



Central City and Lower Garden District Transportation Network Improvements Pre-construction Meeting

City of New Orleans

November 19, 2020



Agenda

- 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?

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?

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

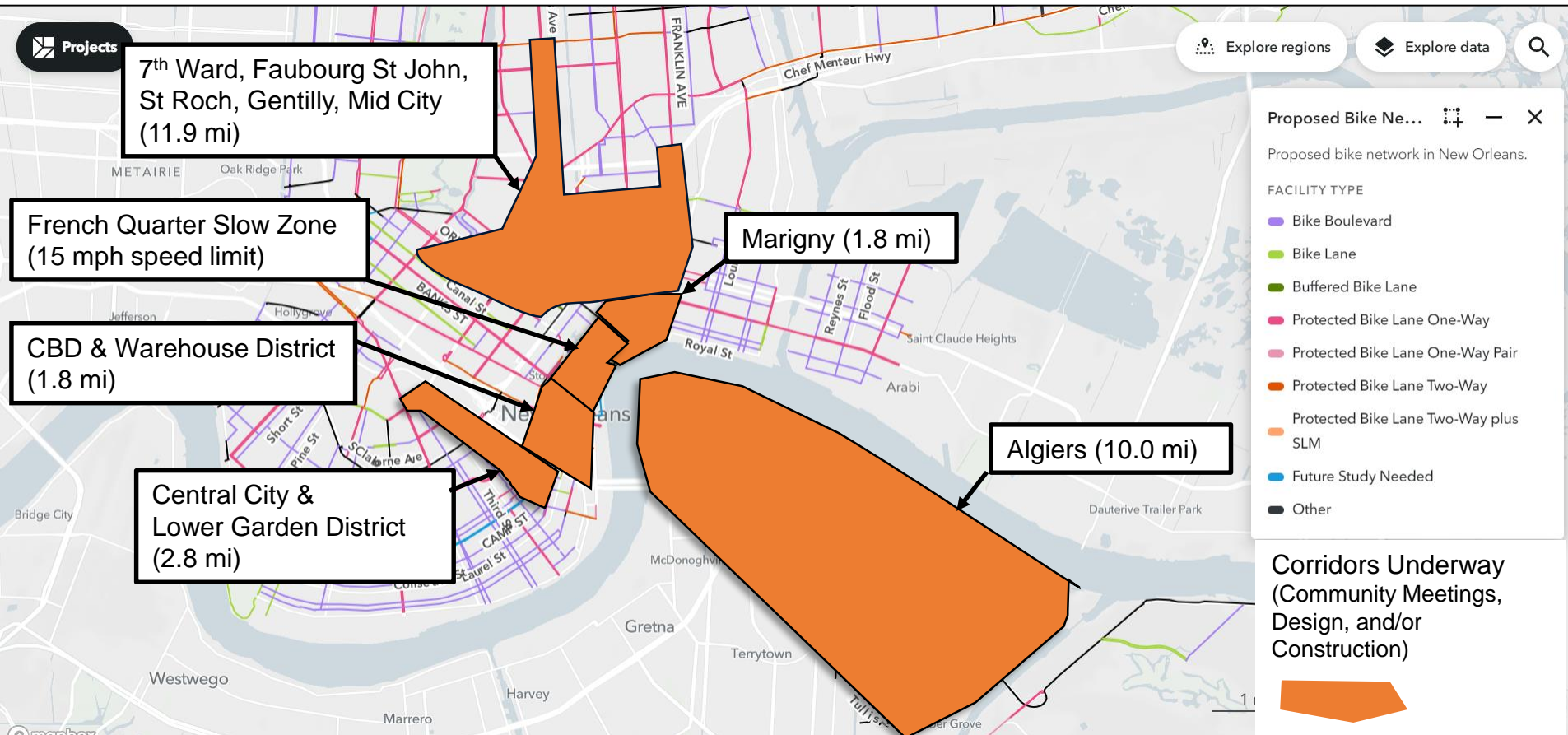


City of New Orleans



5

Network Improvements in Progress



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



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)

Recap from Previous Community Design Meeting

Virtual meeting held on July 9, 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?

Central City & Lower Garden District –

2.78 Miles of Bikeways, Five (5) Corridors

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

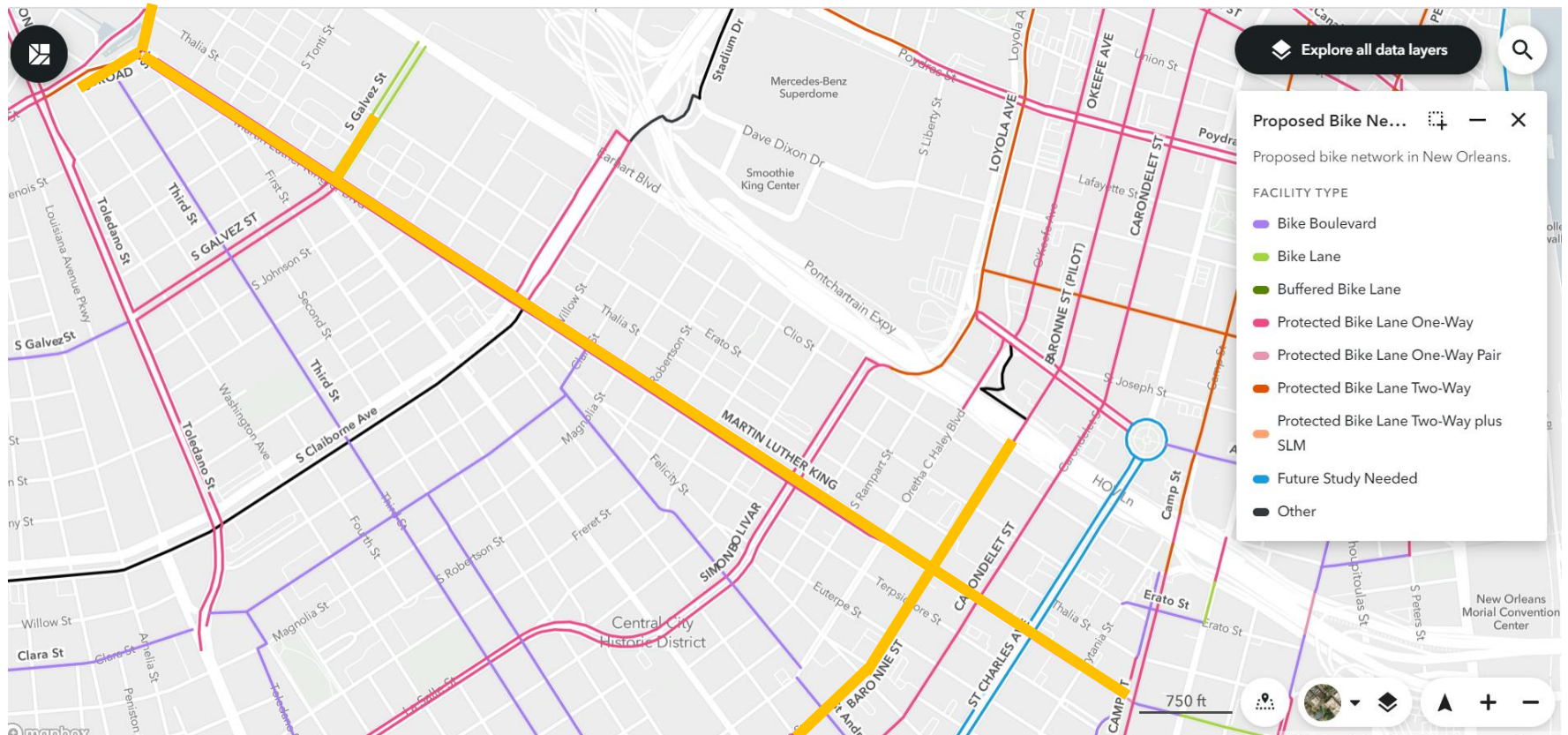
Melpomene Street (St. Charles Avenue to Camp Street)

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

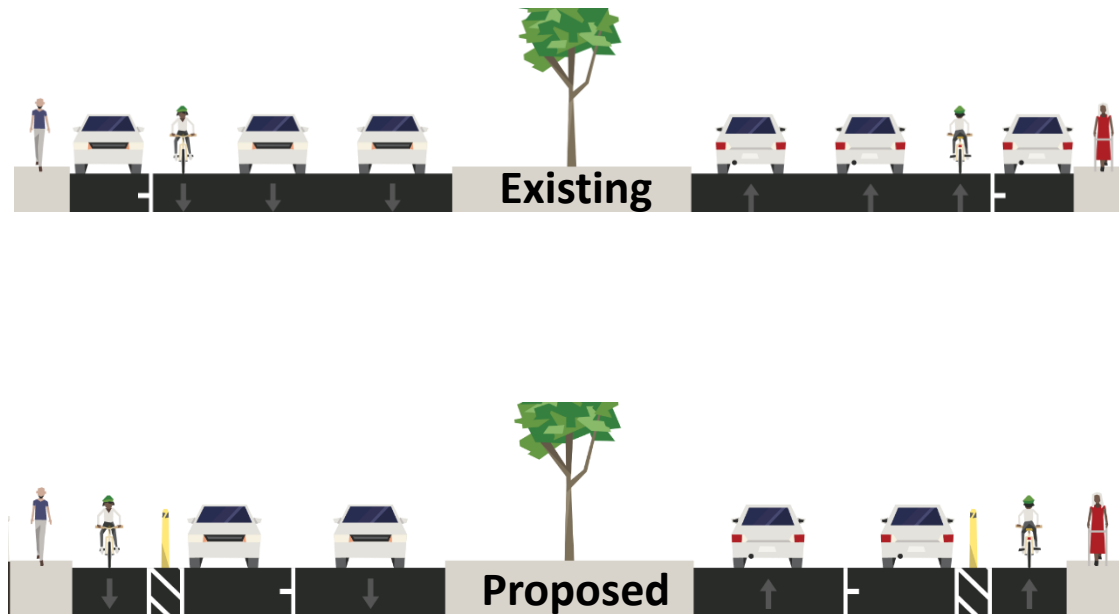


Note: Map from Moving New Orleans Bikes Blueprint

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

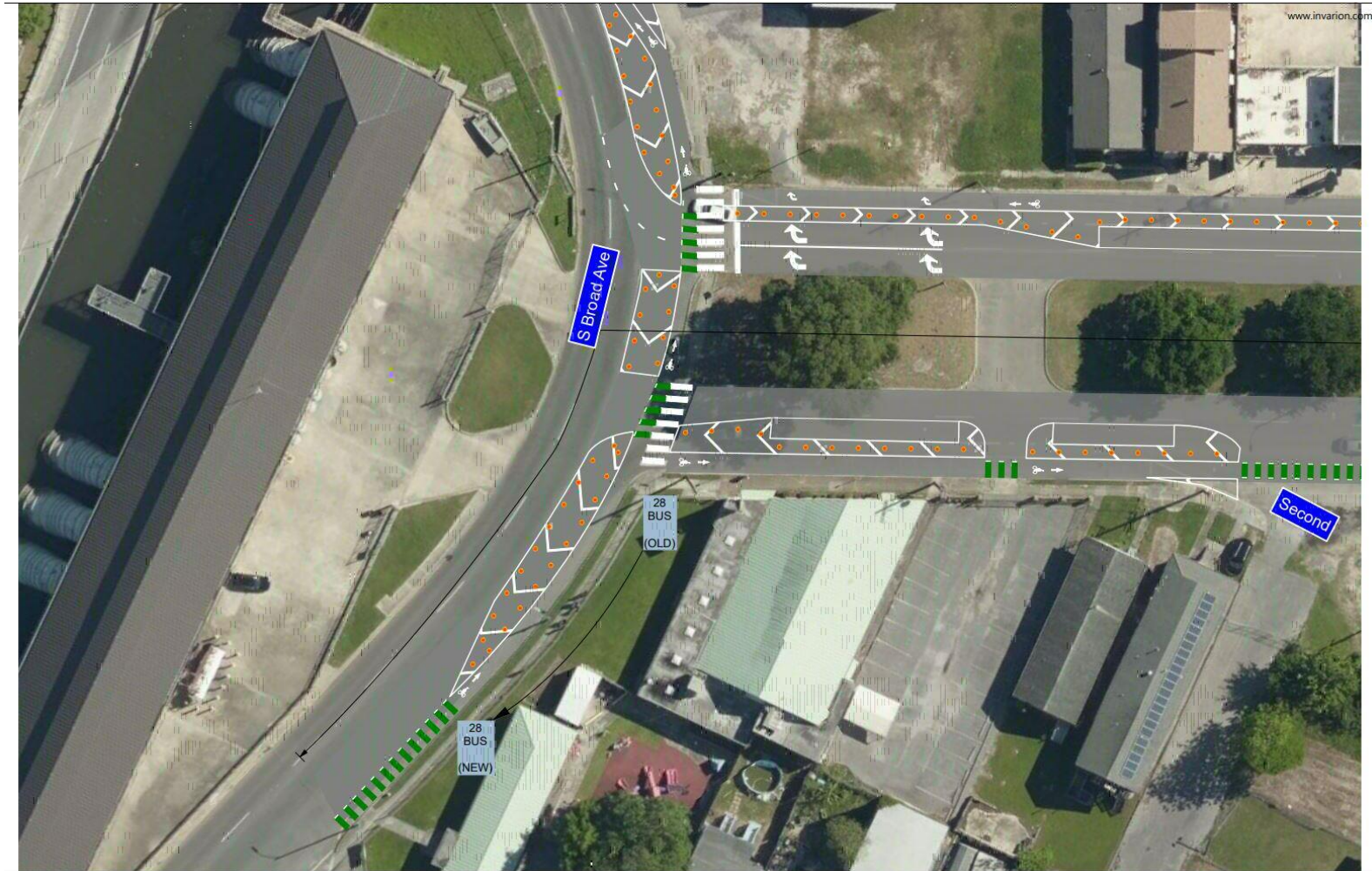
Approximately \$750K Project

- ✓ 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



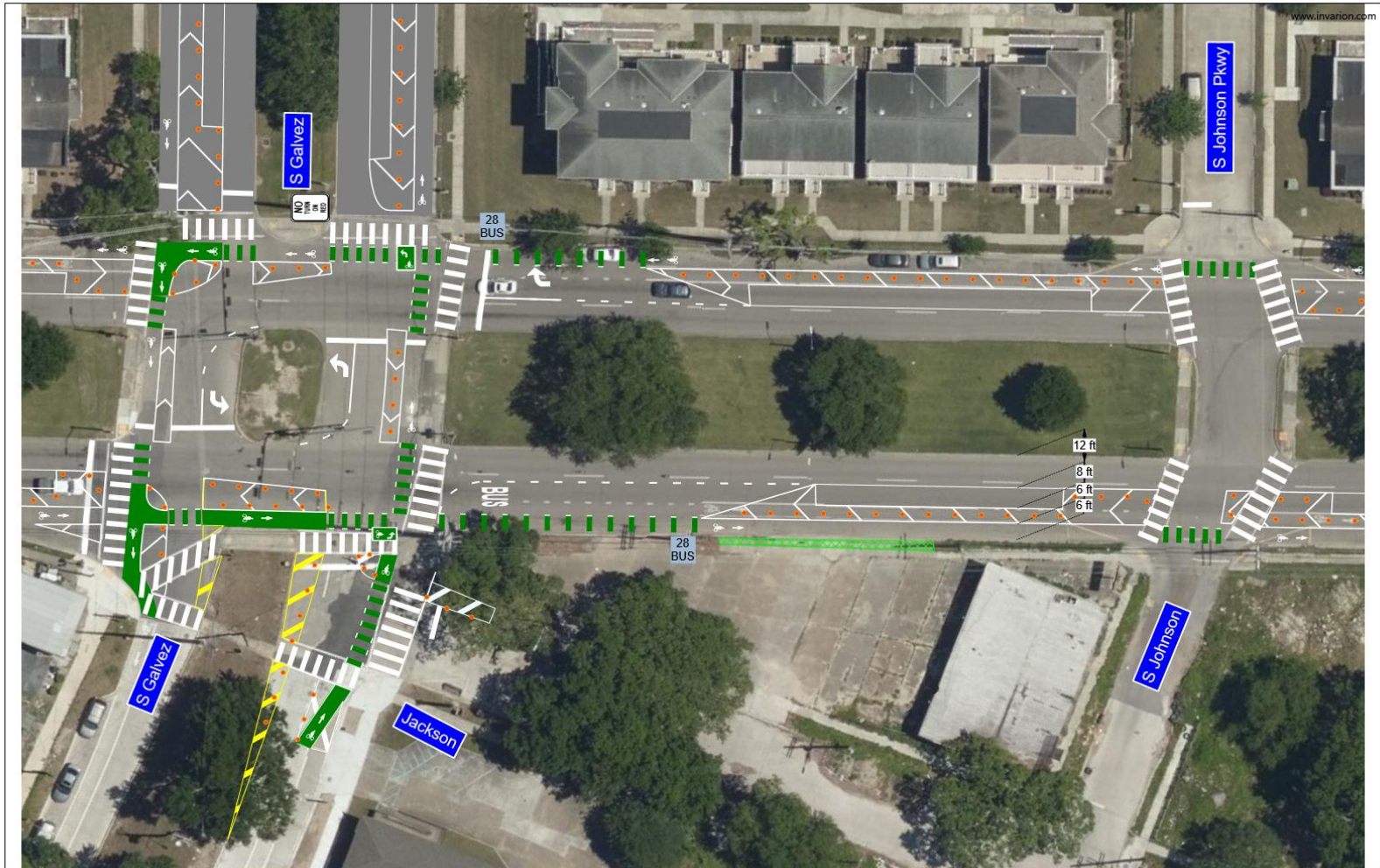
Martin Luther King Jr. Boulevard

(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

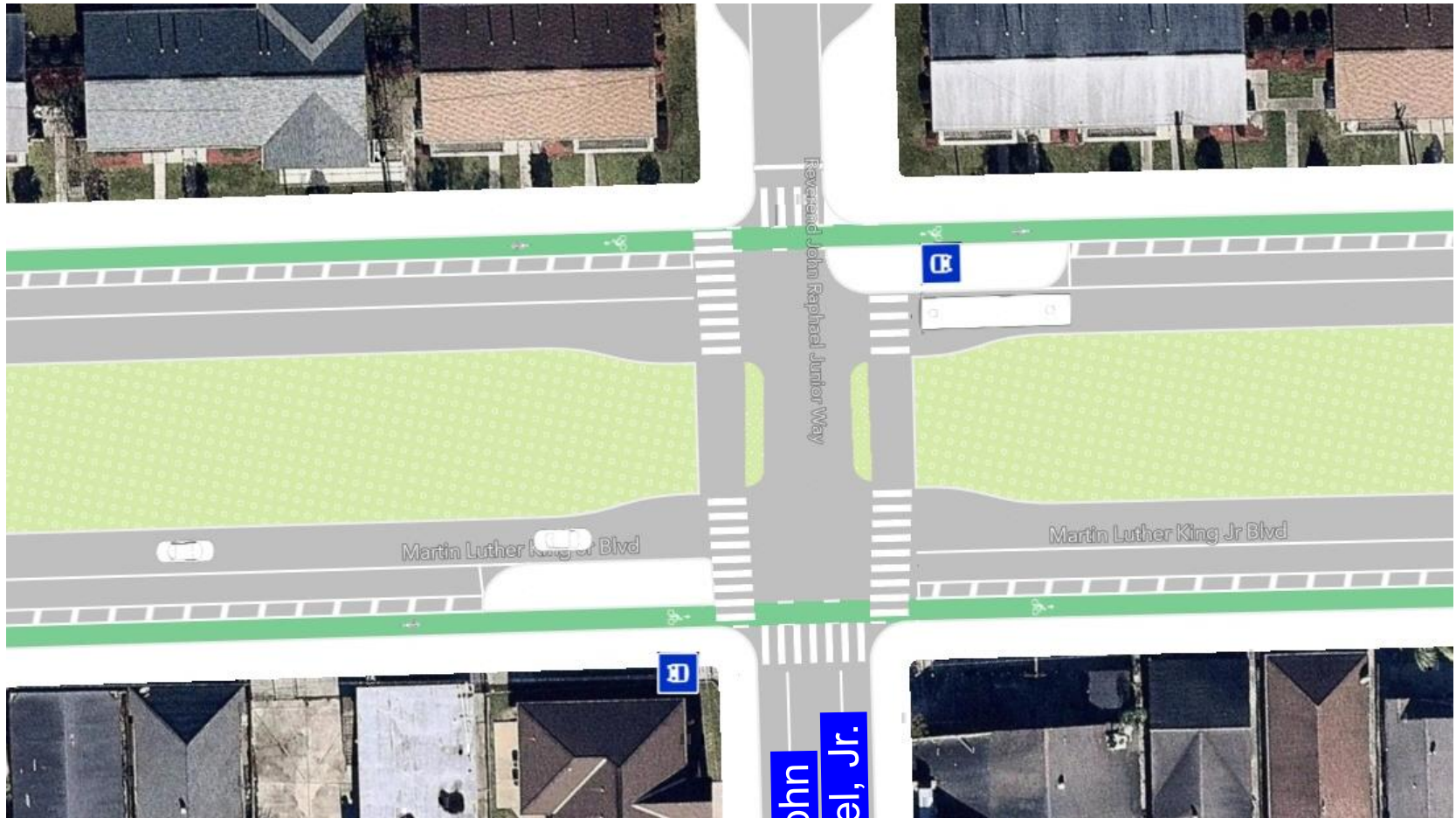
- ✓ Repaving the roadway
- ✓ Repairing sidewalks
- ✓ Adding protected bike lanes
- ✓ Improving access to bus stops
- ✓ Installing marked crosswalks
- ✓ Improving intersection geometry and sight distances at driveways
- ✓ Roadway will be reconfigured to remove one travel lane in both directions and to 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

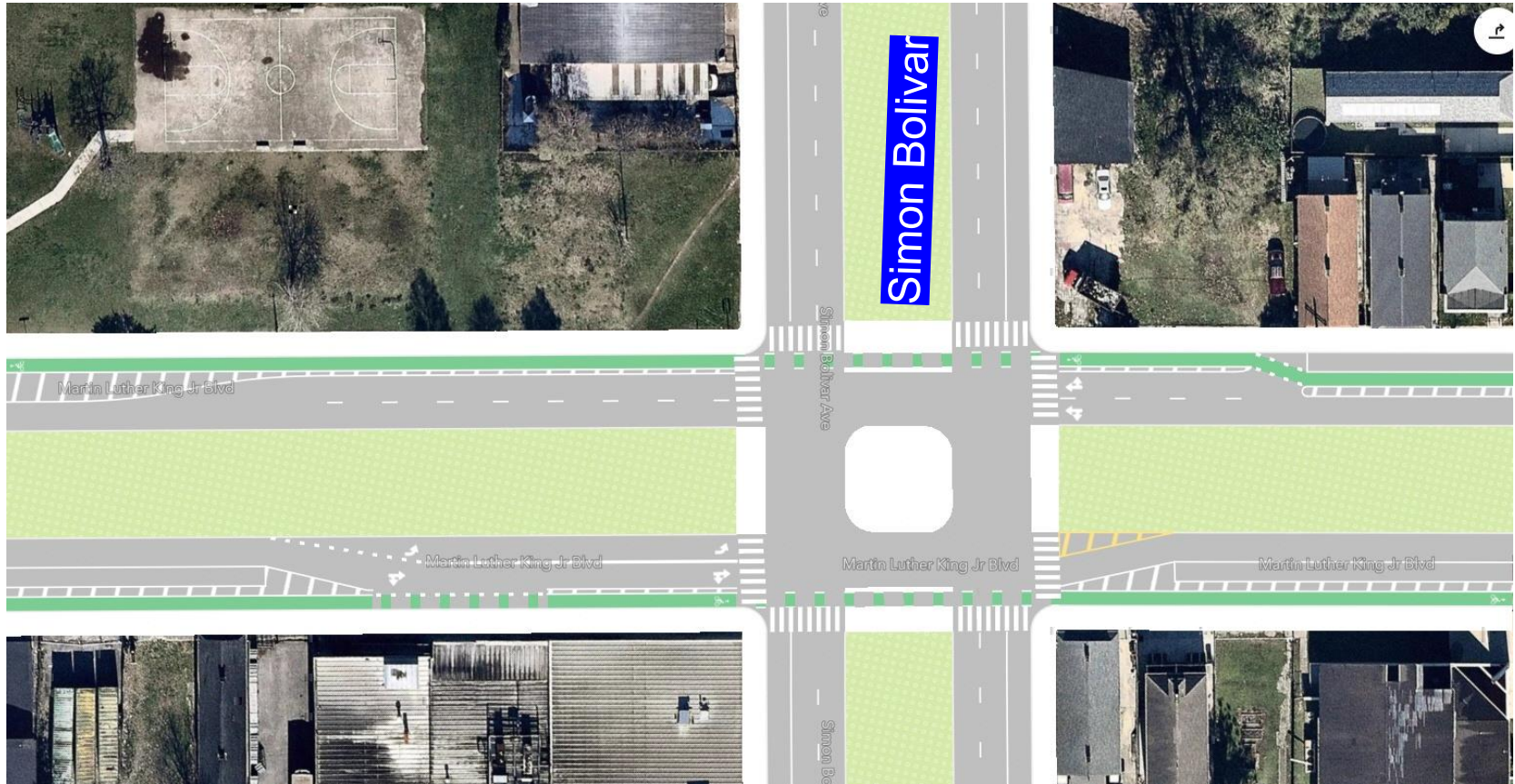
(Intersection of Rev. John Raphael Jr. Way *Proposed Design*)



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

Martin Luther King Jr. Boulevard

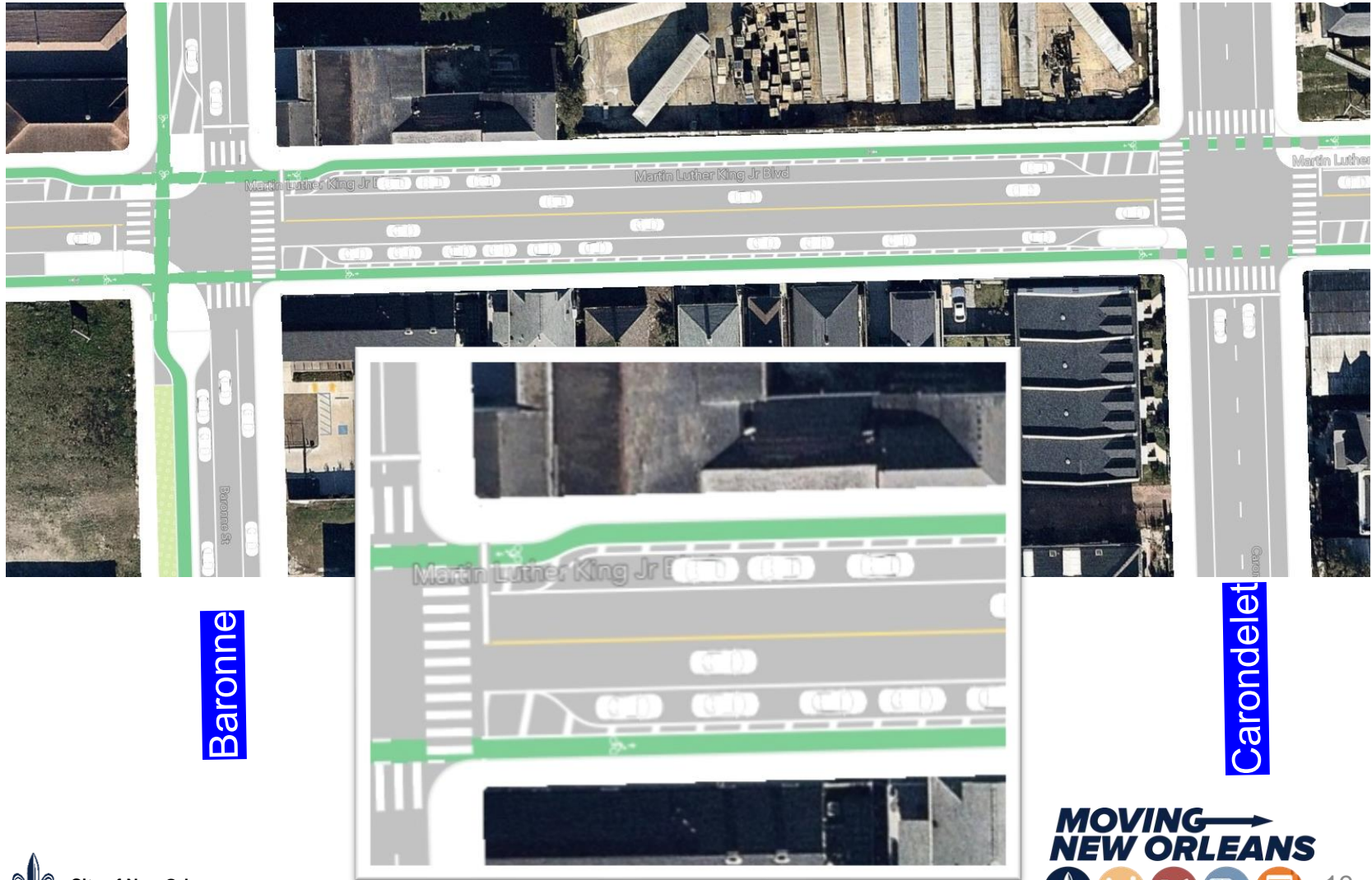
(Intersection of Simon Bolivar *Proposed Design*)



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*)



What we heard and how we responded

For the MLK at Simon Bolivar intersection, why is there a right turn and thru lane on both sides of the intersection? This will require a left merge after the intersection.

Response: The double lane is intended to provide a second thru lane during peak left turn periods. This design considered turning movement volumes as well as intersection safety. Therefore, there are no planned changes to the design.

How many parking spaces will be removed on MLK Blvd?

Response: Additional setbacks for on-street parking are required at intersections, bus stops, and driveways so that adequate sight distances can be provided for the protected bike lane design to work. We anticipate these design considerations to result in an average of 6 on-street parking spaces per block. While every attempt was made to reduce on-street parking impacts, especially in high demand, there are no planned changes to the design.

Why is so much on-street parking being preserved between Claiborne and Broad?

Response: Parking demand in this section of MLK can be observed on most days and nights. While parking demand on the upriver side of the street is typically lower, a determination was made that one travel lane will sufficiently meet the traffic demands and will provide greater safety than two travel lanes. Therefore, there are no planned changes to the design.

What we heard and how we responded

For MLK at Baronne, can the design be improved to ensure smooth turns for bicyclists using the bike lanes?

Response: Yes. The corner transitions were reviewed and adjusted to allow for smooth turns.

It would be nice to see raised concrete curbs separating car lanes from bike lanes. Can these be included?

Response: Yes. The City is planning to use separated curbs to supplement flex posts between travel lanes and bike lanes.

Can public art and trees be included in the design?

Response: Due to the timeline and scope constraints of the roadway and mobility improvements, no public art or trees were incorporated into this project. However, this project does not preclude public art and tree plantings at a future date. The City is currently drafting guidance for art in public rights-of-way. The City is working with third-party organizations such as SOUL to plan and implement tree plantings where there is community interest.

What we heard and how we responded

For MLK at Claiborne, will the design include improved connectivity and access across this complicated intersection for people on bikes?

Response: Yes. The approaches to the intersection in both directions will improve access to the intersection. Because S. Claiborne Avenue is a State highway, any further improvements will need to be coordinated at a future date.

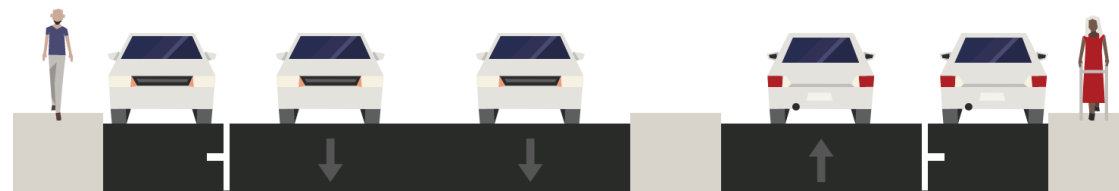
Were the traffic impacts of planned new housing developments in the area considered when assessing lane reductions?

Response: Yes. New developments are reviewed for potential traffic impacts and these impacts are considered in the design process.

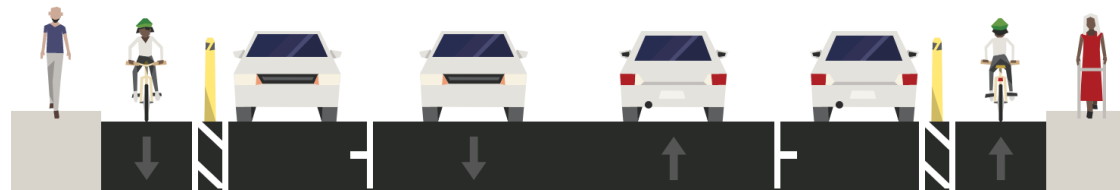
Melpomene Street (St. Charles Avenue to Camp Street)

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

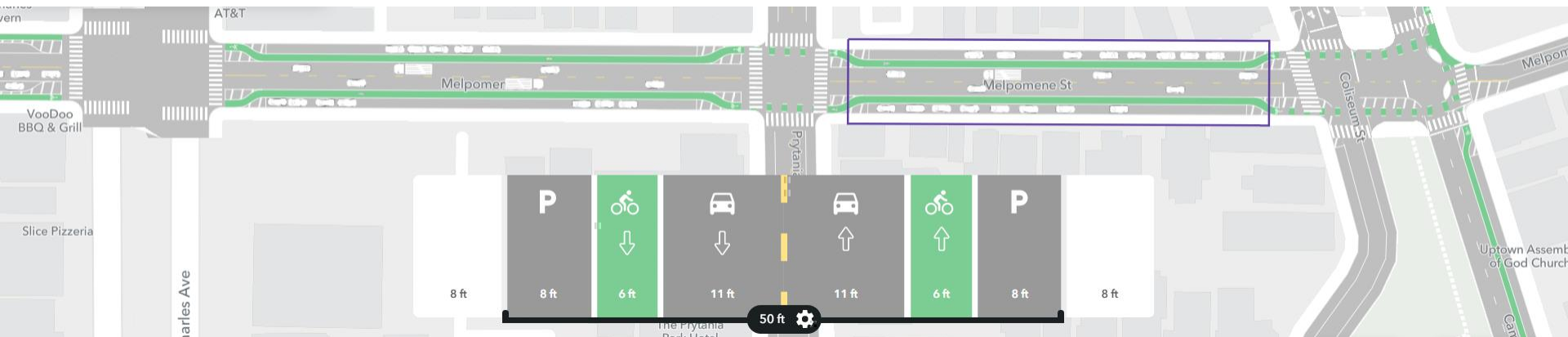


Proposed

What we heard and how we responded

The street seems too narrow to provide a protected bike lane and allow for safe access to on-street parking. Can alternative design options be considered?

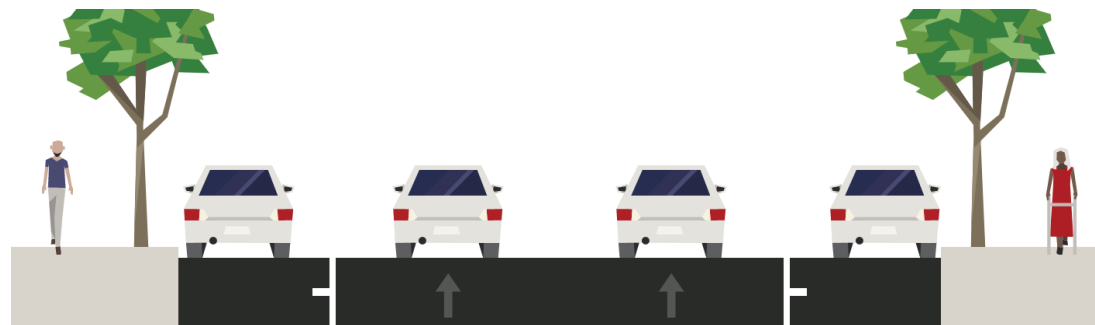
Response: Yes. The City looked at traffic volumes, mobility patterns, and street widths in this segment and determined that a conventional bike lane could provide continuity and safe access for bicyclists as well as other roadway users. The view below show the revised layout and section.



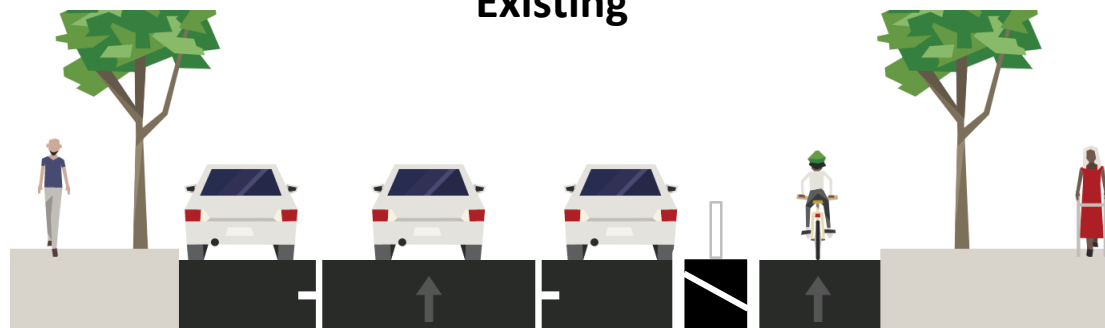
Baronne Street (Calliope Street to Martin Luther King Jr. Blvd)

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

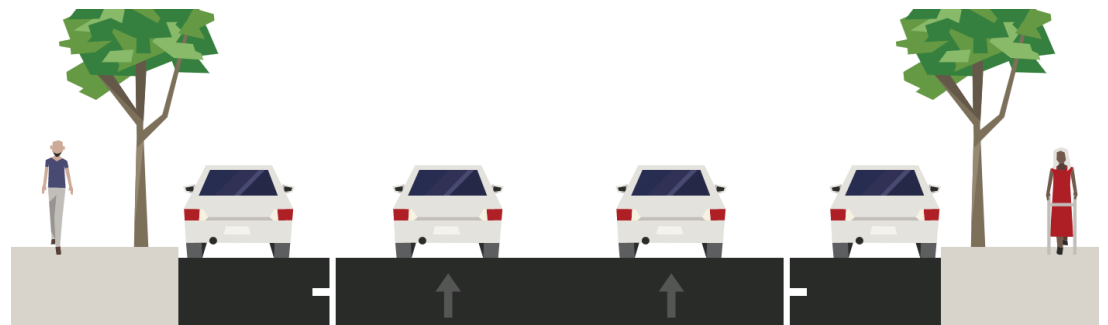


Proposed

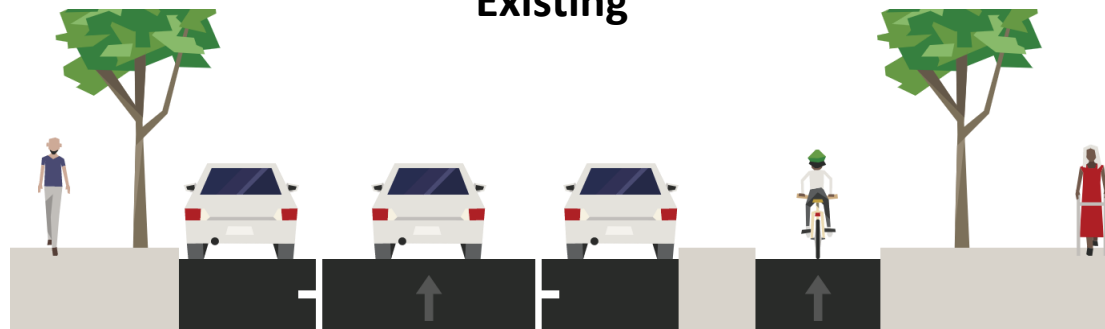
Baronne Street (Martin Luther King Jr. Blvd to Philip Street)

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

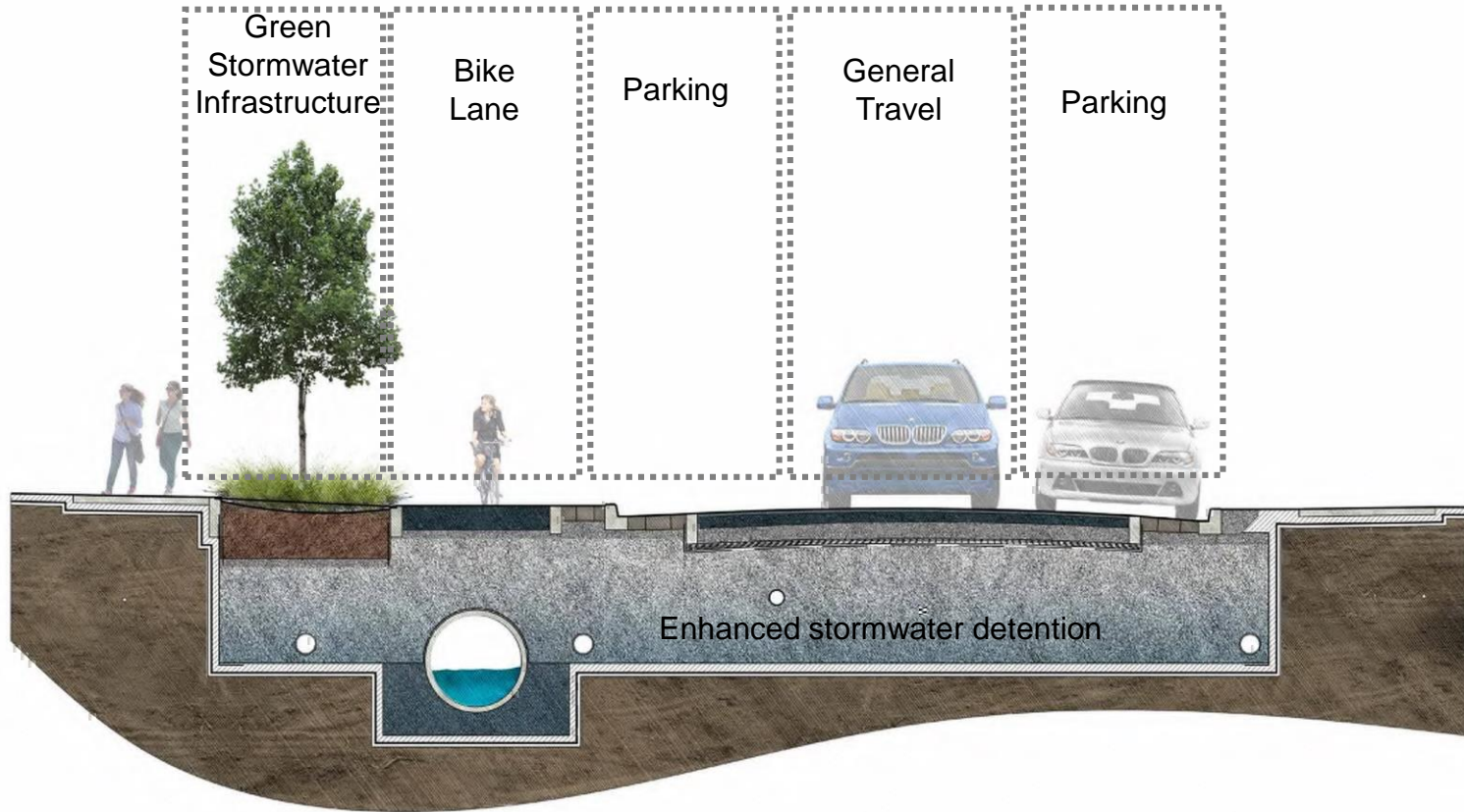


Proposed

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*)



What we heard and how we responded

Roughly, how many gallons of water will be stored/retained with the green infrastructure additions?

Response: 196,500 cubic feet or approximately 1.5M gallons of stormwater storage will be provided with the Baronne Street green infrastructure improvements.

How are the drainage improvements in the Drainage Pump Station 01 Green Infrastructure Project being coordinated with these mobility and safety improvements?

Response: City project management staff are actively coordinating project scopes and schedules to minimize disruption and project durations. Specific drainage connections and utility repairs have been identified and prioritized for coordination.

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.



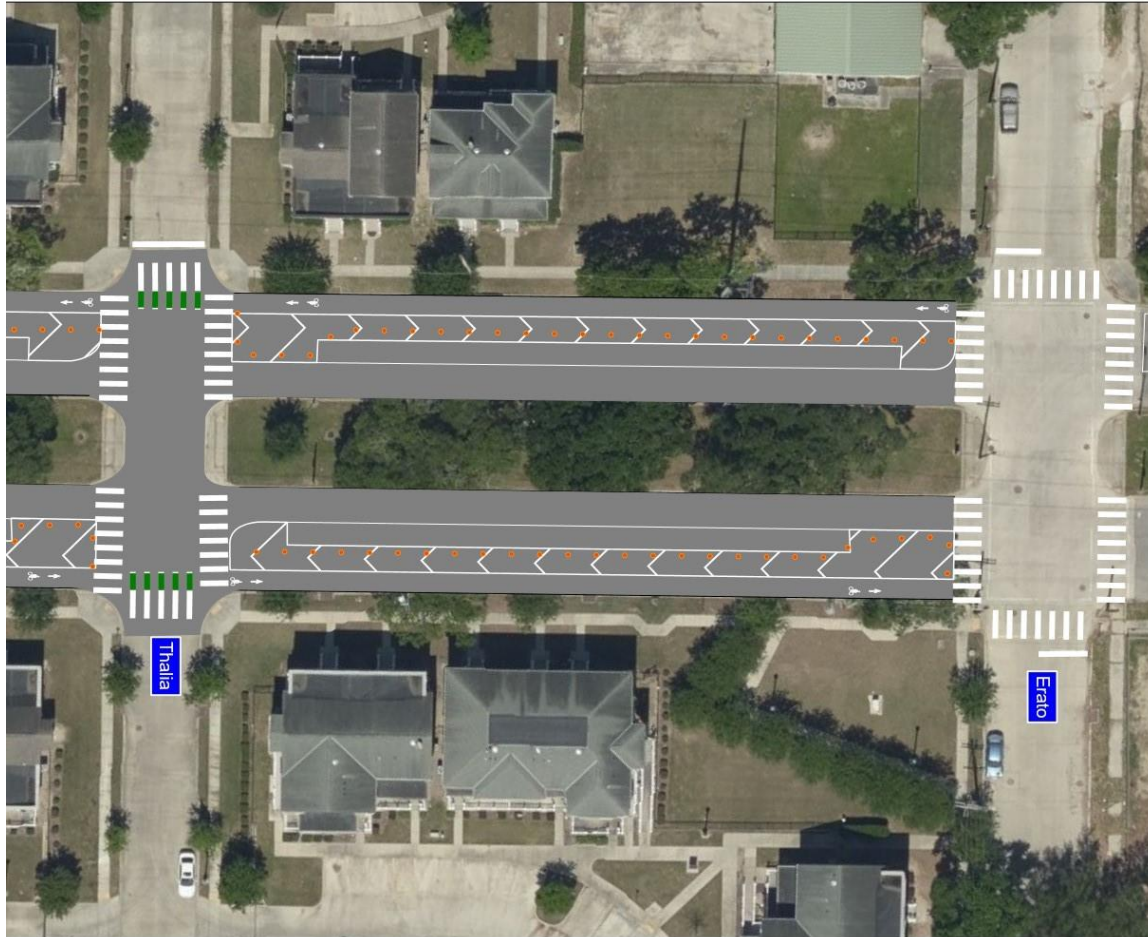
Existing



Proposed

S Galvez Street

(Thalia to Erato *Proposed Design*)



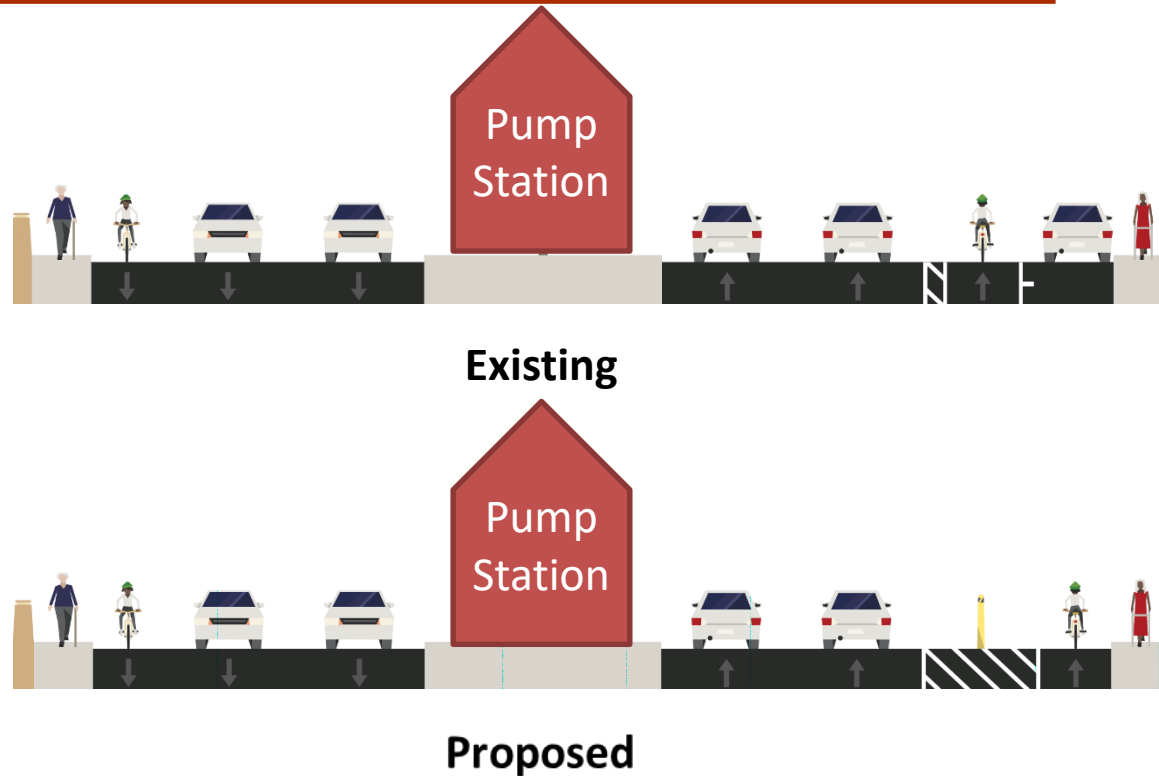
What we heard and how we responded

- There are no unresolved questions or comments on this street segment at this time.

S. Broad Street (Fourth Street to Thalia Street)

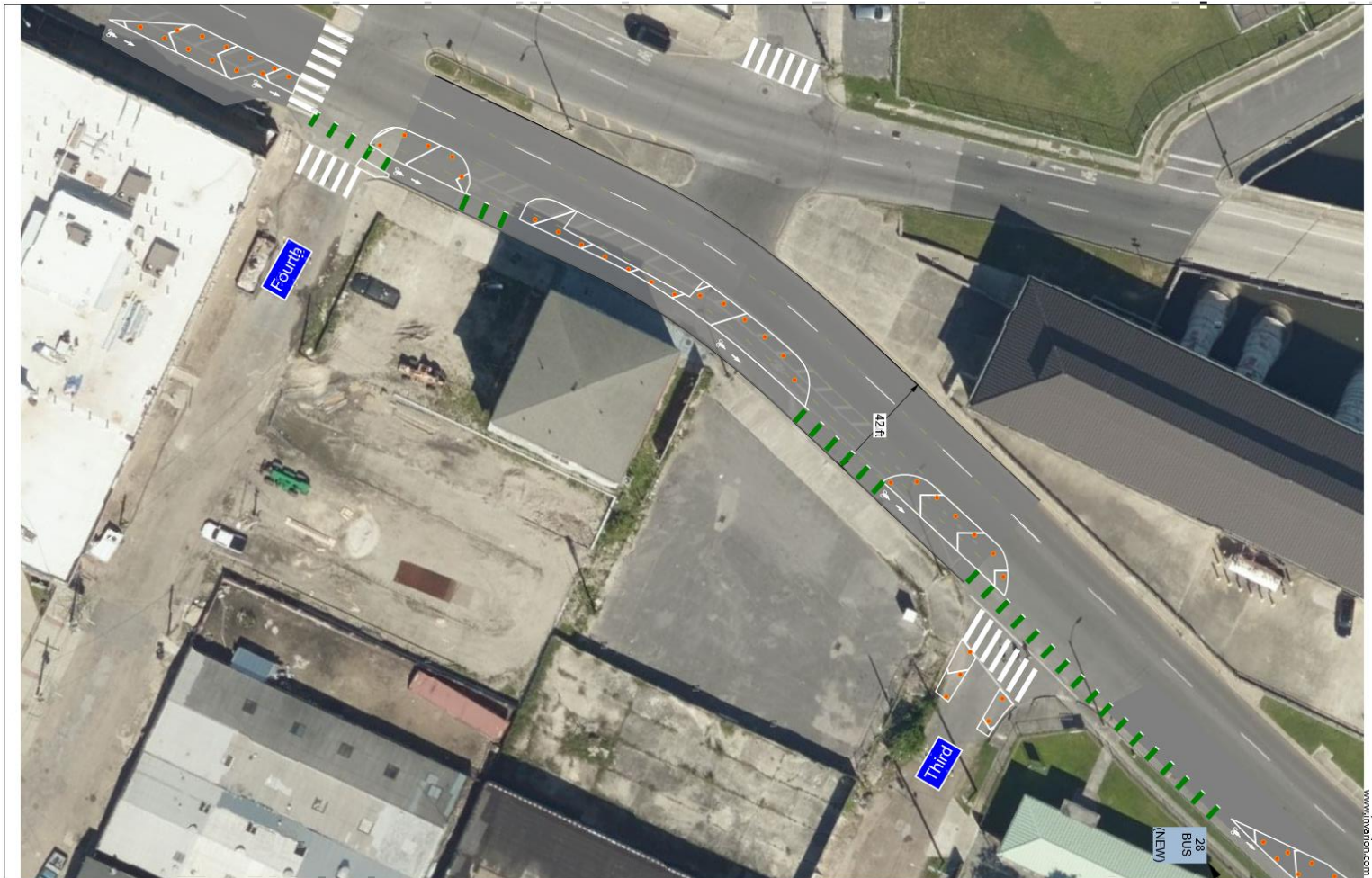
Approximately \$20K Project

- ✓ 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



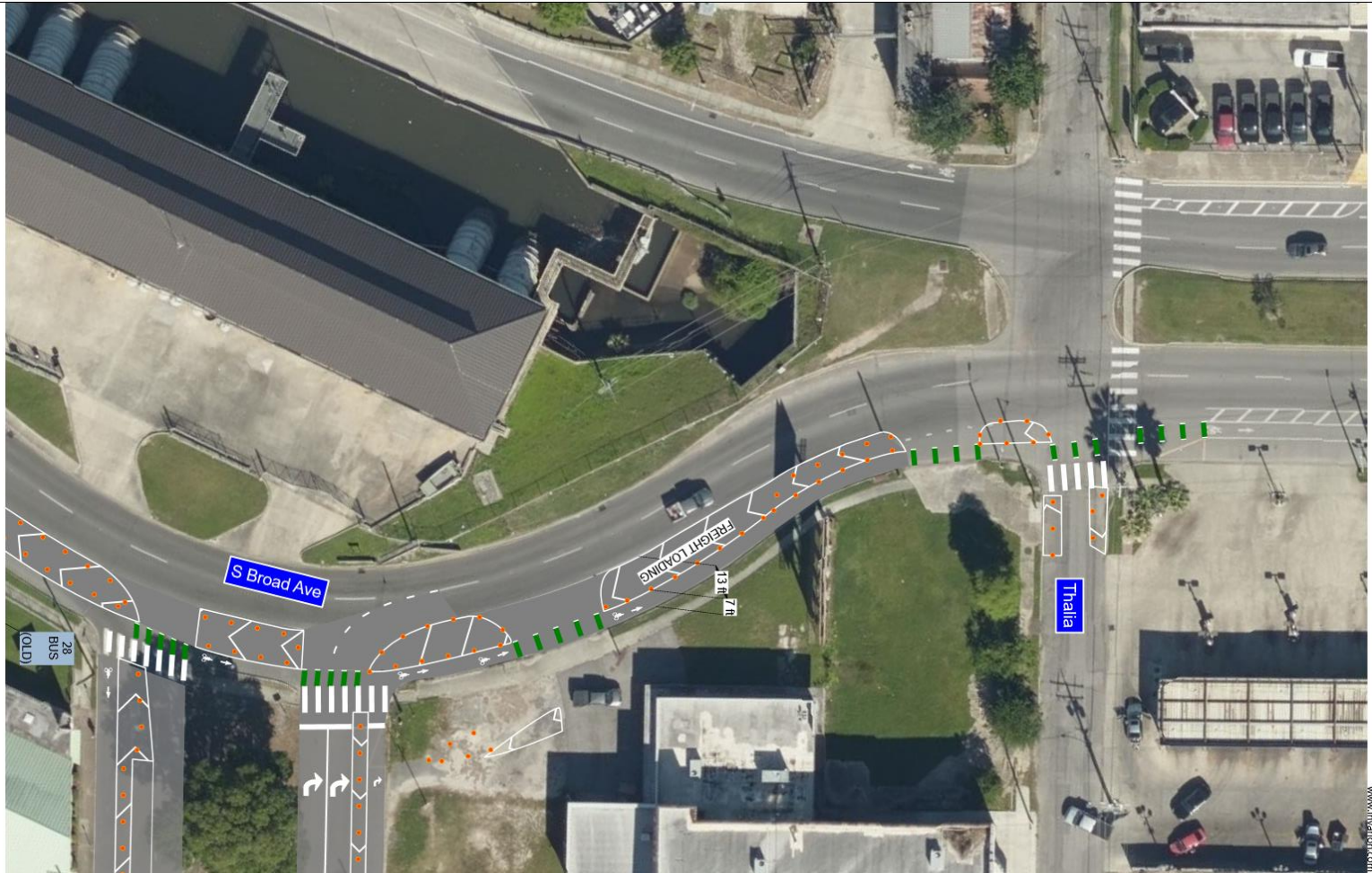
S. Broad Street

(Fourth to Third *Proposed Design*)



S. Broad Street

(MLK Jr to Thalia *Proposed Design*)



What we heard and how we responded

Can this design include protected bike lanes on both sides of S. Broad?

Response: The current design is intended to safely connect downriver-bound bicyclists on Broad to the MLK bike lanes as well as bicyclists traveling from MLK to downriver-bound Broad. However, the long-term plan for S. Broad is to upgrade and extend protected bike lanes on both sides of S. Broad. Therefore, there are no planned changes to the design at this time.

Next Steps

Pre-
construction
Community
Meeting
(Today)

Construction
(Winter 2020
/ 2021)

Reference
Roadwork
NOLA to
Track
Progress

What To Expect During Construction

Temporary construction impacts

- Additional construction equipment
- Limited parking availability
- Sounds
- Dust
- Weekend Work



Efforts to minimize construction impacts

- Residents will be informed throughout construction.
- Construction signage is placed around the sites.
- Any temporary closures will be communicated in advance.
- Construction equipment will not be staged in areas that prohibit residential access and parking.
- Any changes to Sanitation / US Postal services will be communicated in advance.

Safety Guidelines for Contractors During COVID-19



Single point of entry into the jobsite and check-in/check-out of all workers.

Temperature scan upon entry and anyone exhibiting signs of illness not allowed on site.

Thorough daily cleaning of work areas. Wipe down of surfaces and frequently touched items.

Handwashing stations provided with mandated proper handwashing at intervals throughout the day.

No interactions with more than 10 people and maintaining at least 6 feet space between workers.

Educational literature posted in multiple languages, along with daily training on appropriate conduct.

Immediate reporting of any cases of known COVID-19.

All progress meetings will continue as virtual meetings.

MOVING →
NEW ORLEANS



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Questions

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