



# Marigny / French Quarter Proposed Transportation Network Improvements

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City of New Orleans

July 7, 2020



# Agenda

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- Welcome from Neighborhood Engagement – Allison Cormier
- Welcome from District C - Councilmember Kristin Palmer
- Welcome from Mayor's Office of Transportation – Dan Jatres
  - What is Moving New Orleans?
- Overview of Marigny / French Quarter Transportation Network – Jennifer Ruley, Department of Public Works
- Question and Answer Session – Allison Cormier

# 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 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?

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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** – Began construction on the Algiers Transportation Network





# 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?



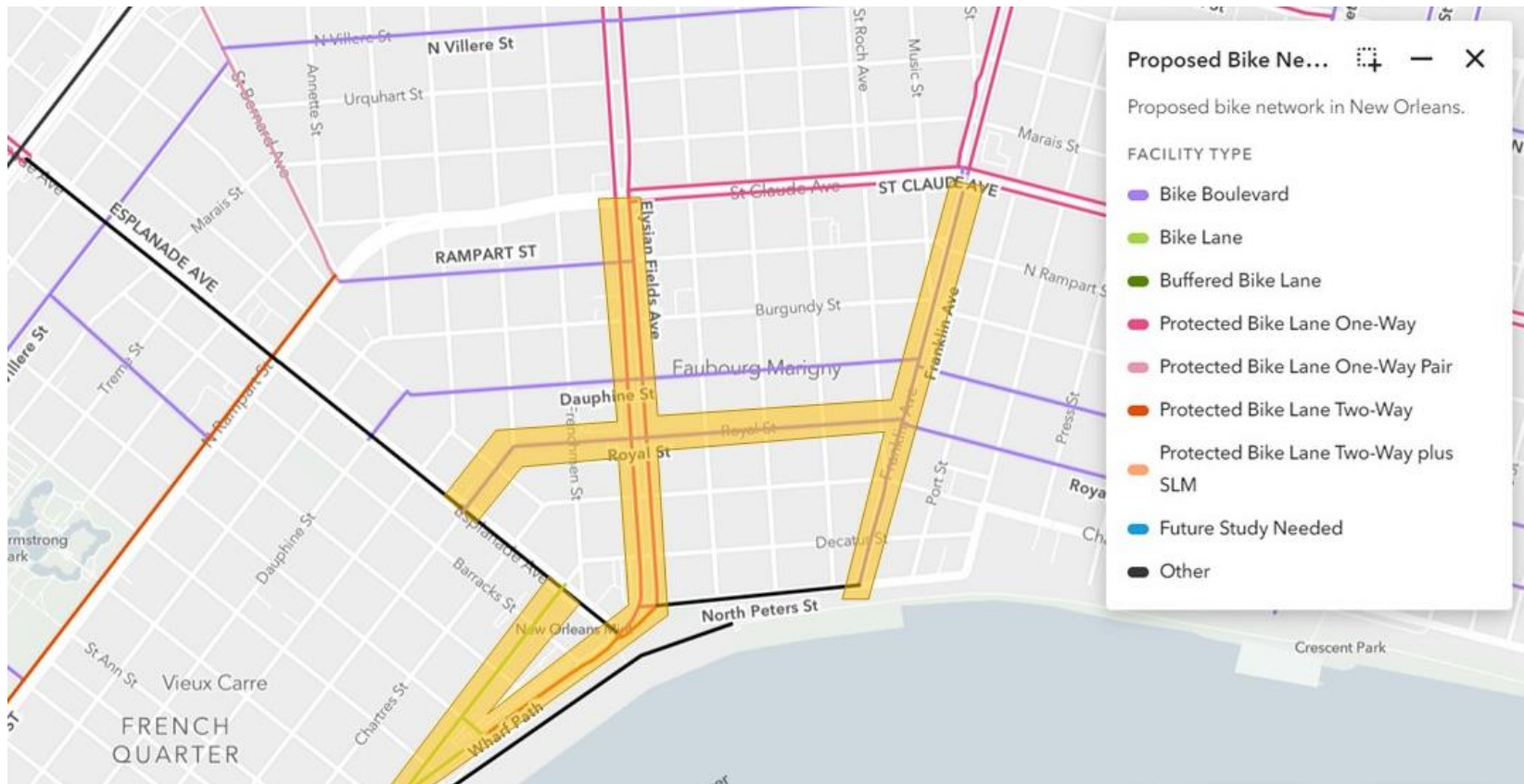
Are there specific issues at the block level we need to know?



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



# Marigny / French Quarter – 1.72 Miles of Bikeways, Five (5) Corridors



Note: Map from Moving New Orleans Bikes Blueprint



# Marigny / French Quarter Transportation Network Improvement

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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

# Elysian Fields Avenue – Traffic Safety Snapshot (2014 – 2018)

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**381**  
crashes  
were  
recorded  
over the five-  
year period  
(2014-2018)

- These crashes resulted in **one** fatality and the injury of **245** people.
- Most crashes occurred at St. Claude Avenue (**149**) followed by Royal Street (**53**) and North Rampart Street (**46**).
- There were **20** crashes involving pedestrians and **21** crashes involving bicyclists, one of which resulted in a fatality.

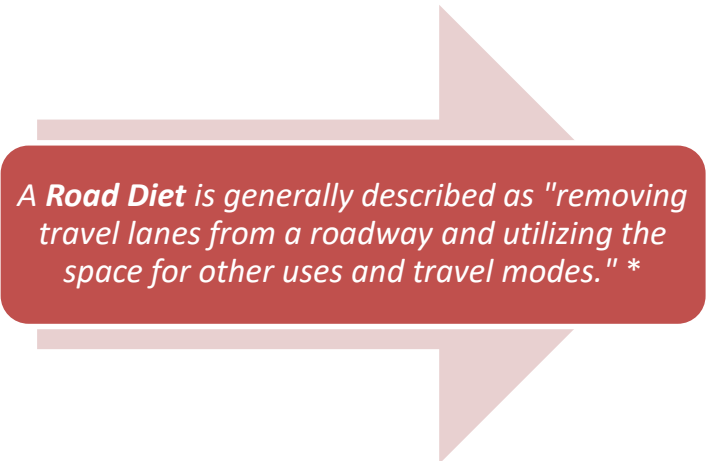


# Improving Traffic Safety

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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." \**

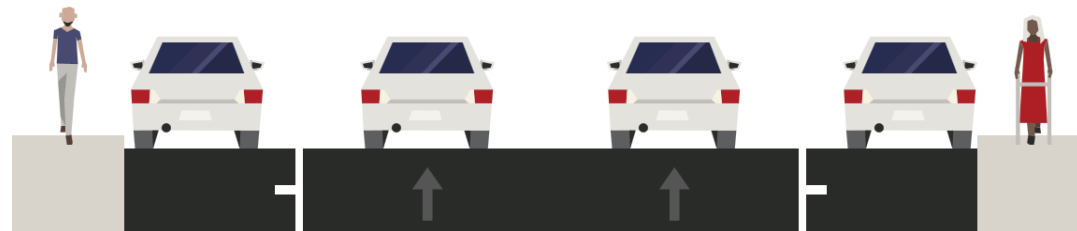
\* Federal Highways Administration (FHWA) recognizes "road diets" as one of 20 proven countermeasures for improving roadway safety.



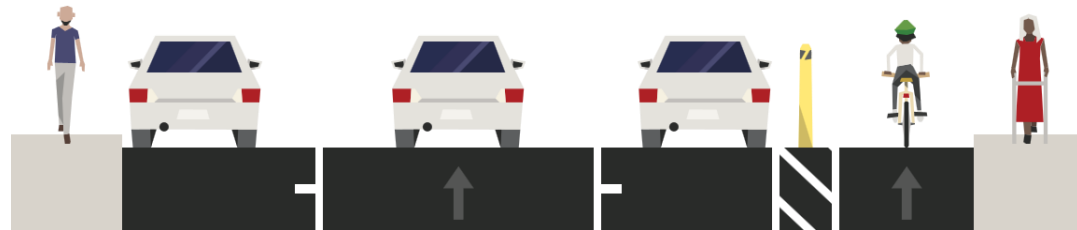
# N. Peters Street (Dumaine Street to Elysian Fields Avenue) (6 blocks)

## Approximately \$50K Project

- ✓ Adding a protected bike lane
- ✓ Installing marked crosswalks,
- ✓ Improving transit stops
- ✓ Improving intersection geometry and sight distances
- ✓ Reconfiguring the roadway between Decatur Street and Elysian Fields Avenue as one general traffic lane, a parking lane, and a protected bike lane
- ✓ Adjacent to the French Market, the parking lane/loading zone will remain



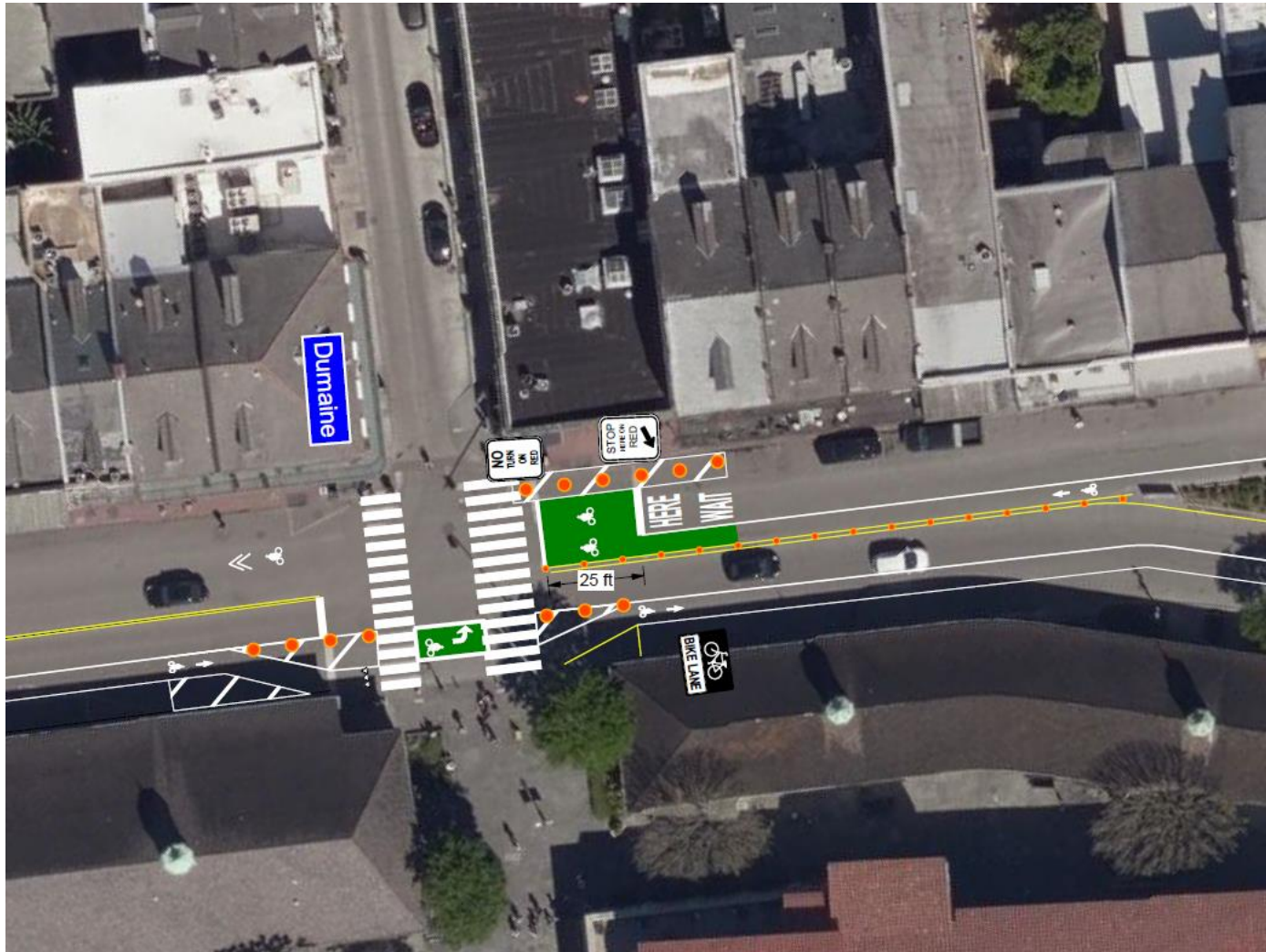
Existing



Proposed



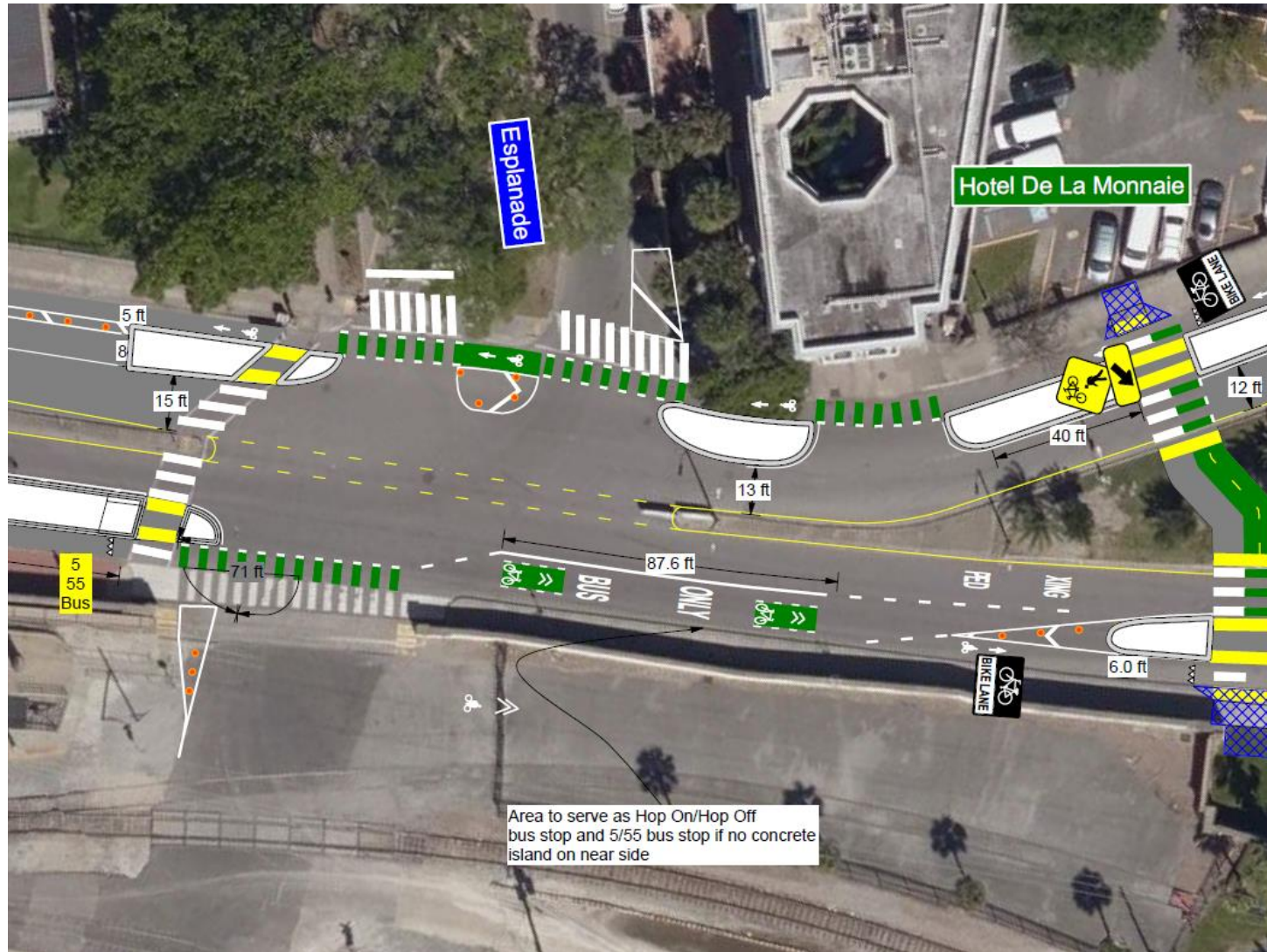
# N. Peters Street and Dumaine







# N. Peters Street at Esplanade



# Elysian Fields Avenue (N. Peters Street to St. Claude Avenue) (.5 miles)

## Approximately \$1.1M Project

- ✓ Spot improvement repaving and drainage repairs
- ✓ Adding protected bike lanes
- ✓ Improving access to bus stops
- ✓ Installing marked crosswalks
- ✓ Improving intersection geometry and sight distances
- ✓ Reconfiguring Elysian Fields between N. Peters Street and St. Claude Avenue as a protected bike lane, parking lane, and two general travel lanes in each direction – one travel lane will be removed in both directions.



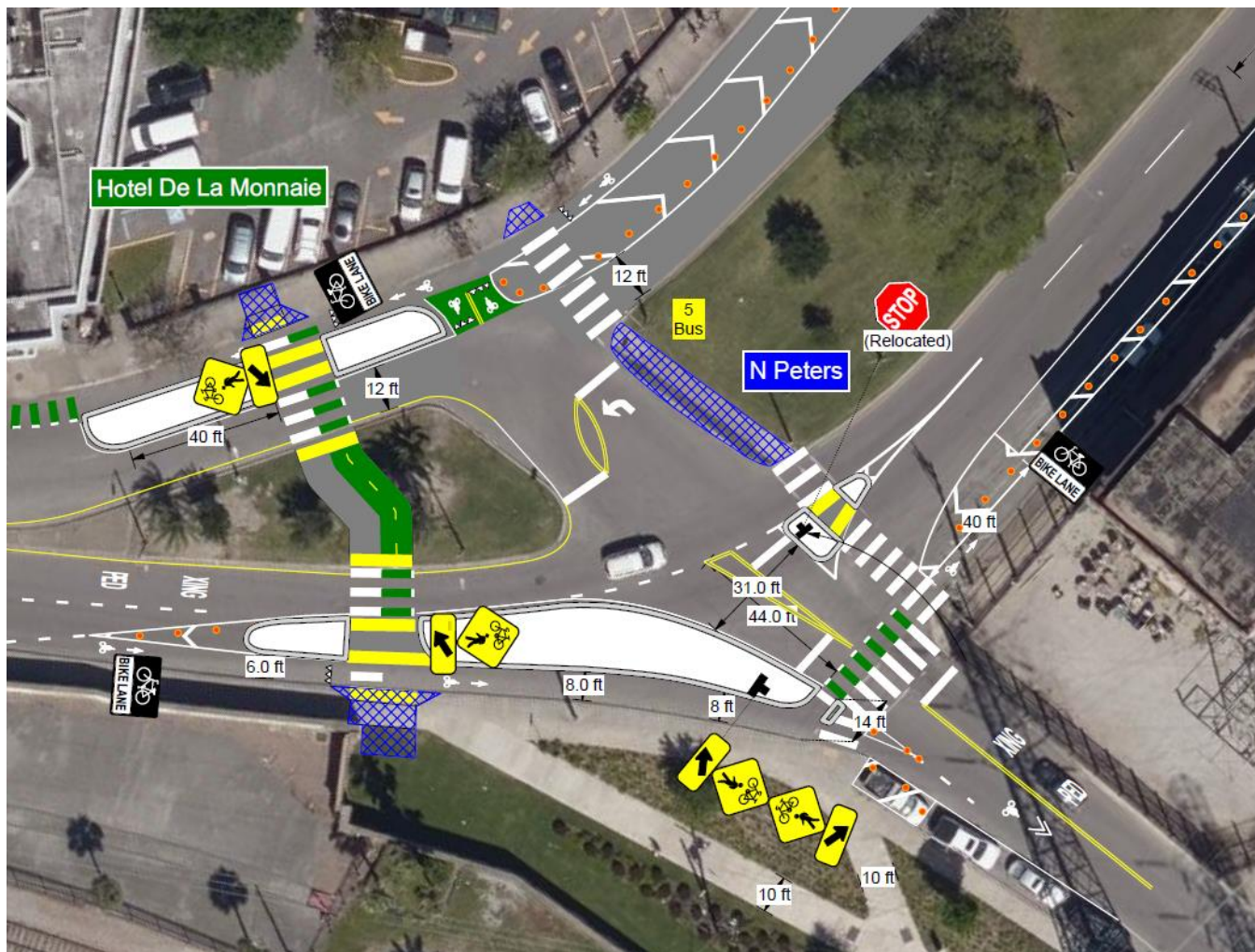
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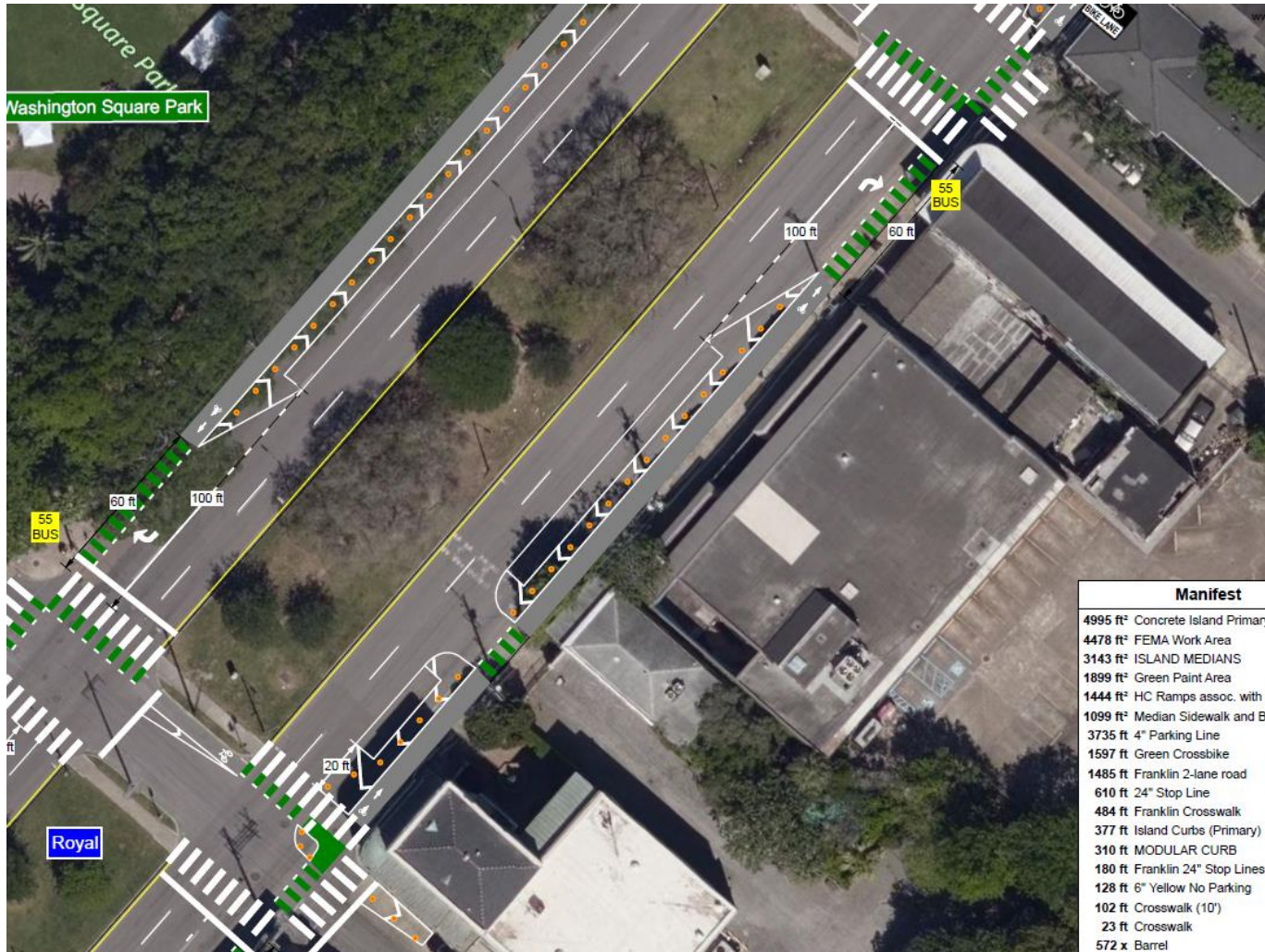
Proposed



# N. Peters Street at Elysian Fields

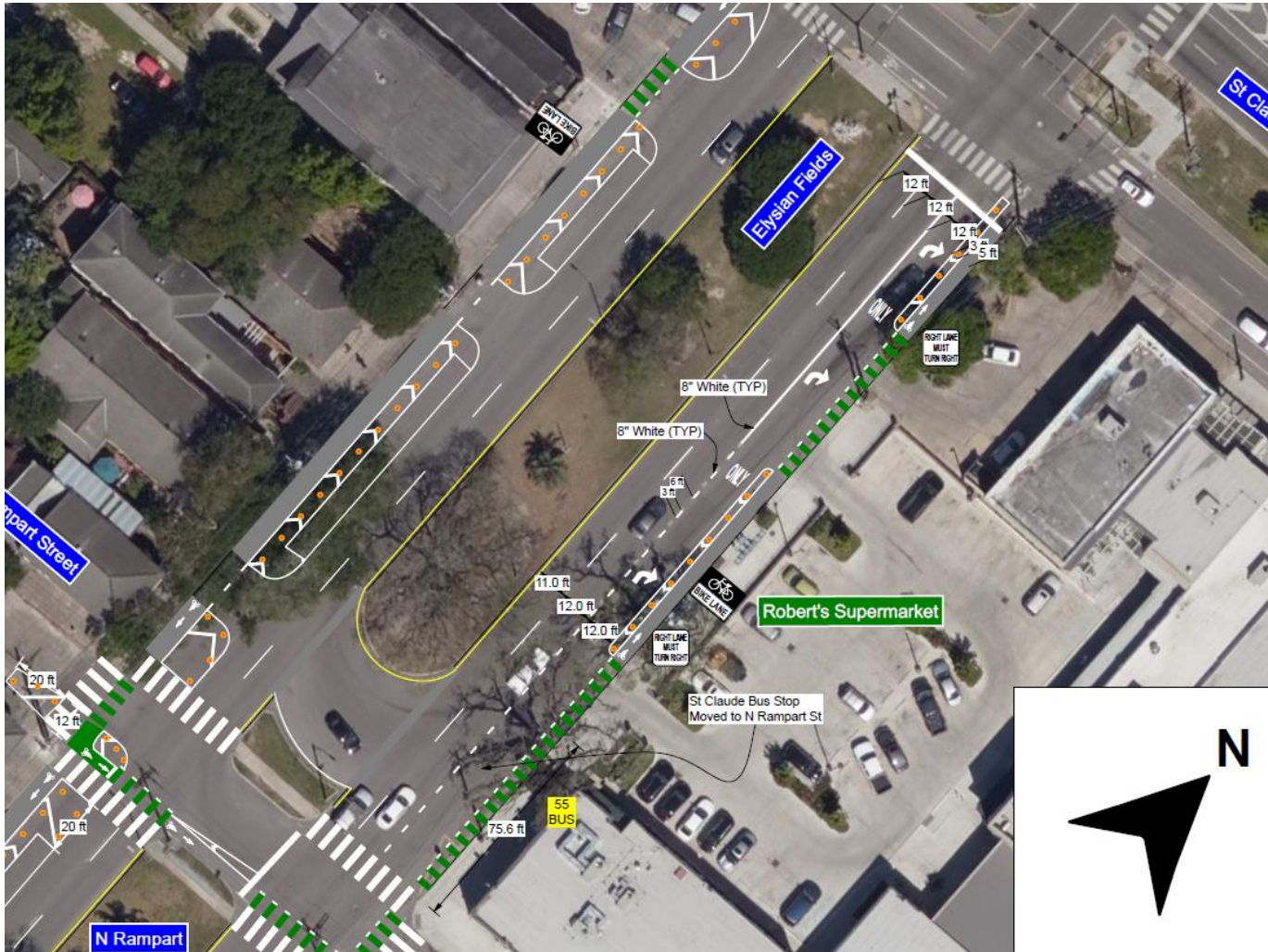


# Elysian Fields Avenue at Royal





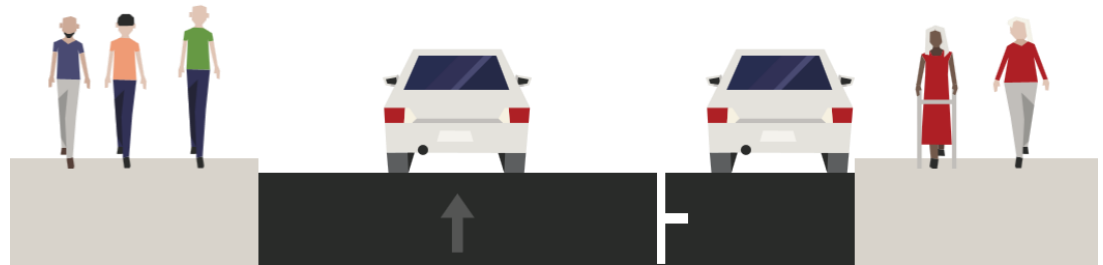
# **Elysian Fields Avenue at North Rampart and St. Claude**



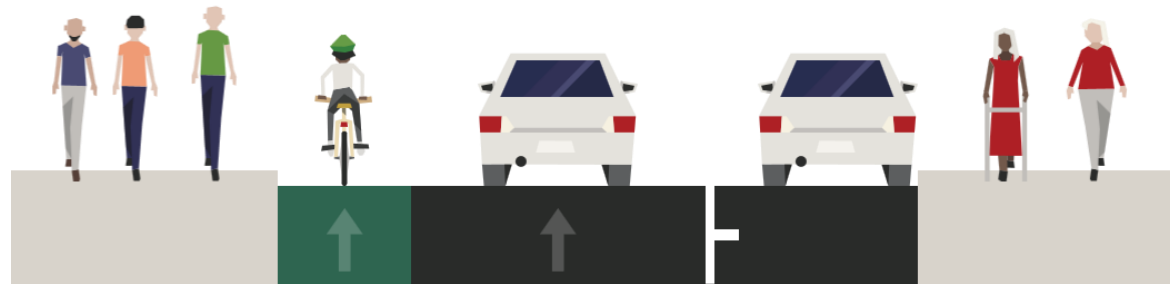
# Decatur Street (Esplanade Avenue to Dumaine Street) (5 blocks)

## Approximately \$20K Project

- ✓ Adding a bike lane
- ✓ Installing marked crosswalks
- ✓ Improving intersection geometry and sight distances
- ✓ Reconfiguring Decatur between Esplanade Avenue and Dumaine Street as a bike lane, one general traffic lane and a parking lane



Existing



Proposed



# Decatur Street at Dumaine

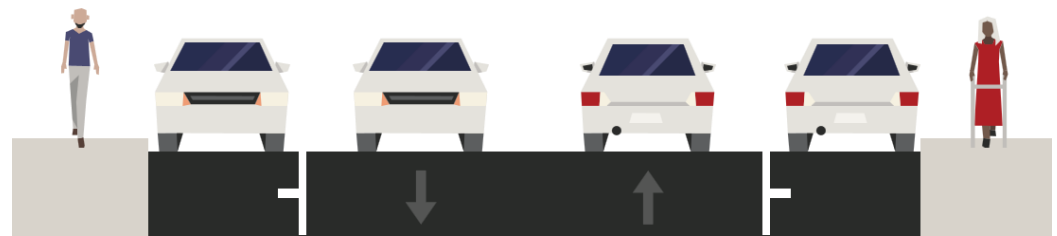




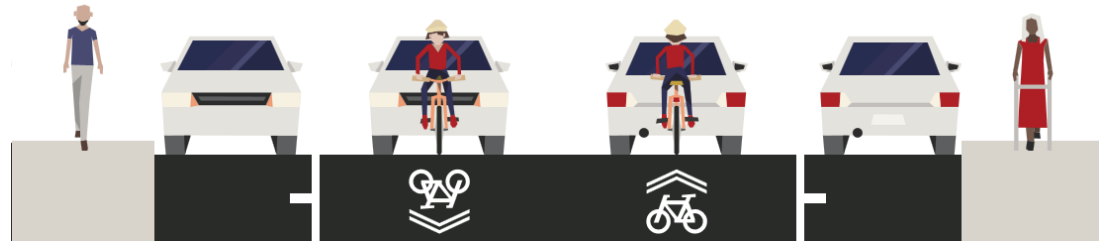
# Franklin Avenue (N. Peters Street to St. Claude Avenue) (.5 miles)

## Approximately \$681K Project

- ✓ Repaving the roadway
- ✓ Designating the street as a bicycle boulevard through signage and pavement markings
- ✓ Installing marked crosswalks
- ✓ Improving intersection geometry and sight distances
- ✓ Franklin Avenue between N. Peters Street and St. Claude Avenue will remain as one general traffic lane and a parking lane in each direction



Existing



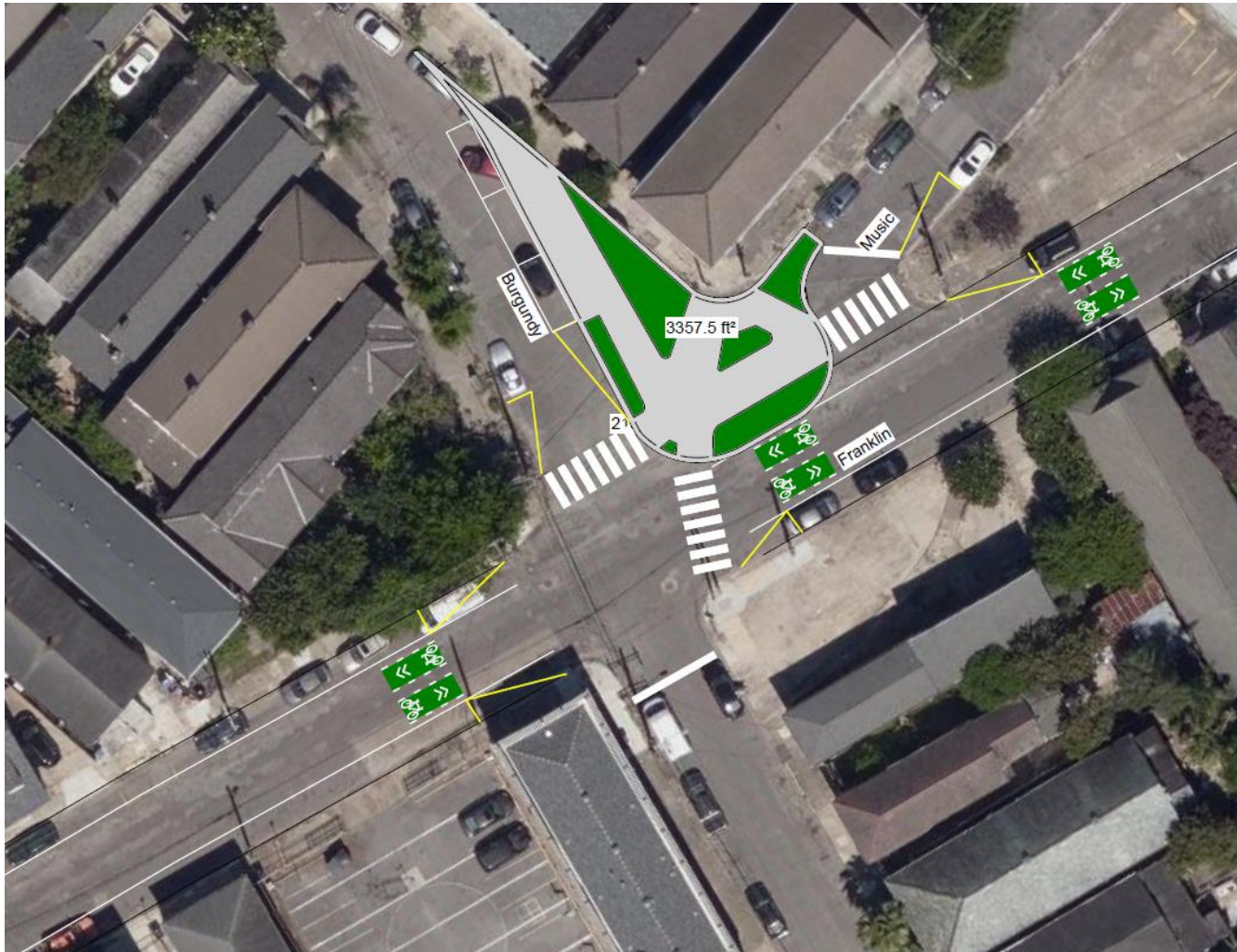
Proposed

# Franklin Avenue at N. Rampart

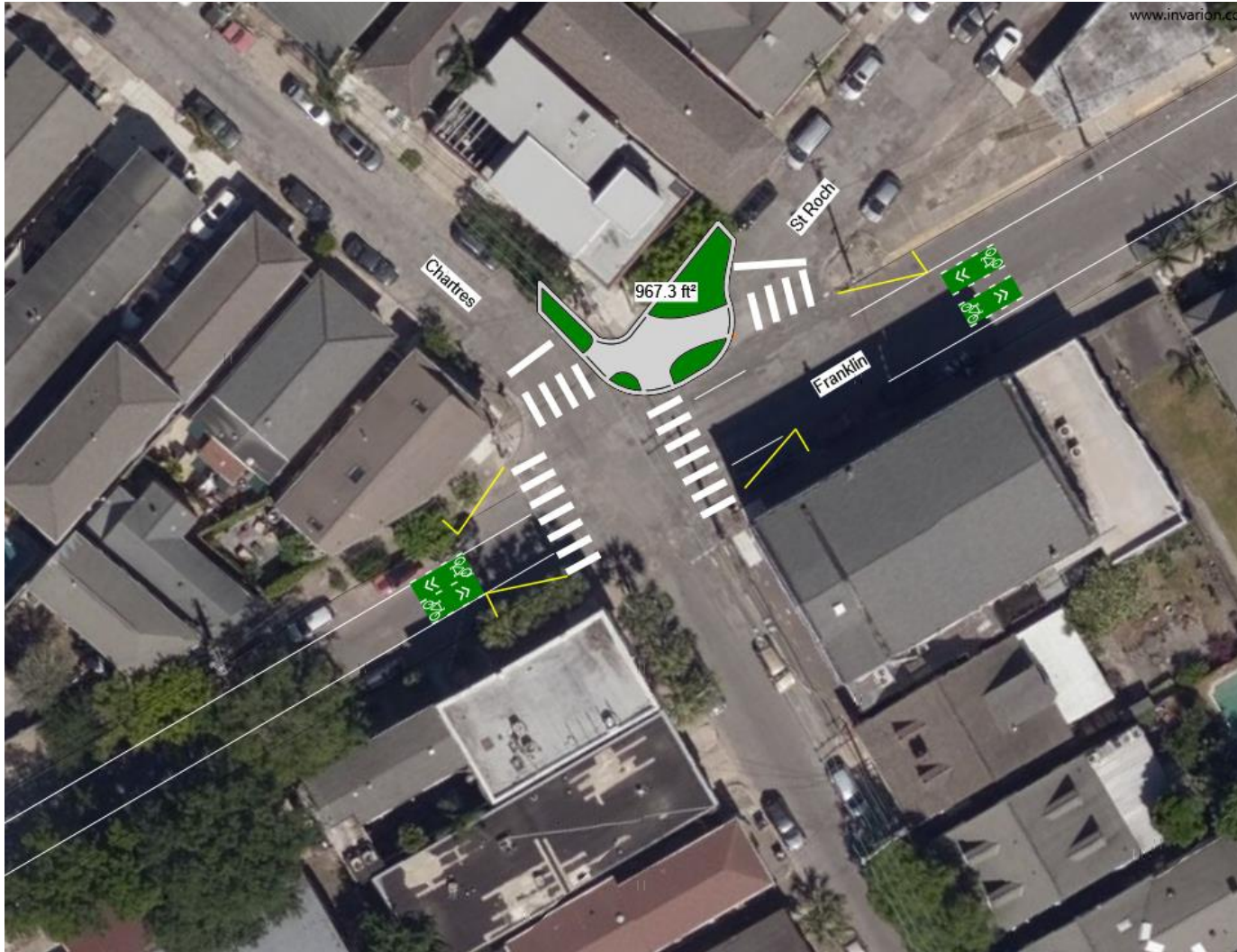




# Franklin Avenue at Burgundy



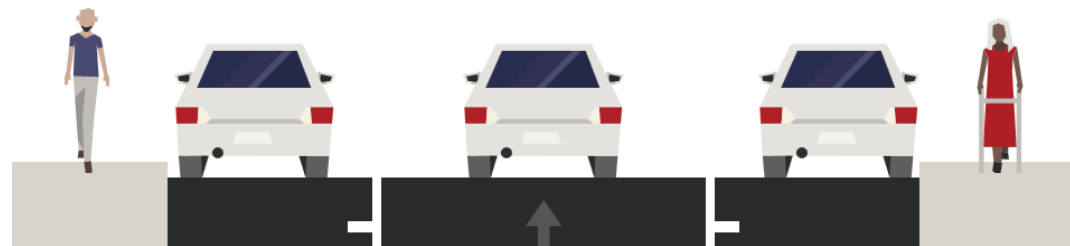
# Franklin Avenue at Chartres



# Royal Street (Esplanade Avenue to Franklin Avenue) (.5 miles)

## Approximately \$401K Project

- ✓ Repaving the roadway
- ✓ Designating the street as a bicycle boulevard through signage and pavement markings
- ✓ Installing marked crosswalks
- Improving intersection geometry and sight distances
- ✓ Royal Street between Franklin Avenue and Esplanade Avenue will remain as one general traffic lane with parking lanes on either side



Existing

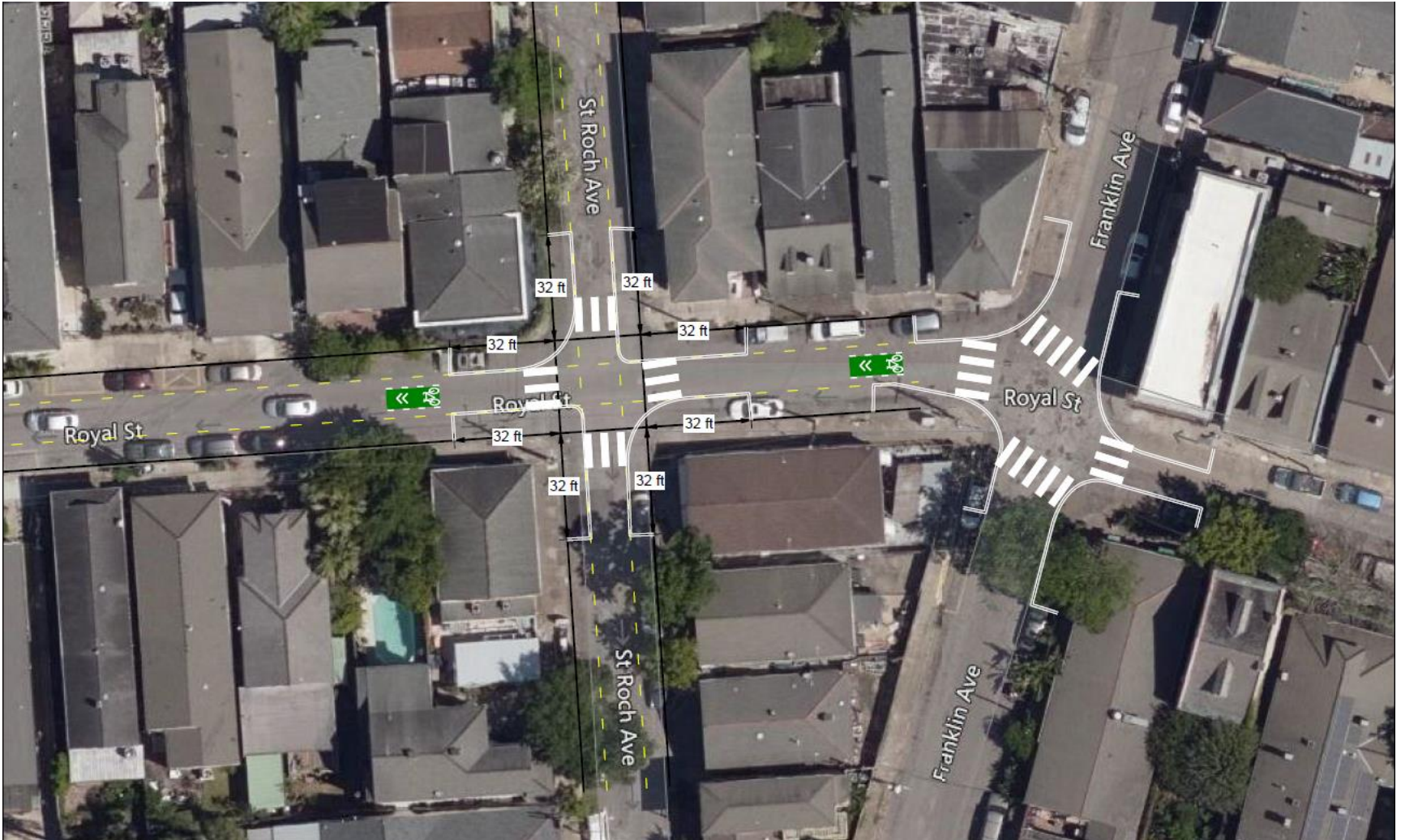


Proposed



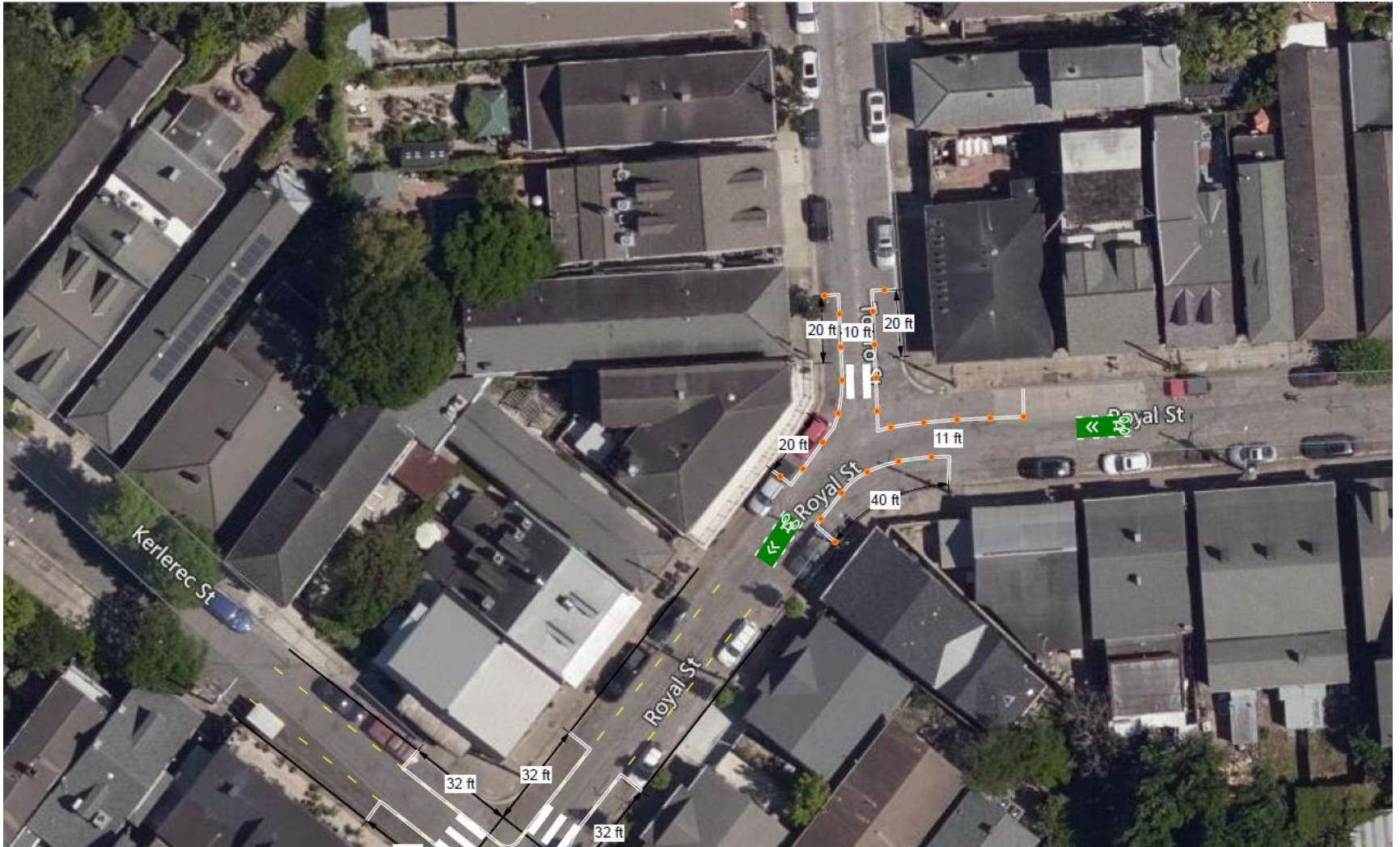


# Royal Street at St. Roch & Franklin Avenue





# Royal Street at Touro





# Next Steps

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\*Note: Decatur Street improvements will follow SWBNO sewer rehabilitation project currently scheduled between December 2020 and November 2021



# Questions Contacts

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