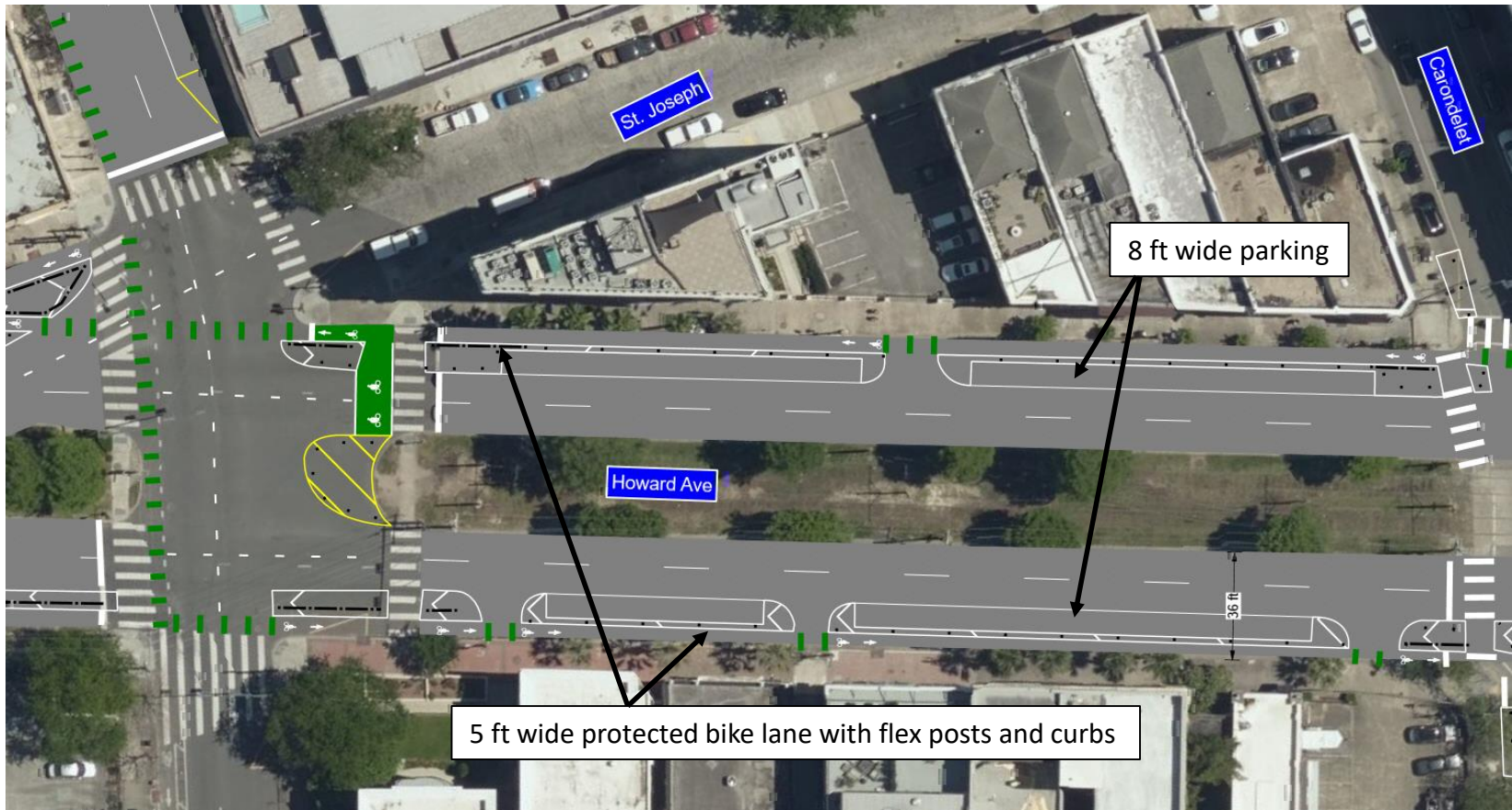
Howard Avenue (Loyola to Rampart/O'Keefe)– Final Design



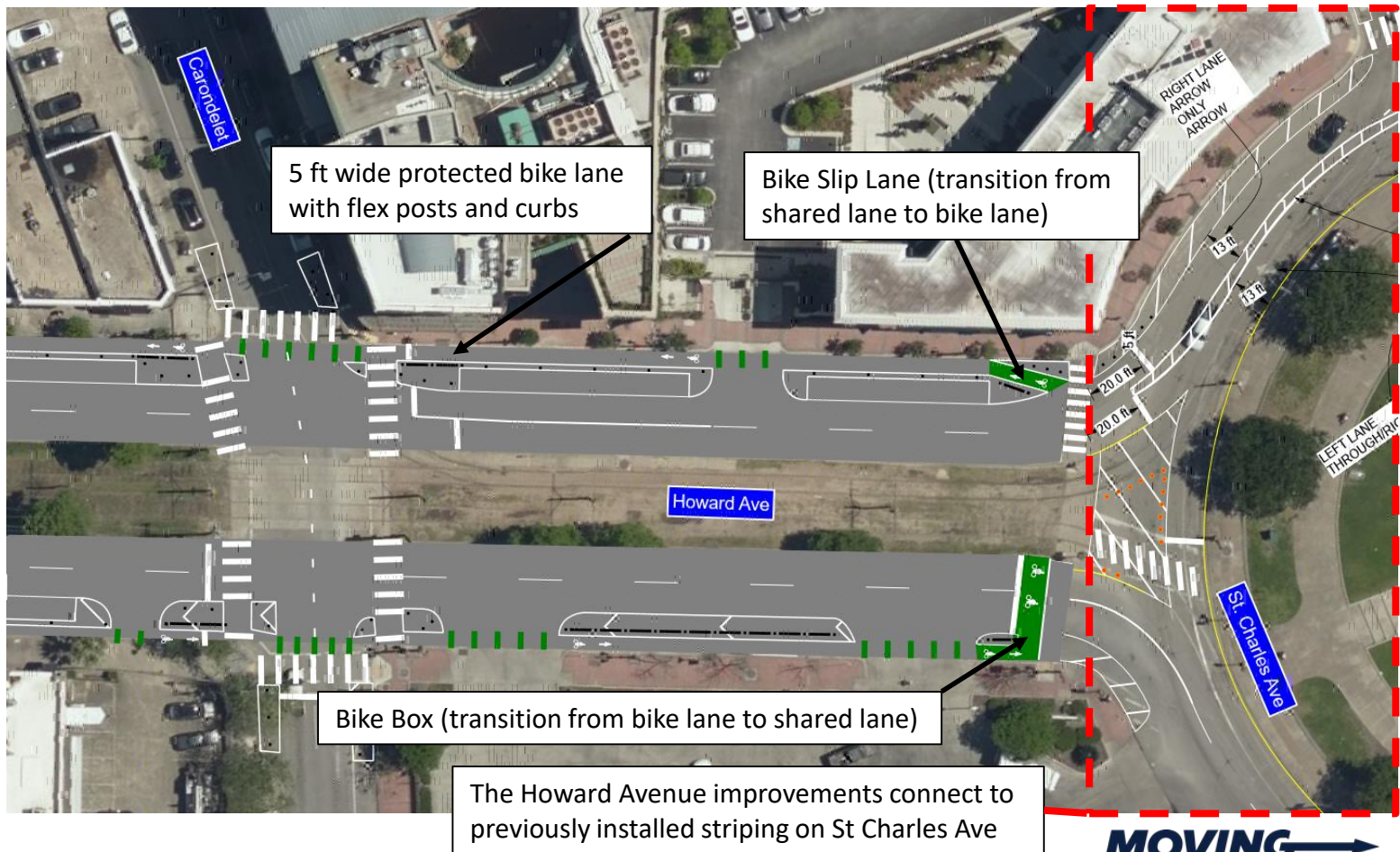
Howard Avenue (O'Keefe to Baronne)– Final Design



Howard Avenue (Baronne to Carondelet)– Final Design



Howard Avenue (Carondelet to St. Charles)– Final Design



Construction Budgets and Order of Construction

| Order | Street | Estimated Cost* | Funding Source |
|-------|-----------------------|-----------------|----------------|
| 1 | Howard | \$226,000 | City bonds |
| 2 | Baronne | \$147,000 | City bonds |
| 3 | O'Keefe/Roosevelt Way | \$420,000 | City bonds |
| | Total: | \$ 793,000 | |

- These costs are for striping, signage, curbing, and flex posts only. Order of construction is subject to change. Street construction schedules may overlap. 100 block of Roosevelt Way and Baronne Street to be coordinated with DDD Drainage and Green Infrastructure Project.



Next Steps

Construction (Late Spring –
Summer 2021)

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

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[www.nola.gov/transportation/
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Questions

City of New Orleans



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