



# Central City / Lower Garden District Proposed Transportation Network Improvements

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City of New Orleans

July 9, 2020



# Agenda

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- Welcome from Neighborhood Engagement – Talva Burnette
- Welcome from Mayor's Office of Transportation – Dan Jatres
  - What is Moving New Orleans?
- Overview of Proposed Central City / Lower Garden District Bike Network – Louis Haywood, Department of Public Works
- Question and Answer Session – Talva Burnette

# What Is Moving New Orleans?

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*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 City's 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?

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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 Algiers bikeways



# 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



# Guiding Questions for Feedback

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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?

# Central City / Lower Garden District – 2.78 Miles of Bikeways, Five (5) Corridors

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Martin Luther King Jr. Boulevard (St. Charles Avenue to S. Broad Street)

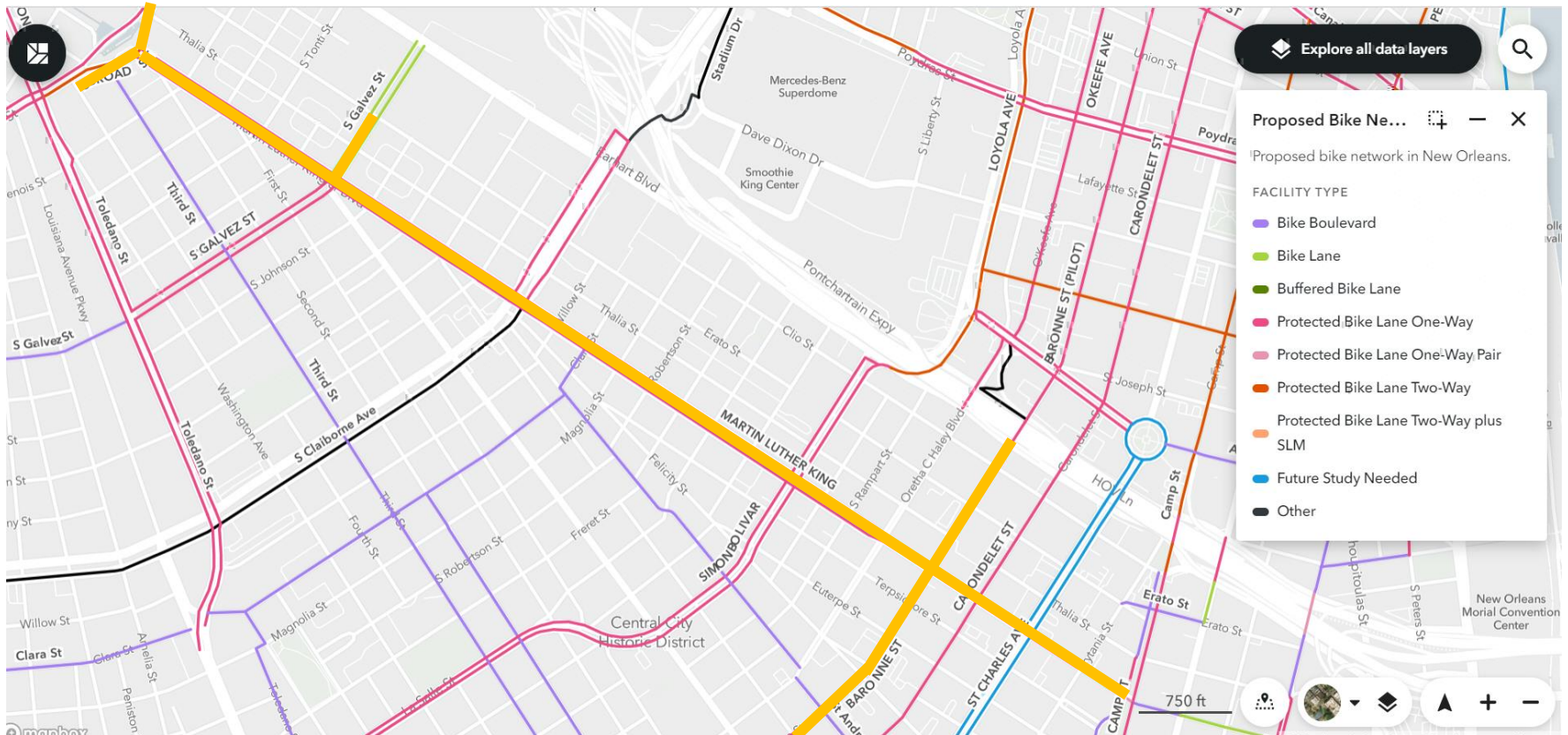
Melpomene Street (St. Charles Avenue to Camp Street)

Baronne Street (Calliope Street to Philip Street)

S. Galvez Street (Martin Luther King Jr. Boulevard to Erato Street)

S. Broad Street (Fourth Street to Thalia Street)

# Central City / Lower Garden District – 2.78 Miles of Bikeways, Five (5) Corridors



Note: Map from Moving New Orleans Bikes Blueprint

# Central City / Lower Garden District Transportation Network Improvement Benefits

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Will address pavement and sidewalk quality issues

Will improve overall safety and quality of life

Will connect to existing bikeways

Will create more comfortable places to walk, bike, drive and use transit

Will address inequities by promoting a healthy lifestyle

# Martin Luther King Jr. Boulevard and Melpomene Street – Traffic Safety Snapshot (2014 – 2018)

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**1,327**  
crashes were  
recorded  
over the five-  
year period  
(2014-2018)

- These crashes resulted in **four** fatalities and the injury of **624** people.
- Most crashes occurred at South Claiborne Avenue (**760**) followed by Simon Bolivar Avenue (**51**) and Magnolia Street (**48**).
- There were **26** crashes involving pedestrians, one of which resulted in a fatality and **18** crashes involving bicyclists, one of which resulted in a fatality.



# Improving Traffic Safety

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## Effective Strategies

- ✓ Implement a "Road Diet"
- ✓ Improve sight lines at intersections
- ✓ Improve intersection geometry (I.e. reduce turning radii)
- ✓ Make crosswalks more visible
- ✓ Establish bike lanes using horizontal and vertical barriers

*A **Road Diet** is generally described as "removing travel lanes from a roadway and utilizing the space for other uses and travel modes." \**

\* Federal Highway Administration (FHWA) recognizes "road diets" as one of 20 proven countermeasures for improving roadway safety.

# "Connect the Crescent" Bike Lane Pilot

- ✓ Pilot was a community-led initiative
- ✓ Installation of temporary bike lanes and crosswalks on MLK and Simon Bolivar
- ✓ Included protected bike lanes and high visibility crosswalks
- ✓ Survey of community perceptions conducted



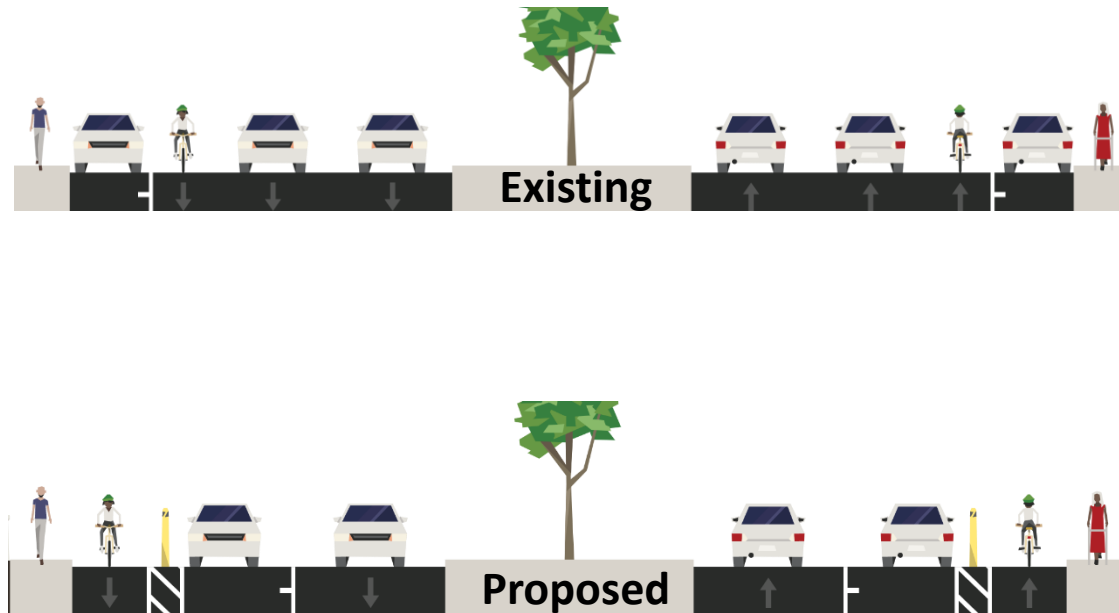
Survey Responses  
for MLK Blvd and  
Simon Bolivar Blvd  
Temporary  
Installations

Rating of Safety and Effectiveness	Great, make it permanent.	Good, could be better.	Needs fixing / Bad
All Respondents	44%	11%	8%
Committed/Occasional Bikers	58%	14%	7%
Everyday Drivers	42%	16%	22%
African-Americans	29%	15%	32%
Women	53%	13%	10%

# Martin Luther King Jr. Boulevard (S. Claiborne Ave – S. Broad St.)

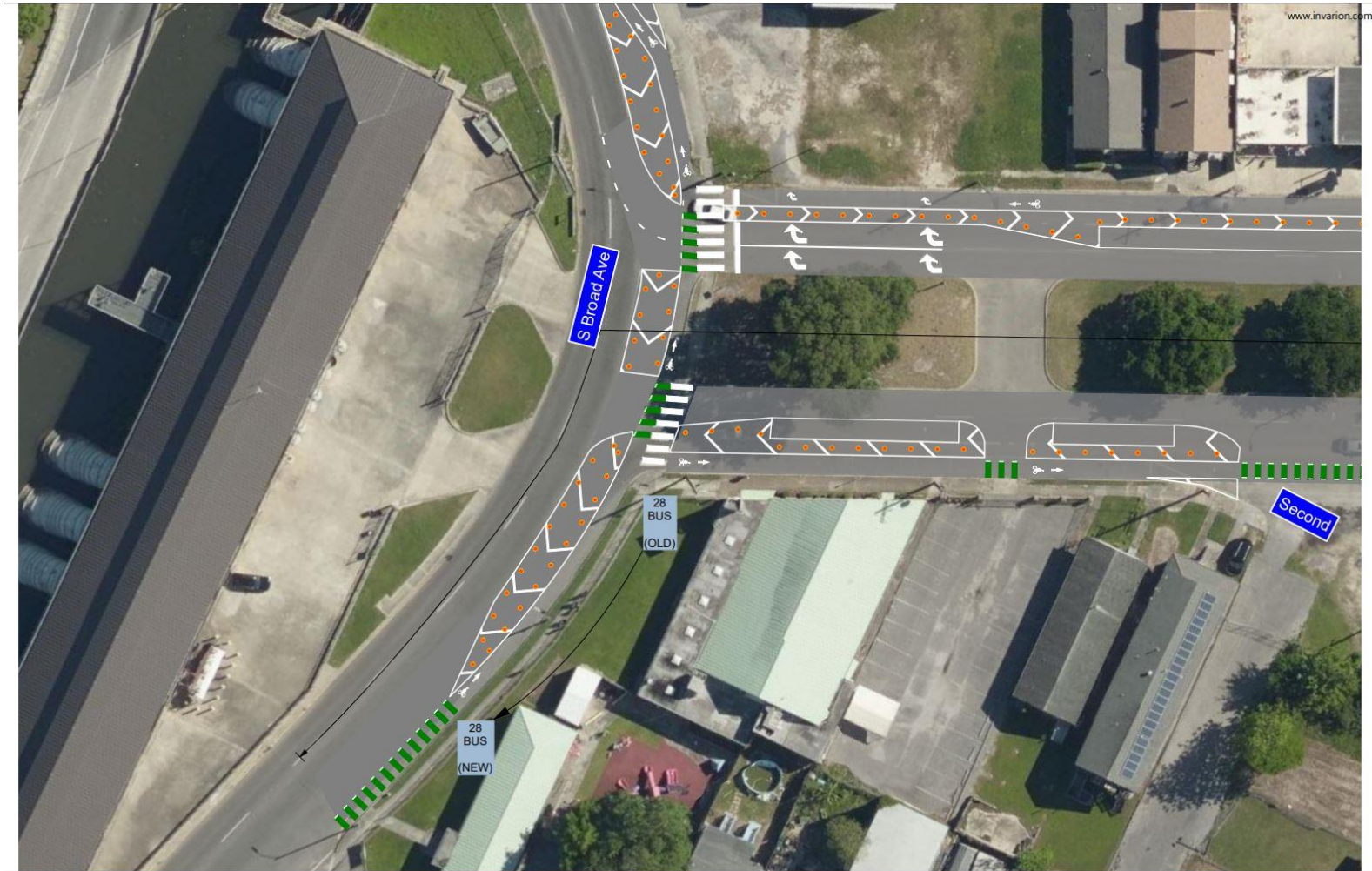
## Approximately \$750K Project

- ✓ Addressing roadway patching needs
- ✓ Replacing missing and damaged sidewalks
- ✓ Upgrading existing bike lanes to protected bike lanes
- ✓ Installing marked crosswalks
- ✓ Roadway will be reconfigured to remove one travel lane in both directions and to include one parking lane and one protected bike lane in each direction



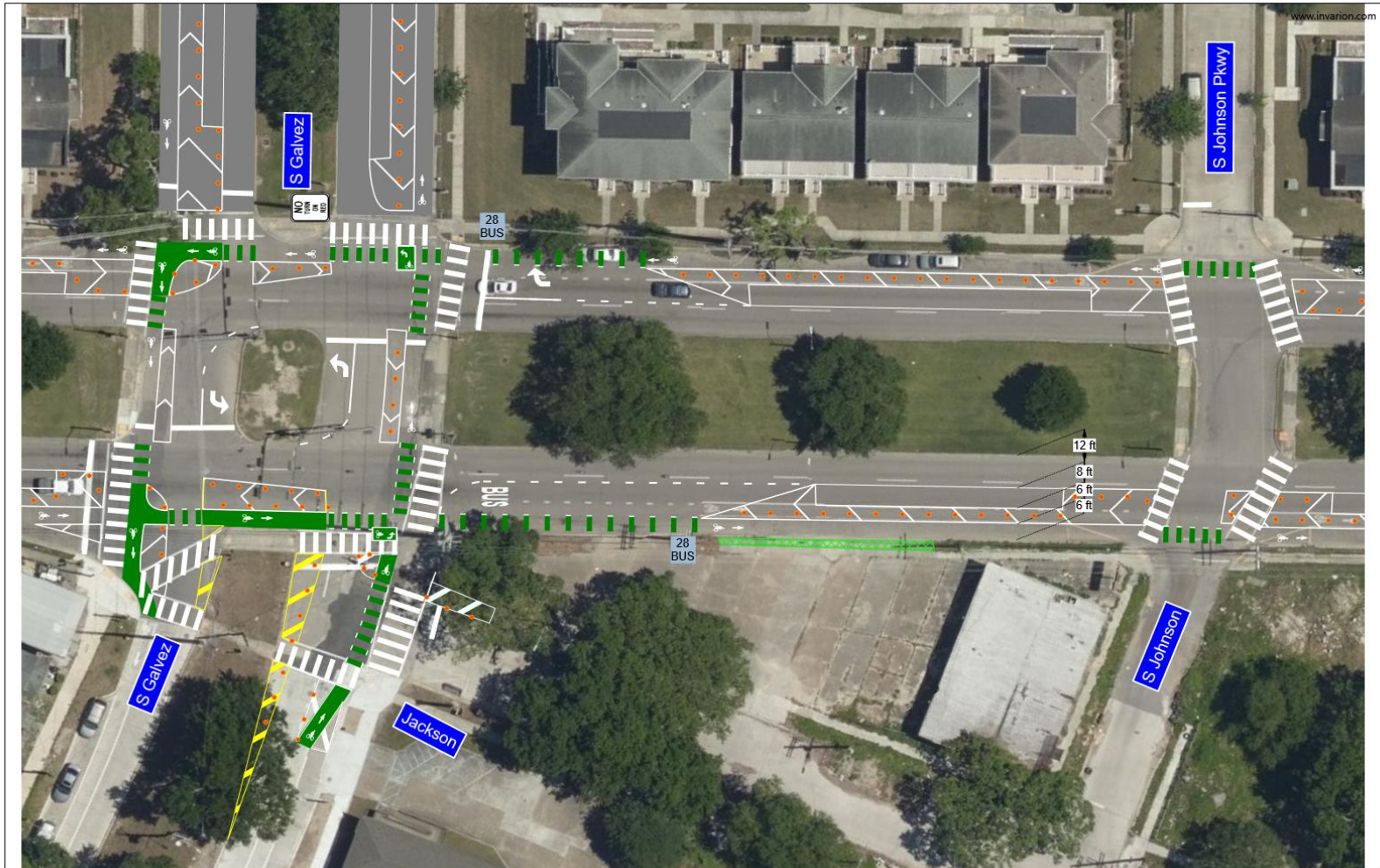
# Martin Luther King Jr. Boulevard

## (South Broad / MLK *Proposed Design*)



# Martin Luther King Jr. Boulevard

## (South Galvez to South Johnson *Proposed Design*)



# Martin Luther King Jr. Boulevard (St. Charles – S. Claiborne Avenue)

## Approximately \$3M Project

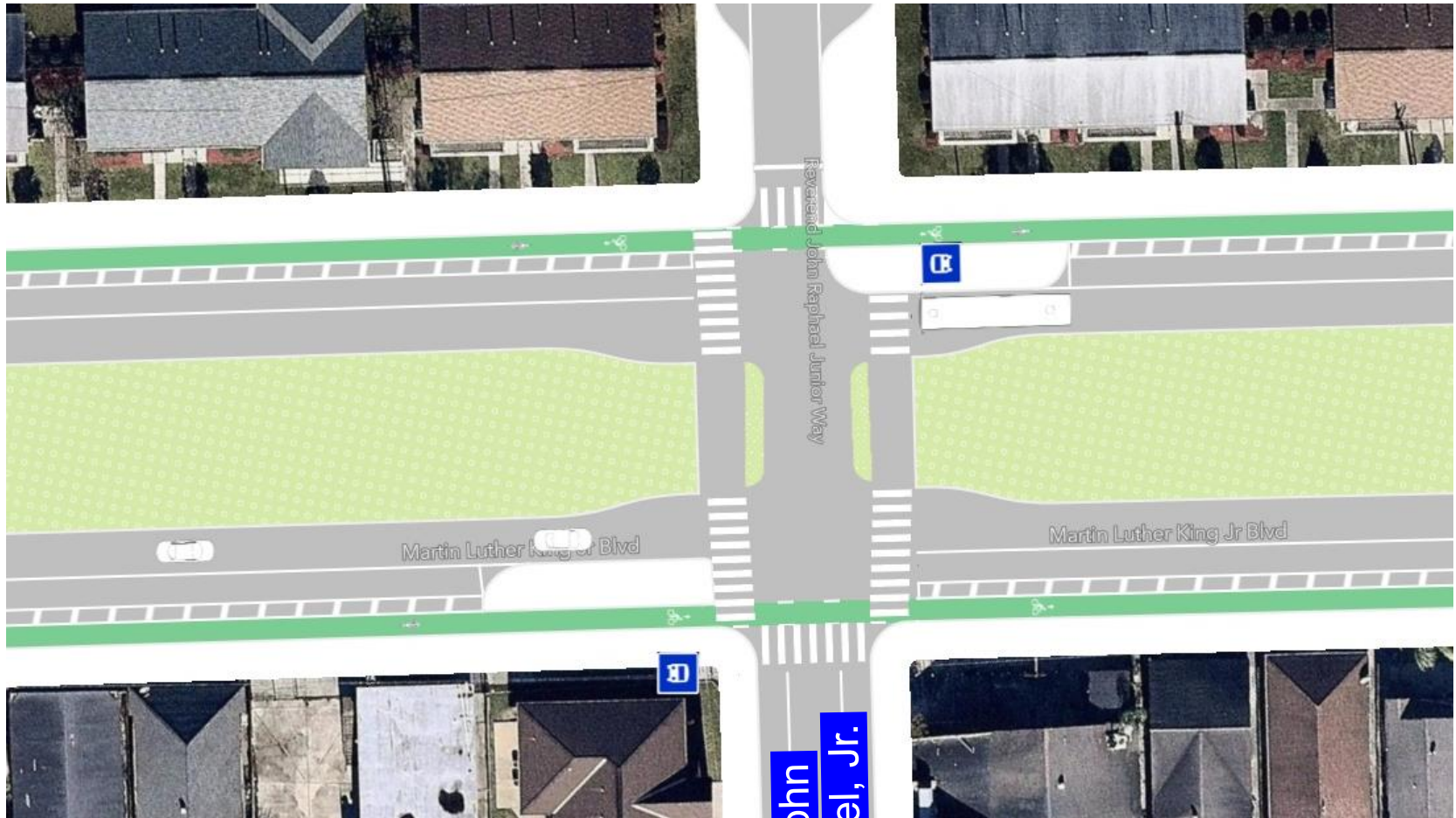
- ✓ Repaving the roadway
- ✓ Repairing sidewalks
- ✓ Adding protected bike lanes
- ✓ Improving access to bus stops
- ✓ Installing marked crosswalks
- ✓ Improving intersection geometry and sight distances at driveways
- ✓ Roadway will be reconfigured to remove one travel lane in both directions and to include a protected bike lane in both directions
- ✓ Near S. Claiborne, two driving lanes in each direction are planned to be maintained



\* This section applies except between OC Haley and St Charles where existing narrow concrete neutral ground will be removed.

# Martin Luther King Jr. Boulevard

## (Intersection of Rev. John Raphael Jr. Way *Proposed Design*)



Note: Green in bike lanes is used here for illustration purposes. Green will be limited to intersections and conflict areas.



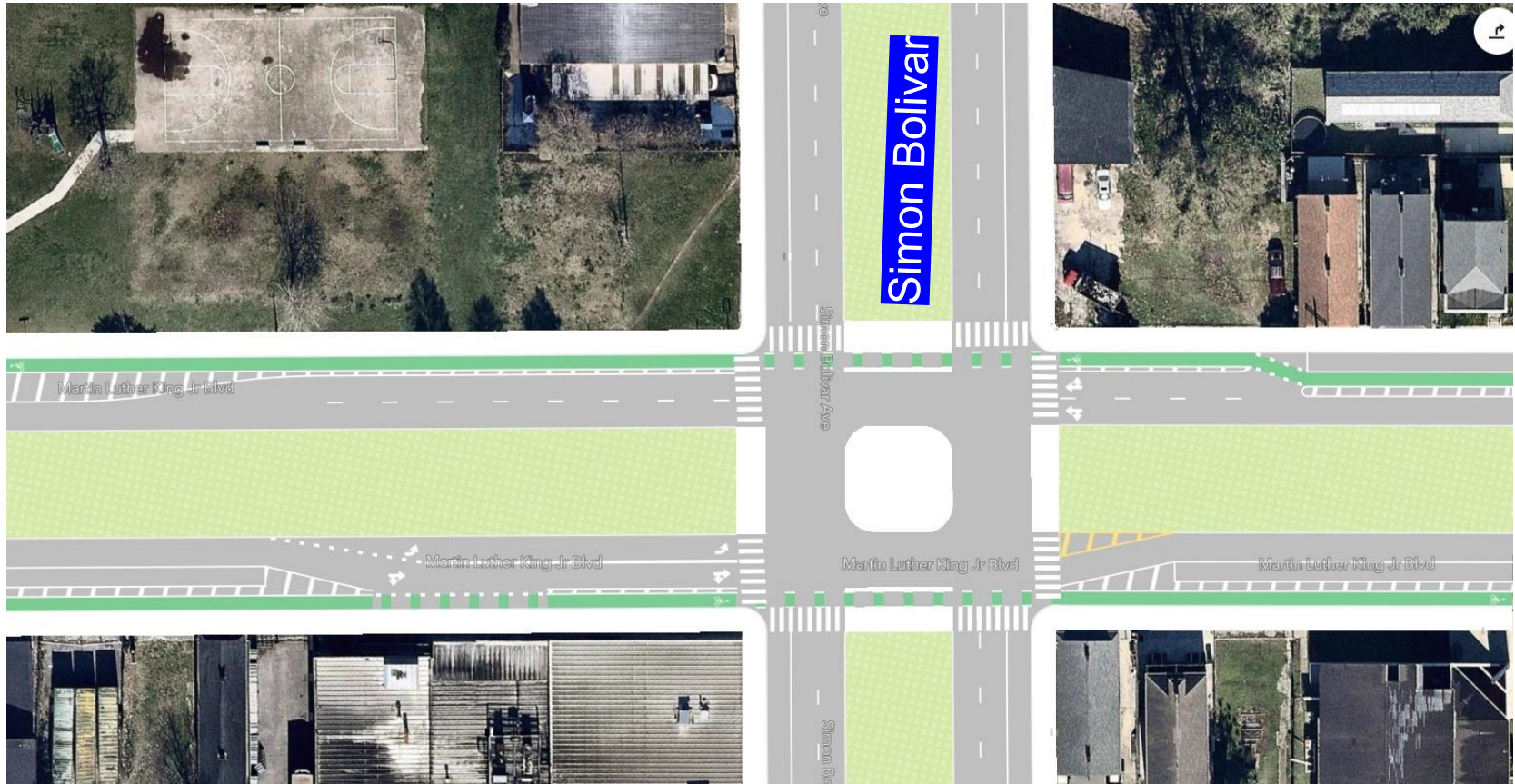
City of New Orleans

Rev. John  
Raphael, Jr.  
Way



# Martin Luther King Jr. Boulevard

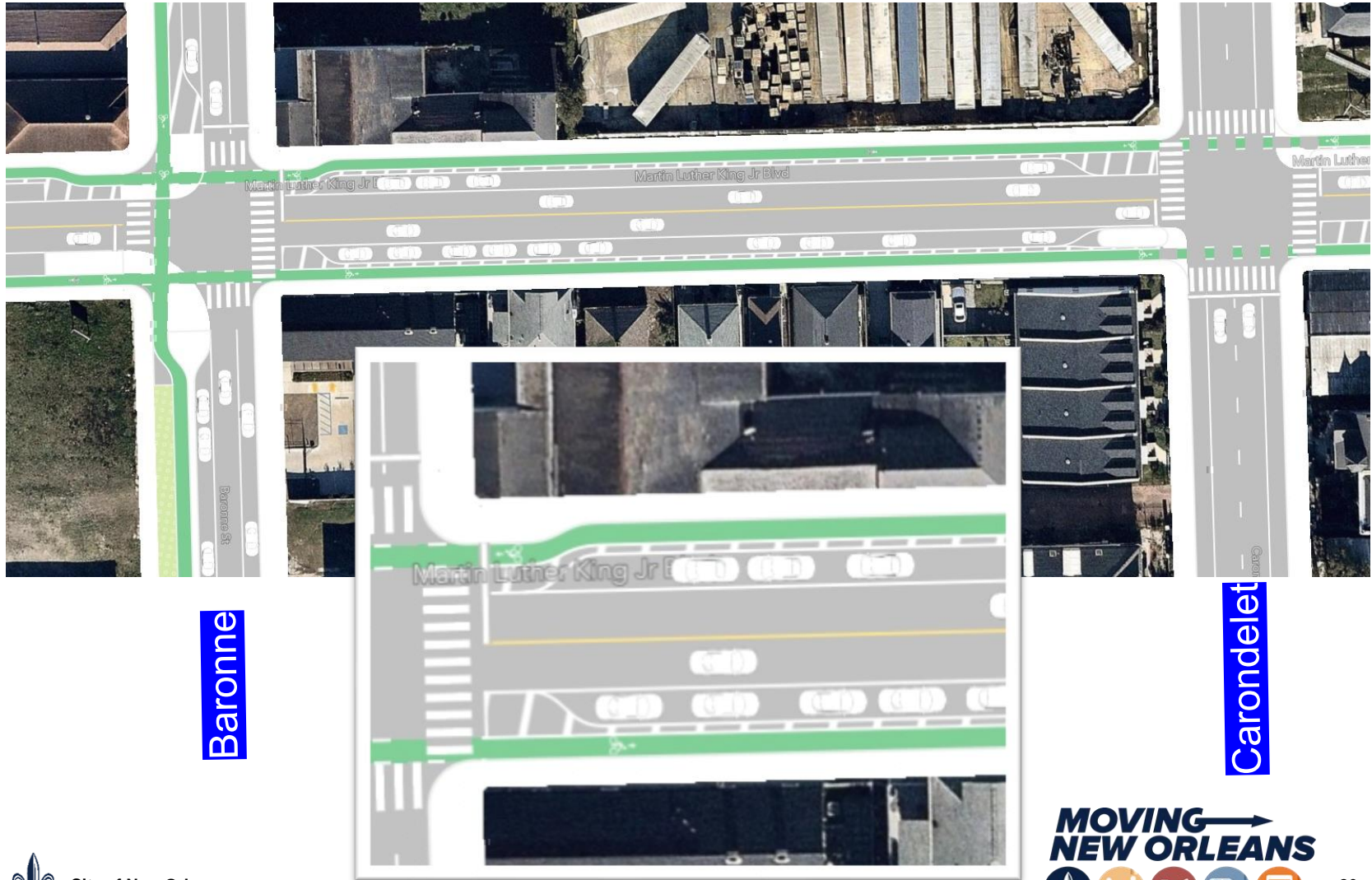
## (Intersection of Simon Bolivar *Proposed Design*)



Note: Green in bike lanes is used here for illustration purposes. Green will be limited to intersections and conflict areas.

# Martin Luther King Jr. Boulevard

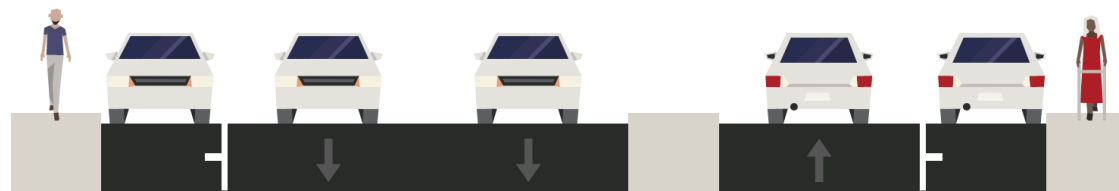
## (Baronne Street to Carondelet St *Proposed Design*)



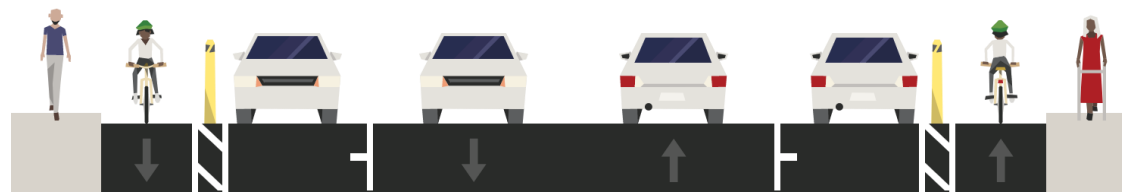
# Melpomene Street (St. Charles Avenue to Camp Street)

## Approximately \$300K Project

- ✓ Repaving the roadway
- ✓ Removing concrete median
- ✓ Adding protected bike lanes
- ✓ Installing marked crosswalks
- ✓ Reconfiguring Melpomene Street between Camp Street and St. Charles Avenue as a protected bike lane, parking lane, and general travel lane in each direction.



Existing

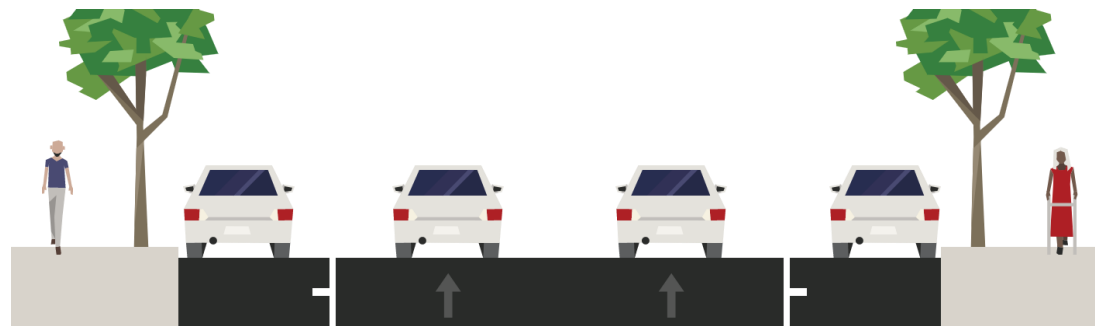


Proposed

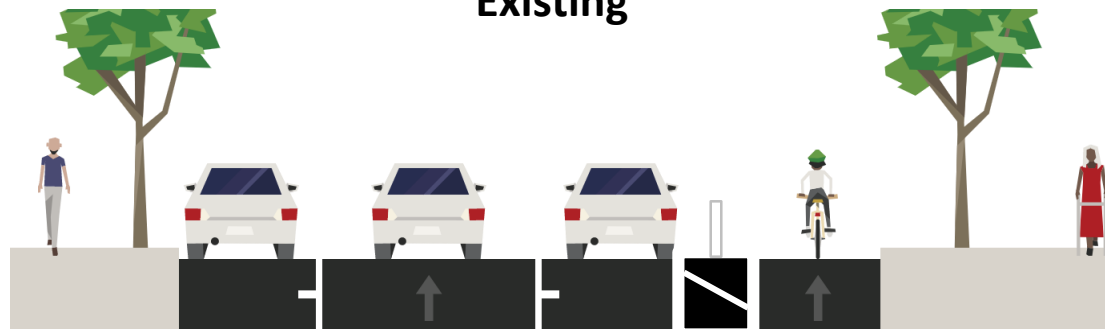
# Baronne Street (Calliope Street to Martin Luther King Jr. Blvd)

## Approximately \$30K Project

- ✓ Addressing roadway and sidewalk needs
- ✓ Adding a protected bike lane
- ✓ Installing marked crosswalks,
- ✓ Improving intersection geometry and sight distances at driveways.
- ✓ Reconfiguring Baronne Street between Calliope Street and MLK Jr. Blvd as a protected bike lane, parking lane, general travel lane, and parking lane.



Existing

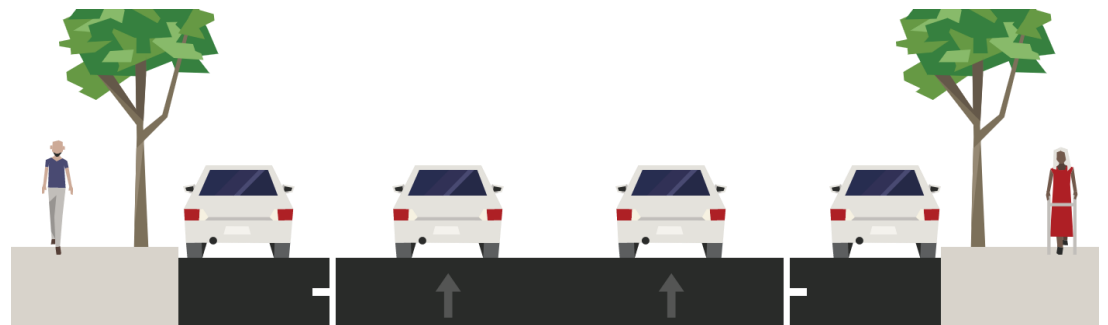


Proposed

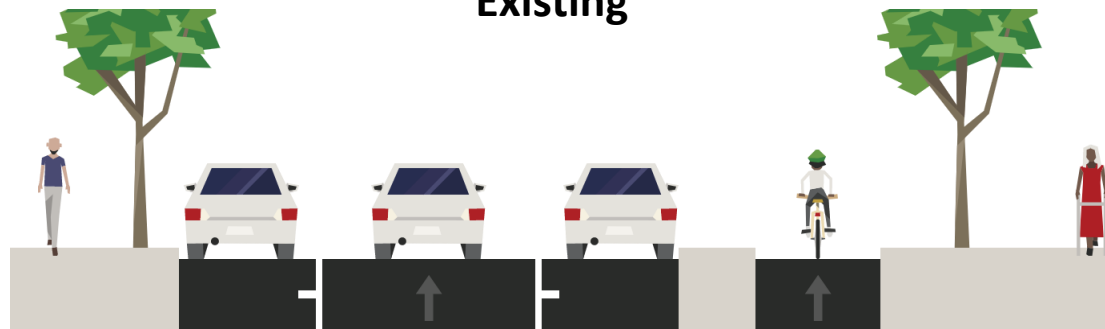
# Baronne Street (Martin Luther King Jr. Blvd to Philip Street)

## Approximately \$5M Project

- ✓ Repaving the roadway
- ✓ Adding stormwater management infrastructure
- ✓ Adding protected bike lanes
- ✓ Installing marked crosswalks,
- ✓ Improving intersection geometry and sight distances at driveways. Reconfiguring the Baronne Street between Calliope Street and Philip Street as a protected bike lane, parking lane, general travel lane, and parking lane.



Existing

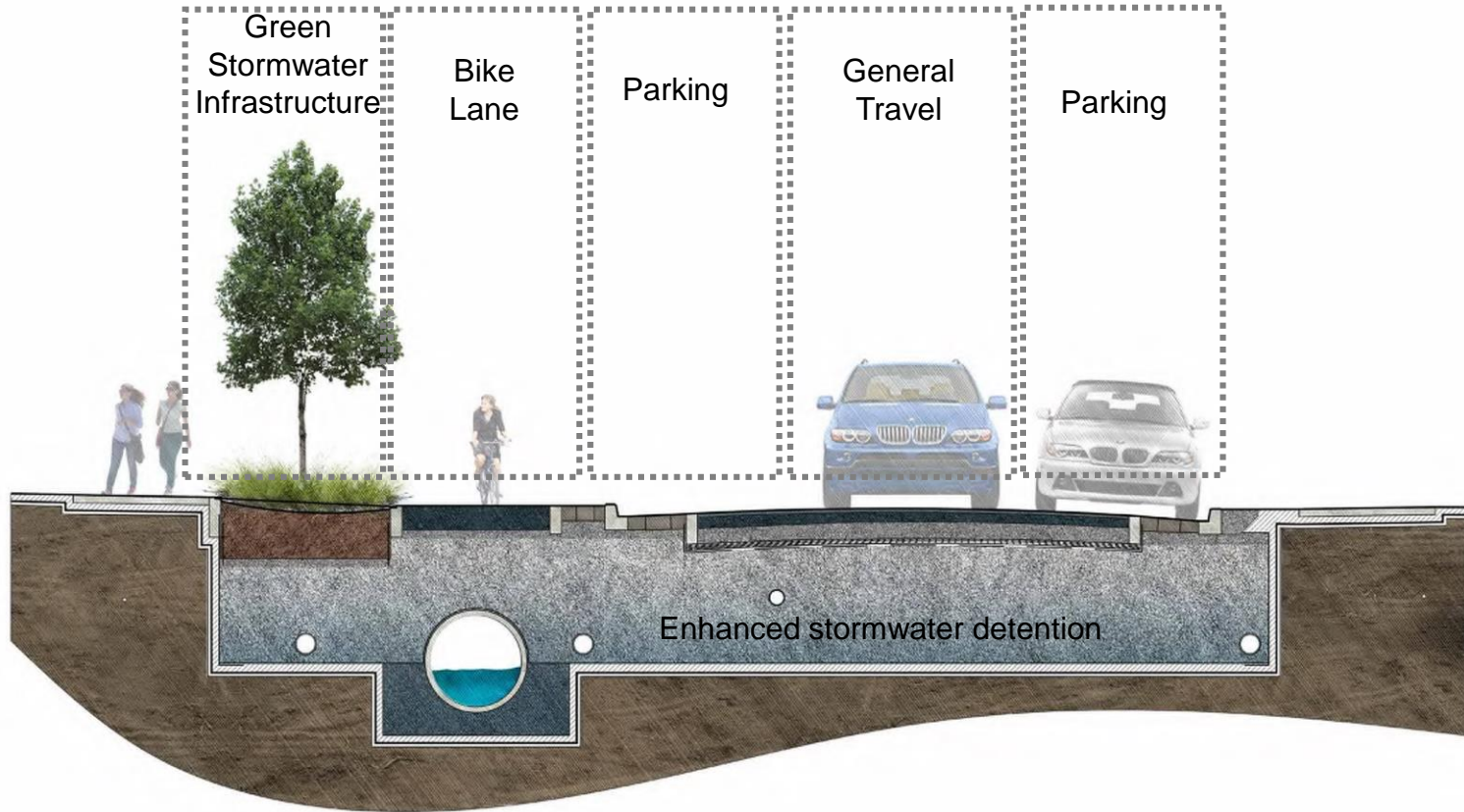


Proposed

Note: This project is part of the FEMA-funded DPS01 Hazard Mitigation Grant Program project.

# Baronne Street

## (MLK Jr. Blvd to Philip Street *Proposed Design*)



# S. Galvez Street (Martin Luther King Jr. Boulevard to Erato Street)

## Approximately \$20K Project

- ✓ Adding protected bike lanes
- ✓ Installing marked crosswalks,
- ✓ Improving intersection geometry and sight distances.
- ✓ Reconfiguring S. Galvez Street between Martin Luther King Jr Blvd and Erato Street as a protected bike lane, parking lane, and general travel lane in each direction.



Existing

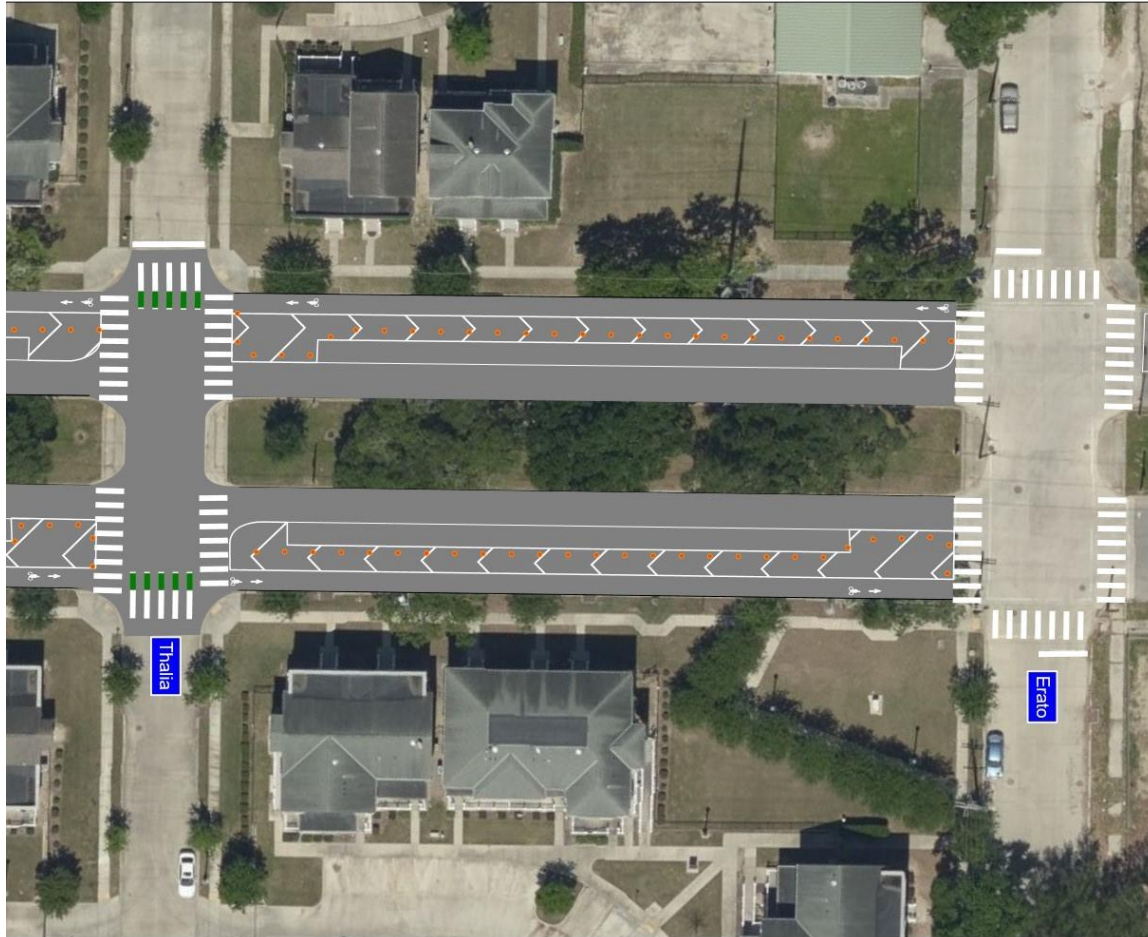


Proposed

# S Galvez Street

## (Thalia to Erato *Proposed Design*)

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# S. Broad Street (Fourth Street to Thalia Street)

## Approximately \$20K Project

- ✓ Upgrading existing bike lanes to protected bike lanes
- ✓ Improving access to bus stops
- ✓ Installing high-visibility marked crosswalks
- ✓ Improving intersection geometry and sight distances at driveways
- ✓ Reduce speeding around pump station



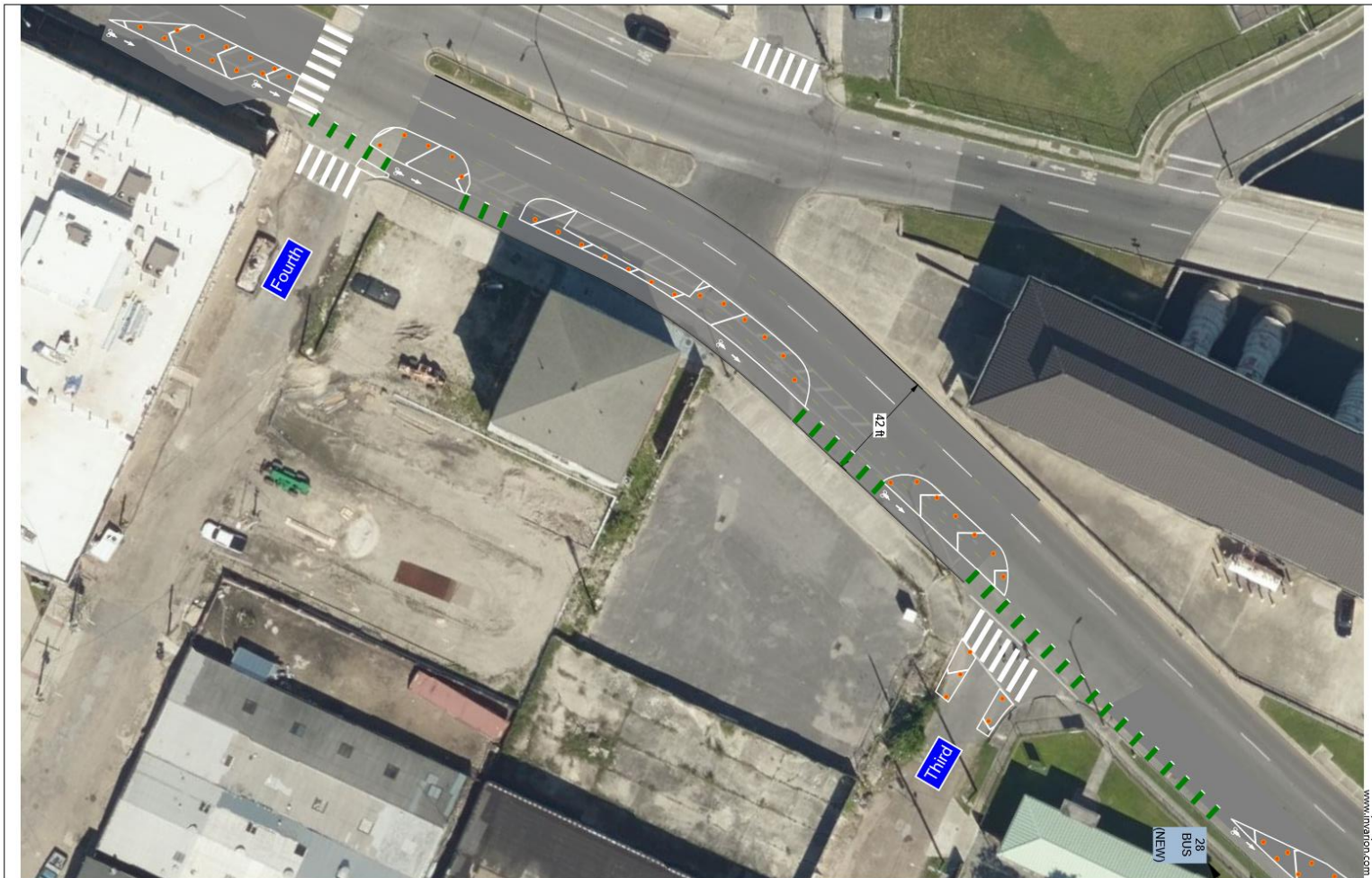
Existing



Proposed

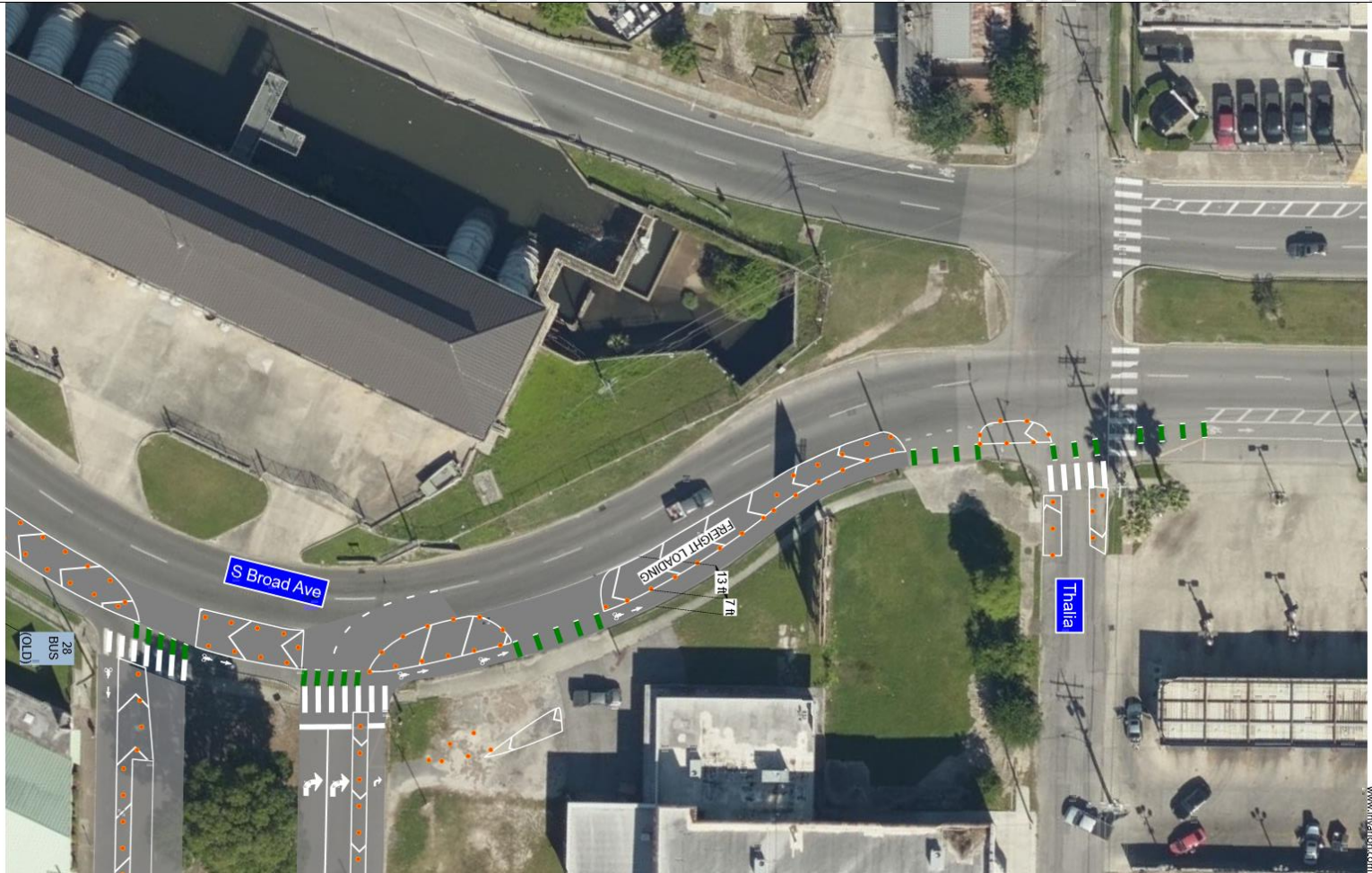
# S. Broad Street

## (Fourth to Third *Proposed Design*)



# S. Broad Street

## (MLK Jr to Thalia *Proposed Design*)



# Next Steps

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Refine  
Design  
Based on  
Feedback

Pre-  
construction  
Community  
Meeting  
(Fall / Winter  
2020)

Construction  
(Winter  
2020 / 2021)

Reference  
Roadwork  
NOLA to  
Track  
Progress



# Questions Contacts

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