



Marigny / French Quarter Transportation Network Preconstruction Community Meeting

City of New Orleans

August 18, 2020



Agenda

- Welcome from Neighborhood Engagement – Allison Cormier
- 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?

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 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



Feedback Overview

Conceptual design meeting: July 7, 2020

- 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?

Feedback received from the public

- Mix of general comments/questions and corridor/location specific
- July meeting, emails, etc

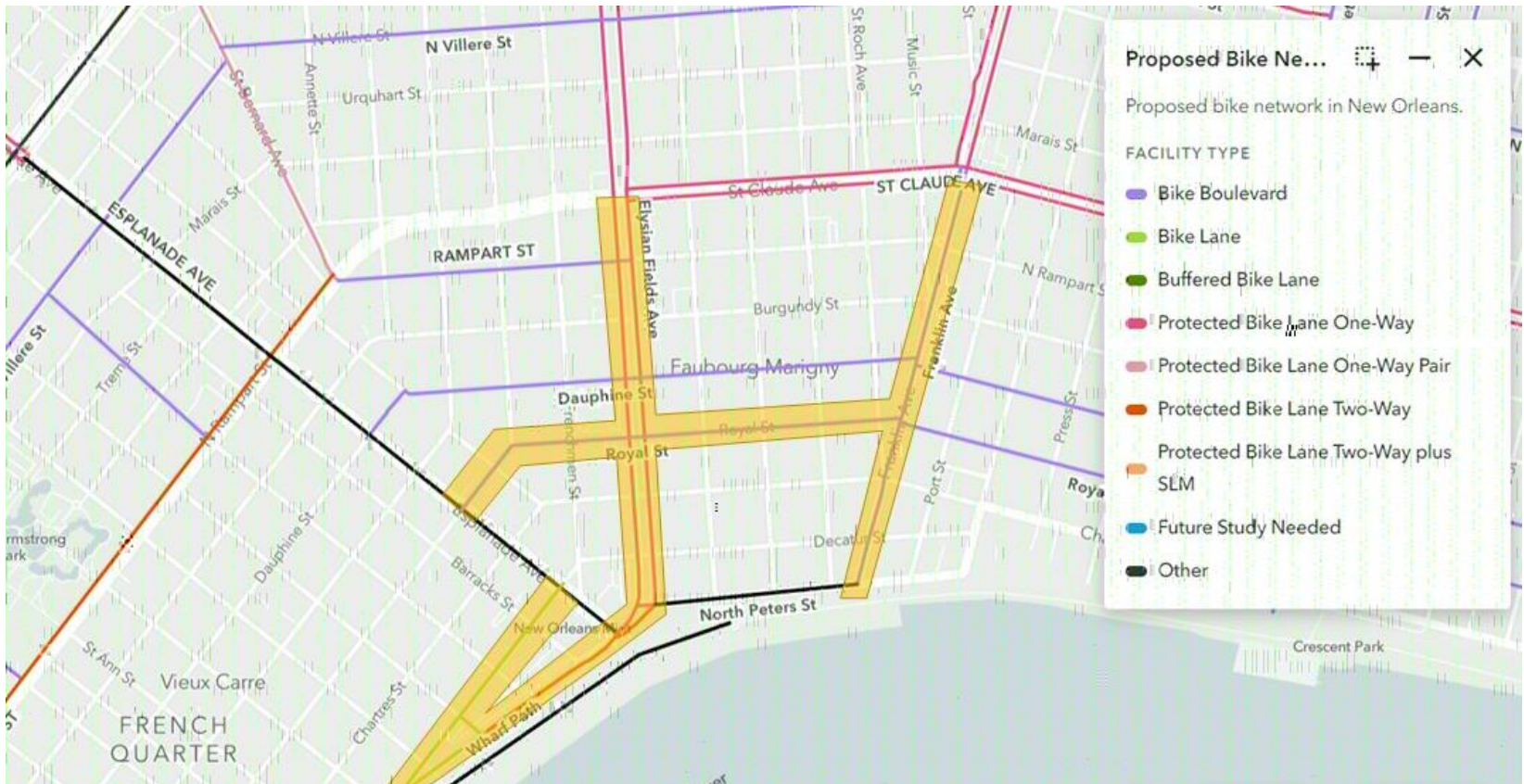
Frequently Asked Questions

- <https://nola.gov/transportation/moving-new-orleans-bikes/frequently-asked-questions/>
- Additional Q&A will be added in the future

Design refinements

- Based on public feedback

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

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

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?



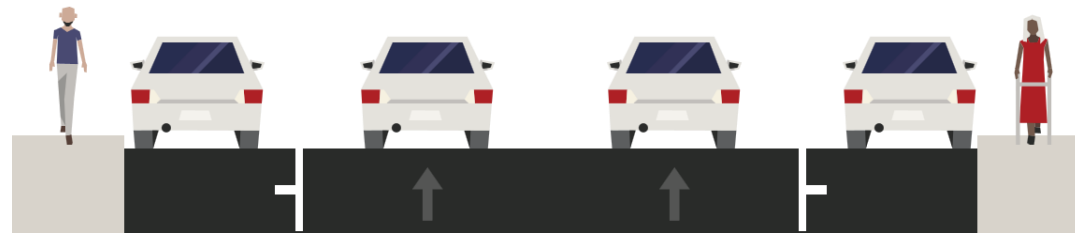
Presented Previously on 7/7/2020



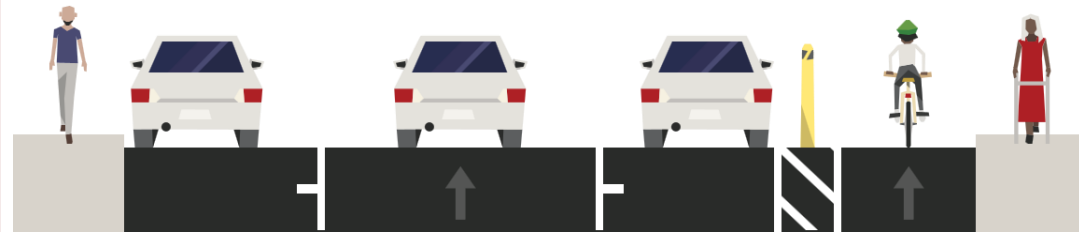
N. Peters Street (Dumaine Street to Elysian Fields Avenue) (6 blocks)

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



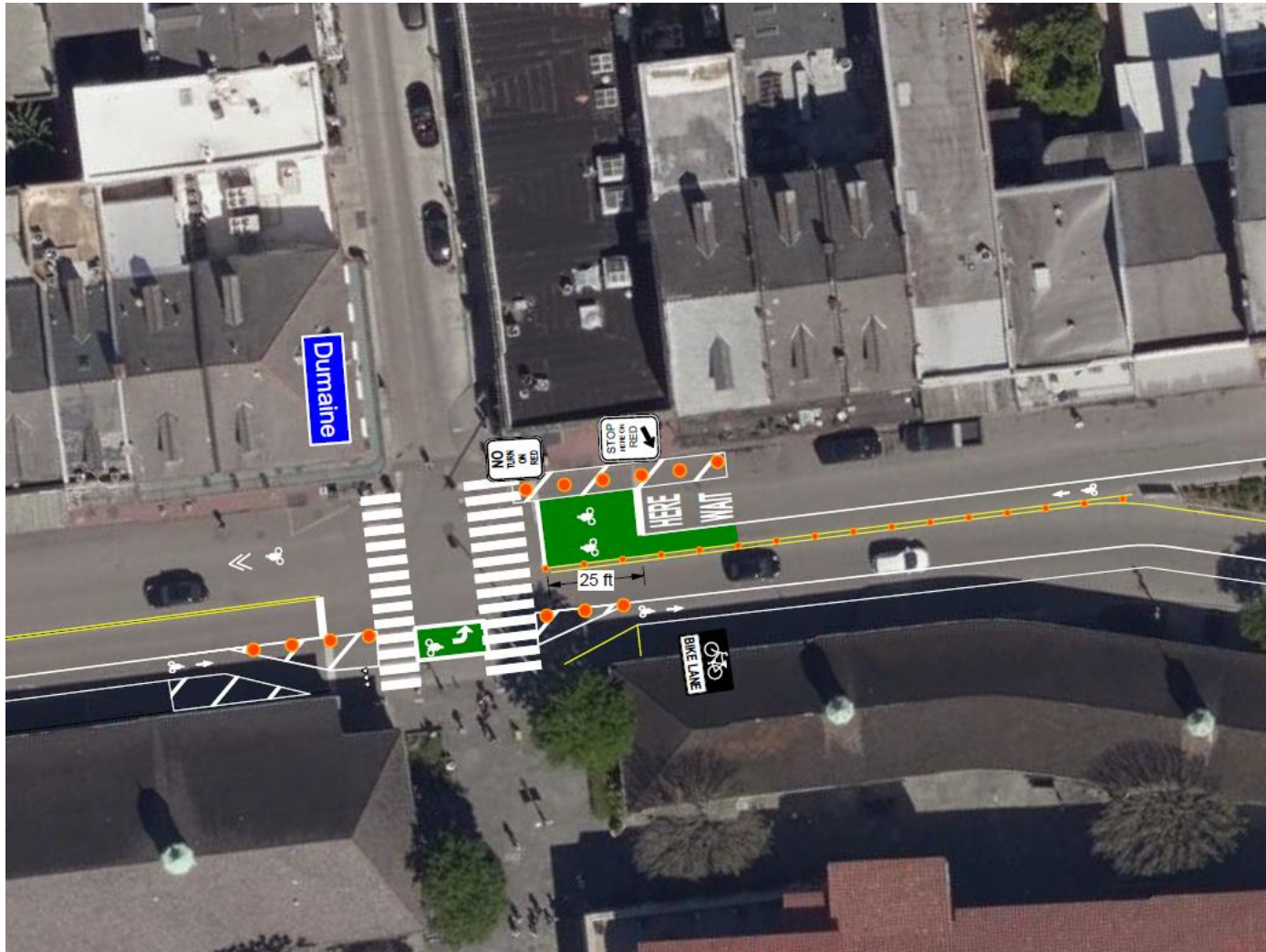
Proposed



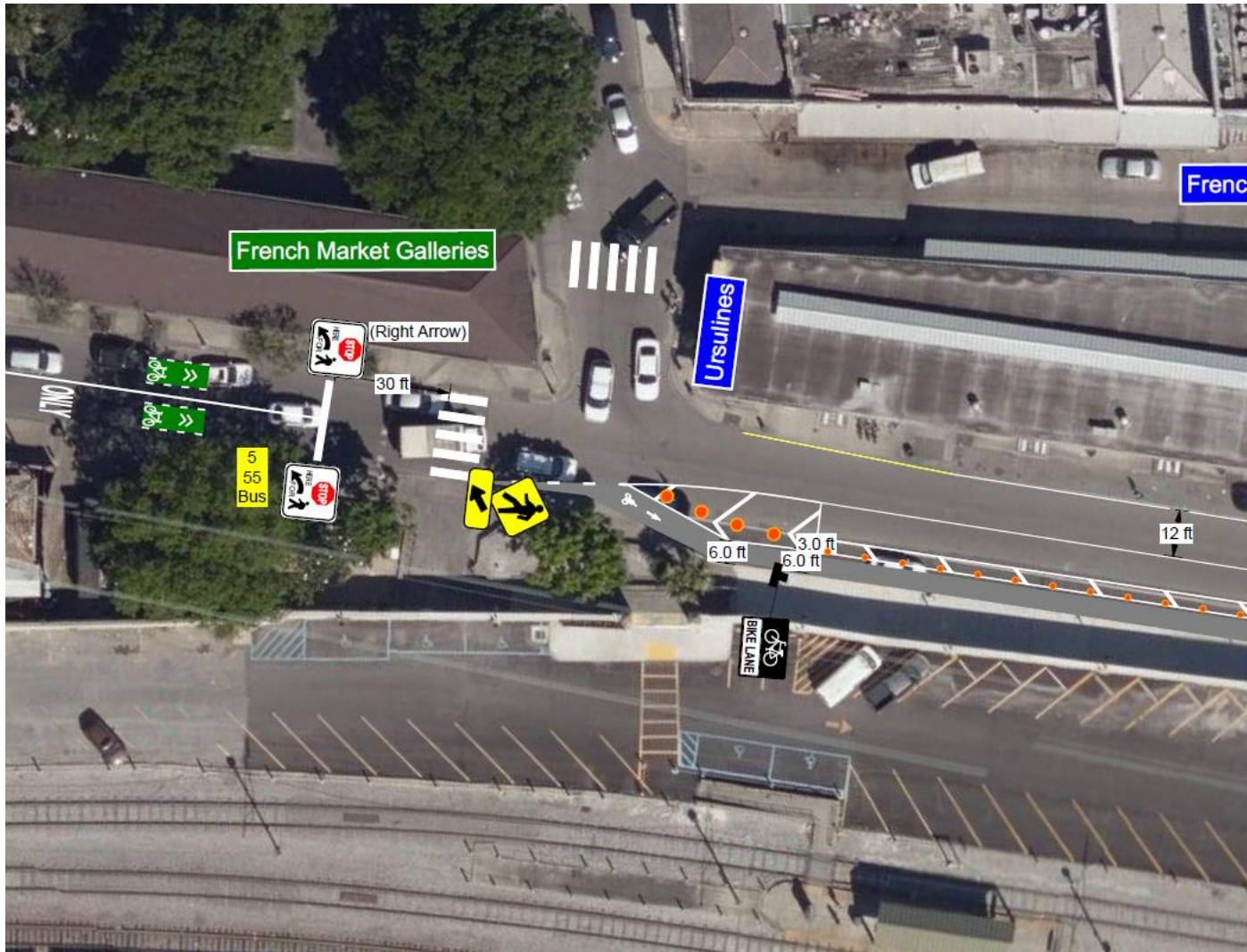
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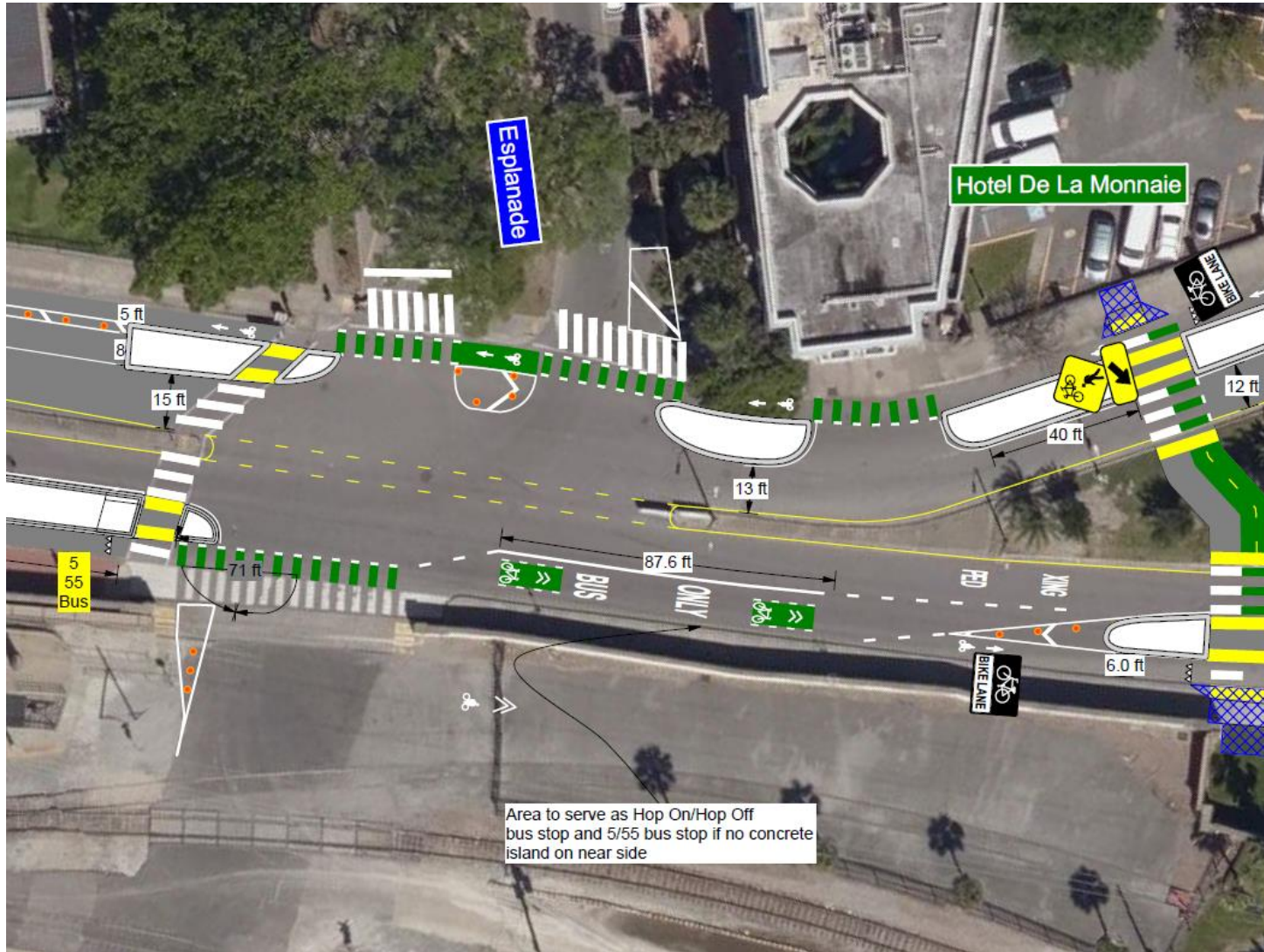
N. Peters Street and Dumaine



N. Peters Street at Ursulines



N. Peters Street at Esplanade



N. Peters Street Feedback Since 7/7/20 Meeting

Can protected bike lanes be provided in both directions?

How would this work with possible future relocation of bus routes on Decatur/N. Peters by RTA?

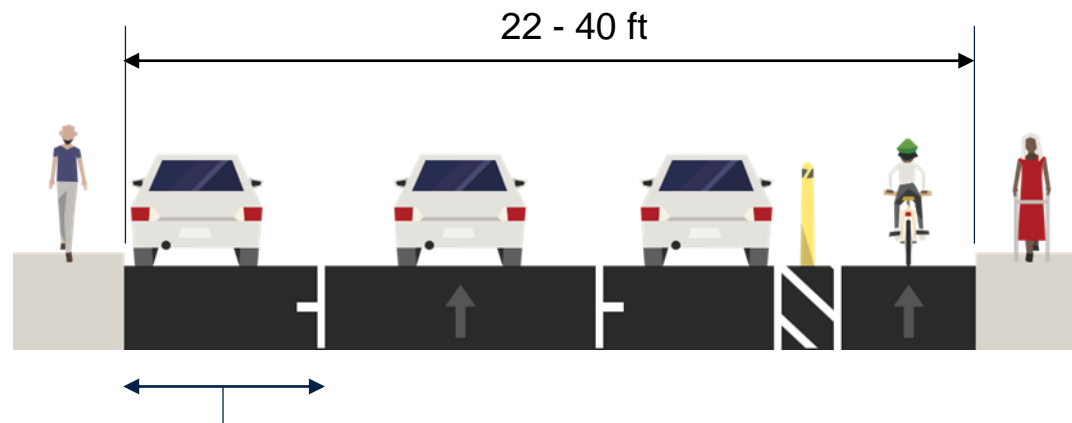
N. Peters Street Response



Due to limited width, protected bike lanes in both directions is only possible with the removal of parking and loading zones or the travel lane on N. Peters.

RTA is considering relocating the Decatur/N. Peters bus routes but there is no final decision at this time.

No changes to proposed design. Future consideration for two-way protected bike lanes may be possible pending resolution of the above.

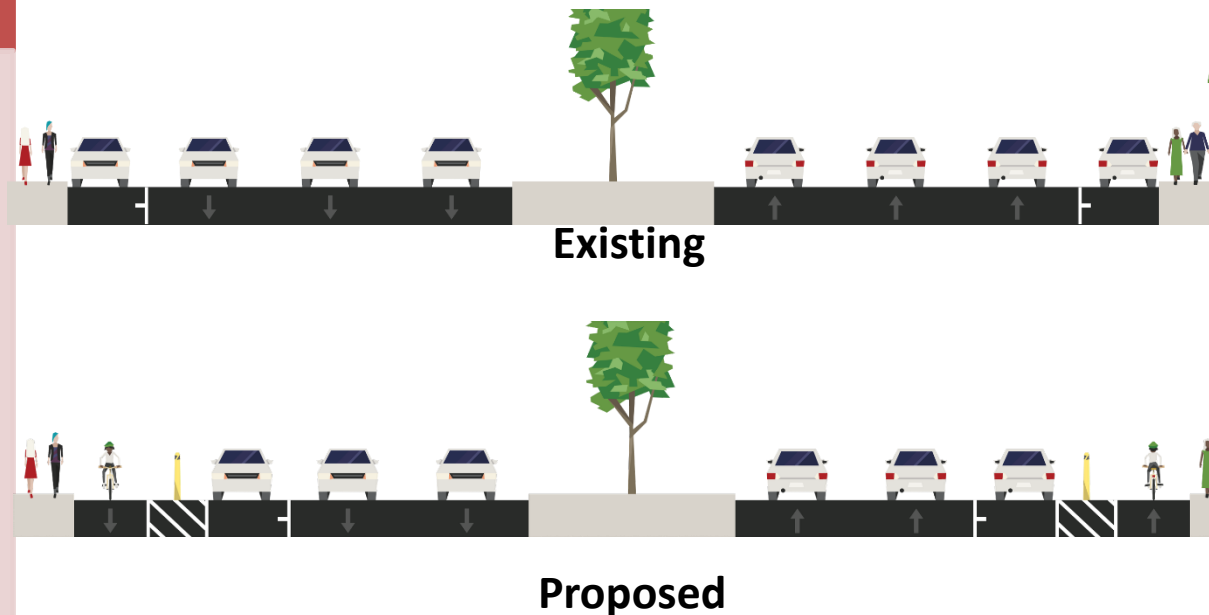


Owned and controlled by French Market Corporation

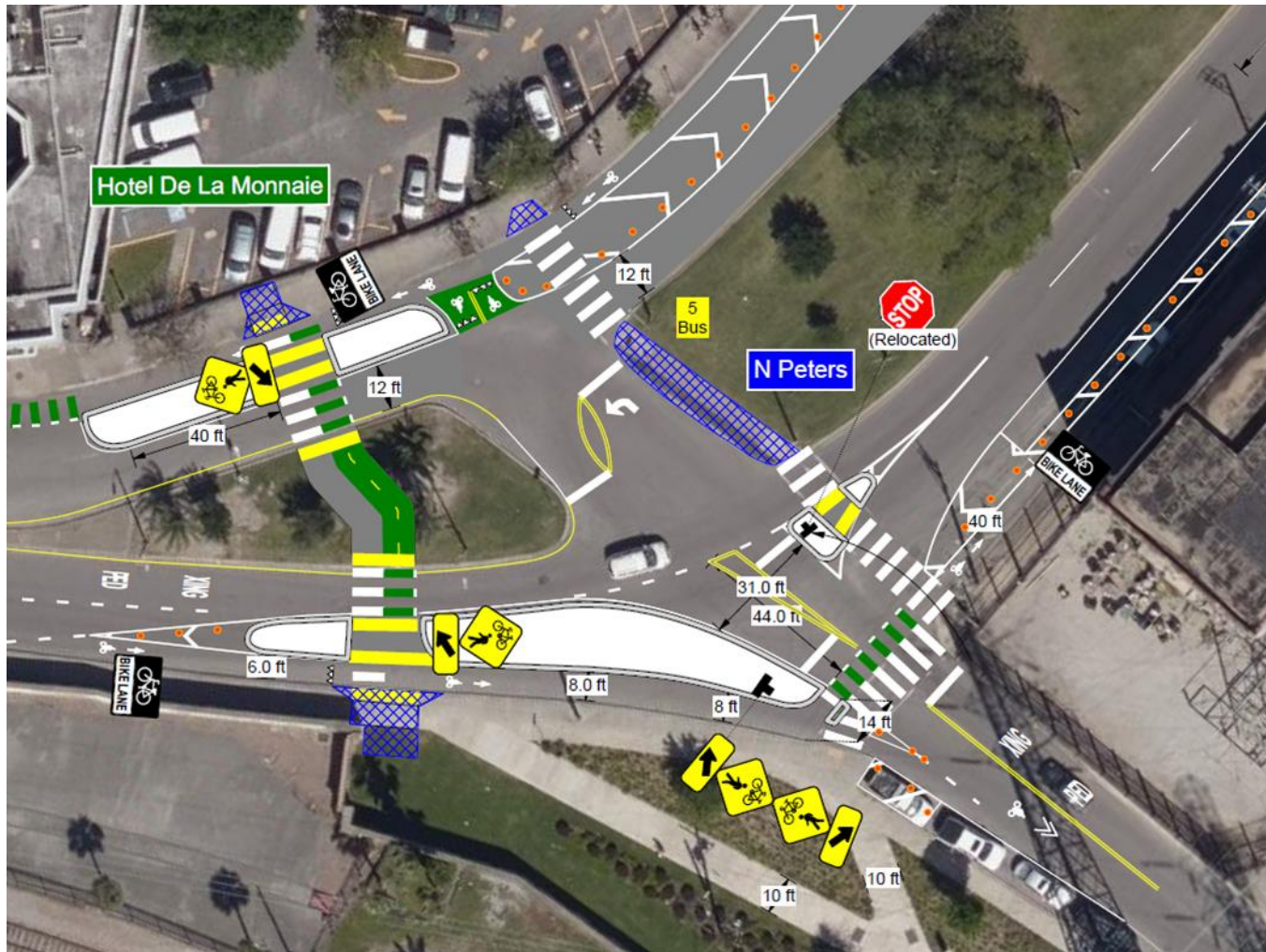
Elysian Fields Avenue (N. Peters Street to St. Claude Avenue) (.5 miles)

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.



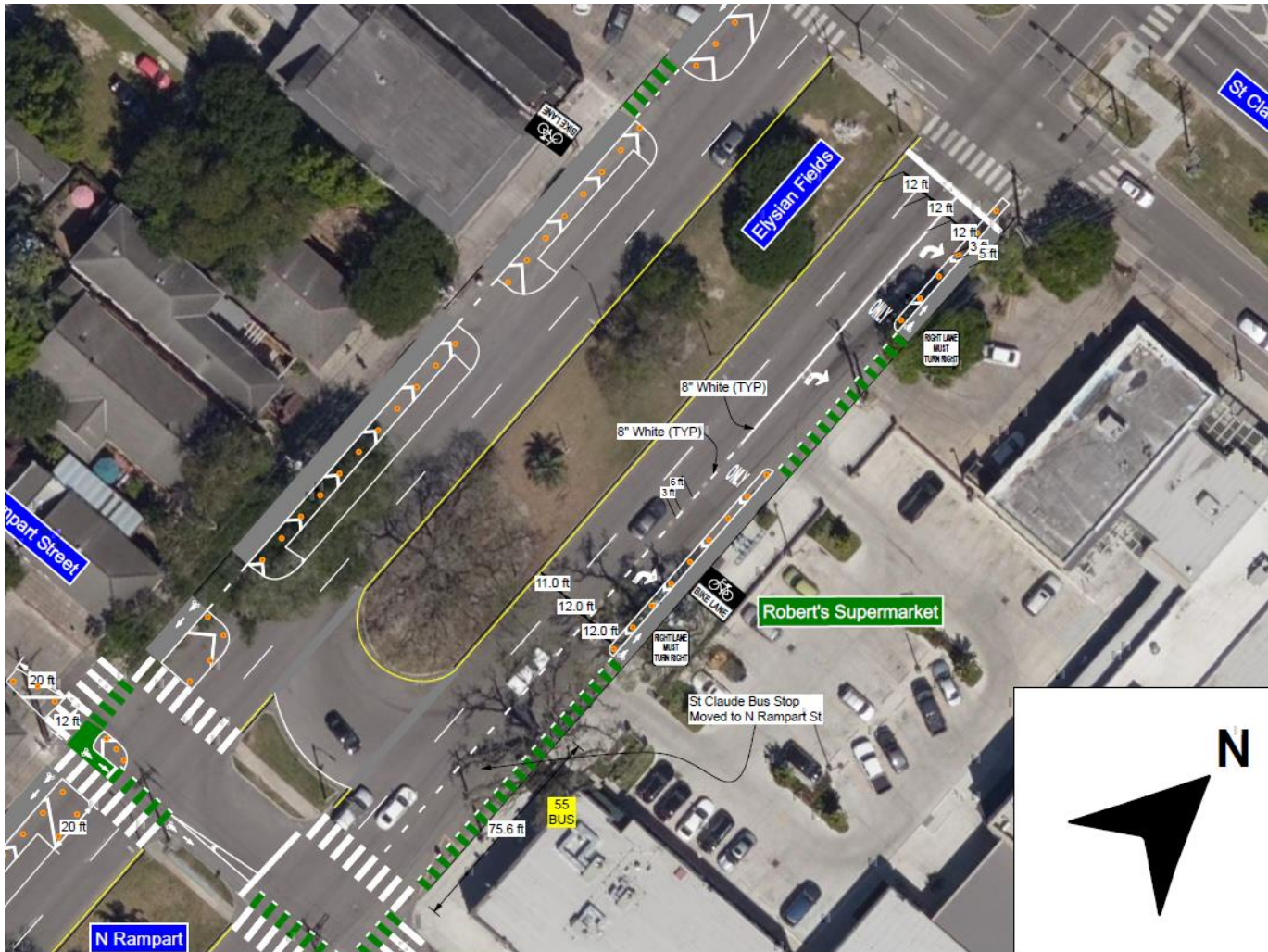
N. Peters Street at Elysian Fields



Elysian Fields Avenue at Royal



Elysian Fields Avenue at North Rampart and St. Claude



Elysian Fields Feedback Since 7/7/20 Meeting

Can the intersection at N. Peters be designed more intuitively for bicyclists?

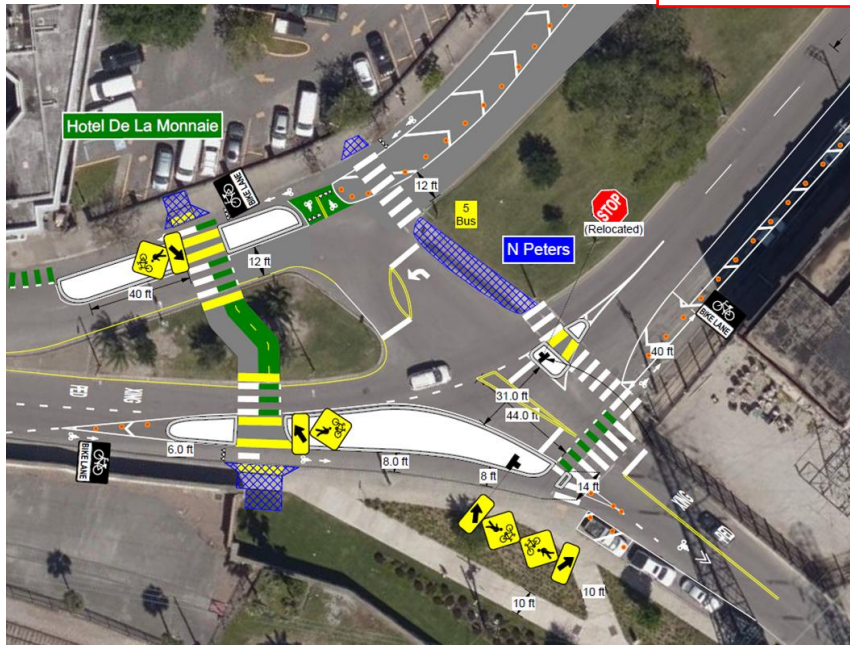
Can the removal of parking spaces be minimized beyond what is proposed?

Can the design better address the conflicts between on-street parking and driveways near N. Rampart?

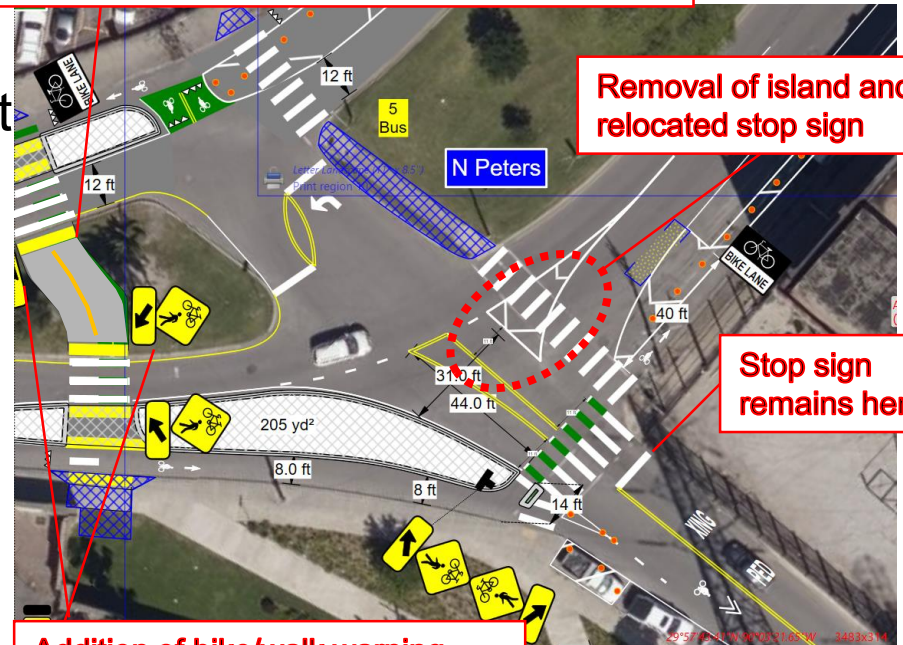
Elysian Fields Avenue Response

N. Peters Intersection Revisions

Combined bike and pedestrian access across neutral ground



Previous



Revised

Removal of island and relocated stop sign

Stop sign remains here

Addition of bike/walk warning signs with rapid flashing beacons

Elysian Fields Avenue Response

Parking Spaces

Adjustments were made to reduce the # of parking spaces lost to proposed design.

Left-side parallel parking (adjacent to neutral ground) is being investigated.

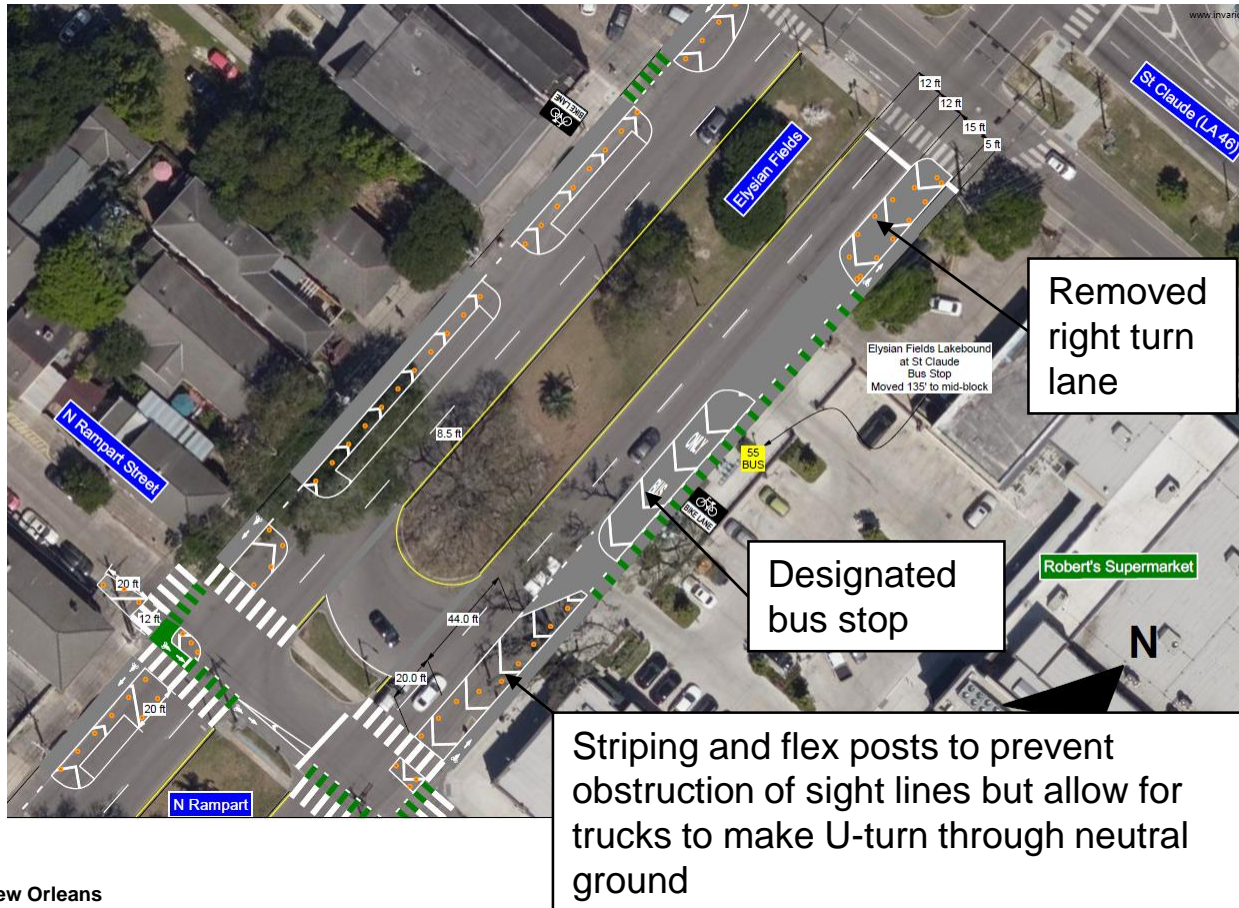
A comprehensive curb use inventory is underway for Frenchmen and French Quarter streets (concludes Fall 2020).

Parking is currently being analyzed for lower Marigny and French Quarter as part of the French Quarter Pedestrianization Project.

Elysian Fields Avenue Response



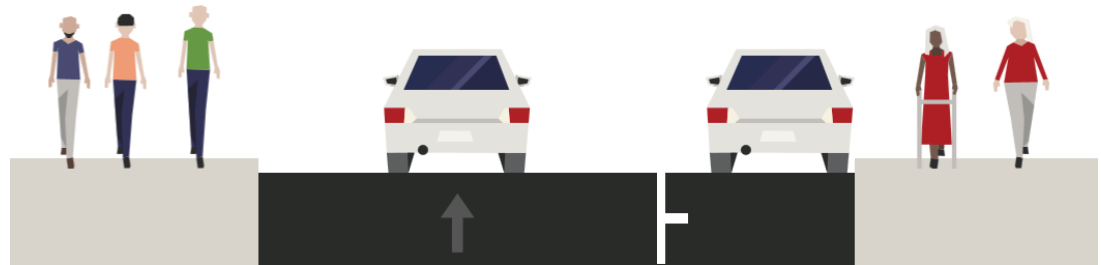
Revisions to Lake-bound direction block between N. Rampart and St. Claude.



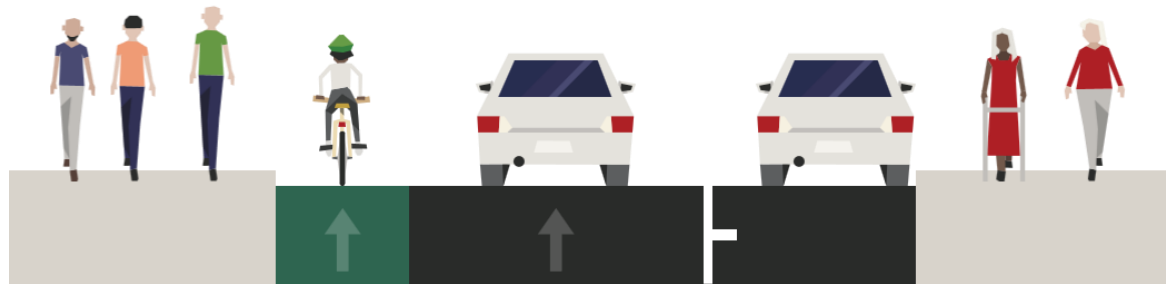
Decatur Street (Esplanade Avenue to Dumaine Street) (5 blocks)

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



Decatur Street Feedback Since 7/7/20 Meeting

Can the bike lane be converted into a protected bike lane?

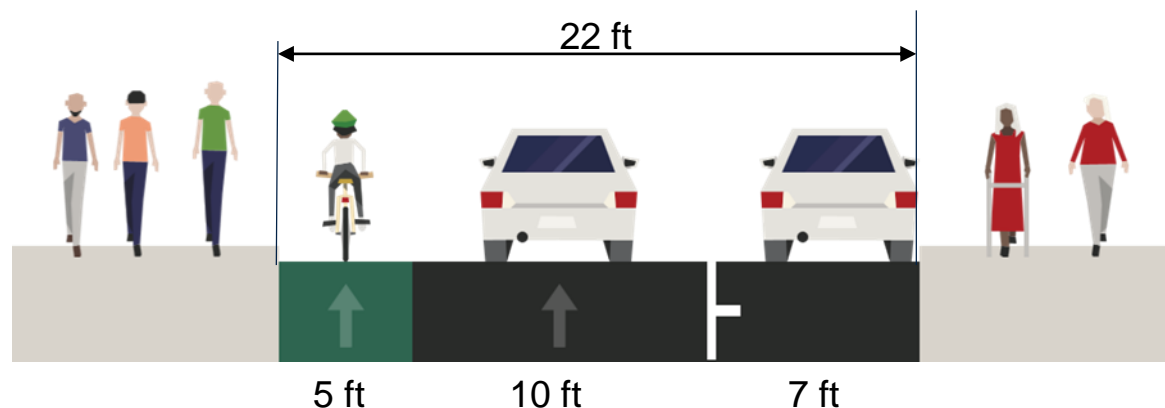
If curbside dining happens on Lower Decatur, will this provide more spacing for a protected bike lane?

Decatur Street Response



Protected Bike Lane - Due to limited width, installing a protected bike lane would require removal of on-street parking, bus stops, or travel lane. If curbside dining is allowed on Lower Decatur, this change would not necessarily provide additional space for a protected bike lane.

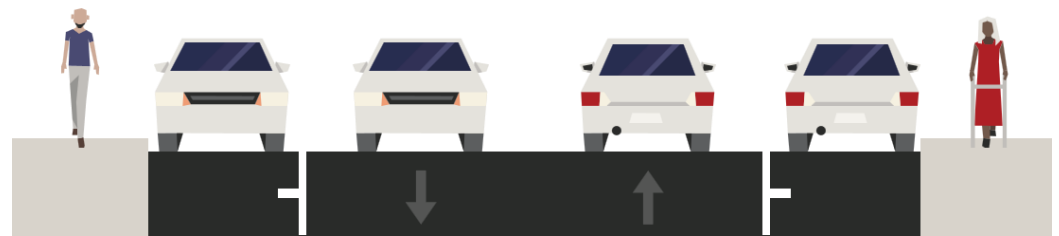
No changes to proposed design. Future consideration for a protected bike lanes may be possible pending resolution of the above.



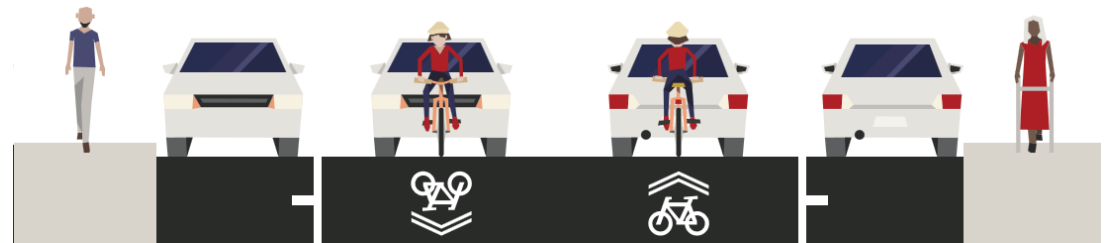
Franklin Avenue (N. Peters Street to St. Claude Avenue) (.5 miles)

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

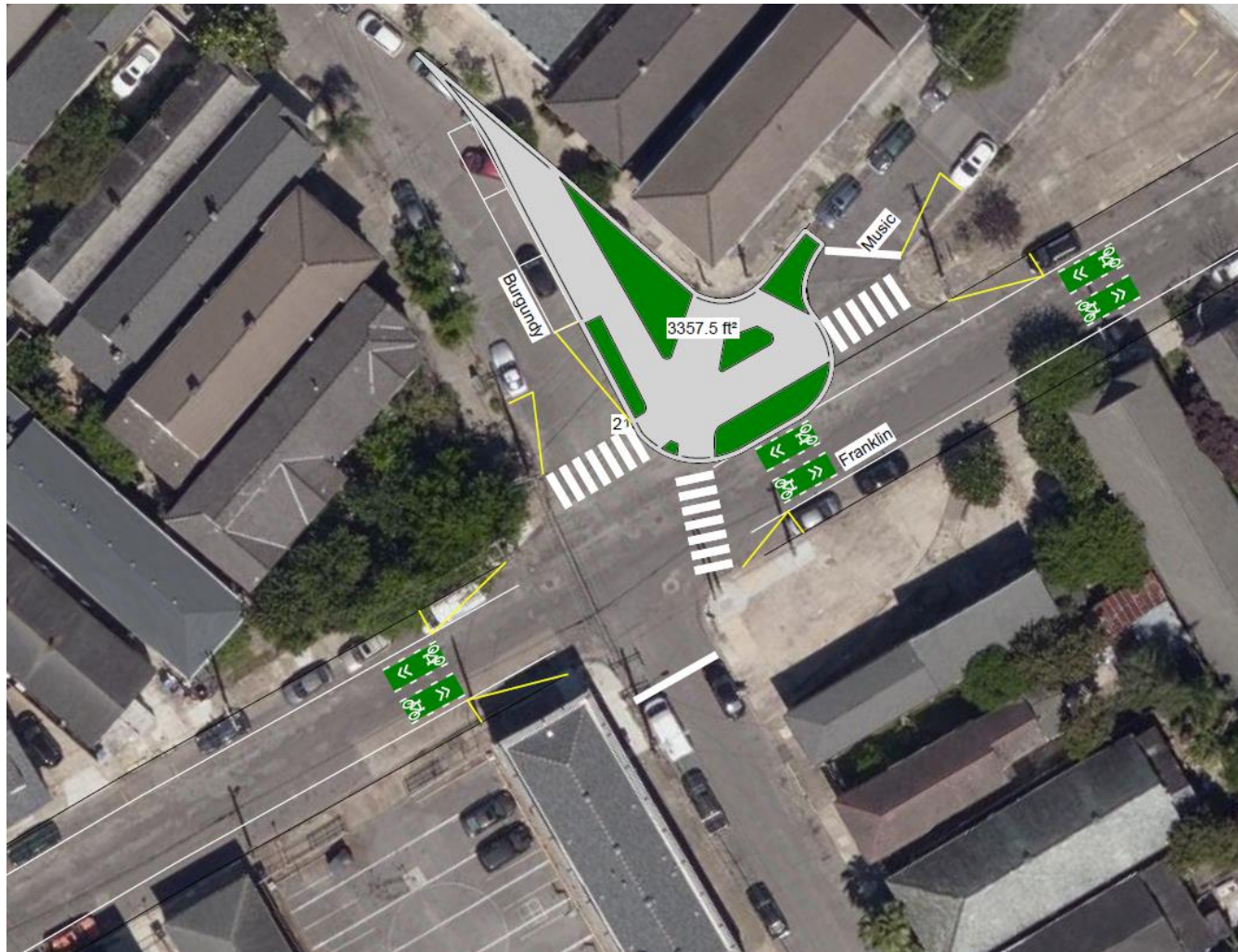


Proposed

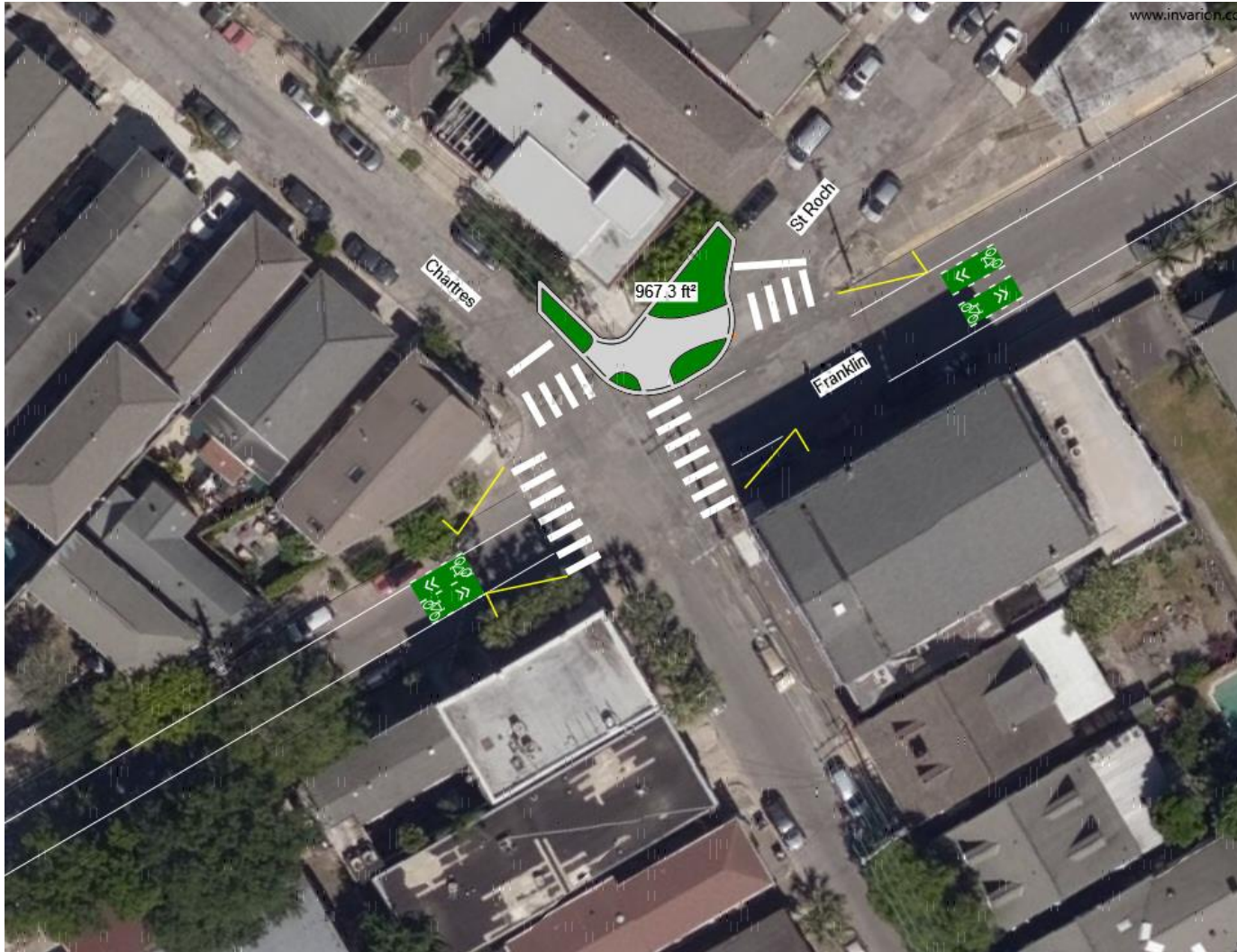
Franklin Avenue at N. Rampart



Franklin Avenue at Burgundy



Franklin Avenue at Chartres



Franklin Avenue Feedback Since 7/7/20 Meeting

Can additional speed reduction measures be implemented on Franklin?
Consider a gateway treatment at St. Claude.

Can something be done to prevent large trucks from using the street?

Can trees be added?

Can the proposed curb extensions be oriented more to Franklin to improve safety?

Can a stop sign be added at Burgundy?

Will curb extensions pose additional flooding risk (especially at Chartres and St. Roch)?

Franklin Avenue Response

Traffic Calming - DPW will collect speed data following the asphalt overlay to determine where speeds exceed posted speed limits and where traffic calming might be effective.

Gateway/Preventing Truck Use/Trees – A gateway treatment with improved signage and trees has been added to the design at St. Claude (next slide). DPW is working with Parks and Parkways and SOUL to determine where sidewalk cut outs can be made for tree plantings.

Orienting Curb Extensions to Franklin – Yes, the proposed curb extensions were revised to better orient to Franklin.

Stop Sign at Burgundy – The proposed curbs at Burgundy will improve overall safety and function of this intersection. DPW will evaluate traffic volumes and crash data to determine if a stop sign is warranted.

Flooding Impacts – DPW reviewed recent flooding complaints and is cleaning and collecting video to determine obvious drainage issues. Additional drainage modeling will be performed. Curb extension at Chartres was modified to eliminate curbs.

Franklin Avenue Response (Gateway at St. Claude Avenue)



Add gateway treatment at St. Claude to slow speeds, allow for turns from St. Claude and Franklin, introduce trees, and place signage more prominently.

Work with LaDOTD to address No Left Turns from Franklin to St. Claude (riverbound) as part of planned resurfacing of St. Claude

Franklin Avenue Response (at Chartres)

Cleaning drainage pipes (underway) and extends to St. Claude.

Use at-grade concrete pedestrian curb extension with bollards (no curbs)

Relocate stop sign and add Do Not Enter sign

Establish clear zones at corners using striping and flex posts

Franklin Avenue at Chartres Street (Revised)



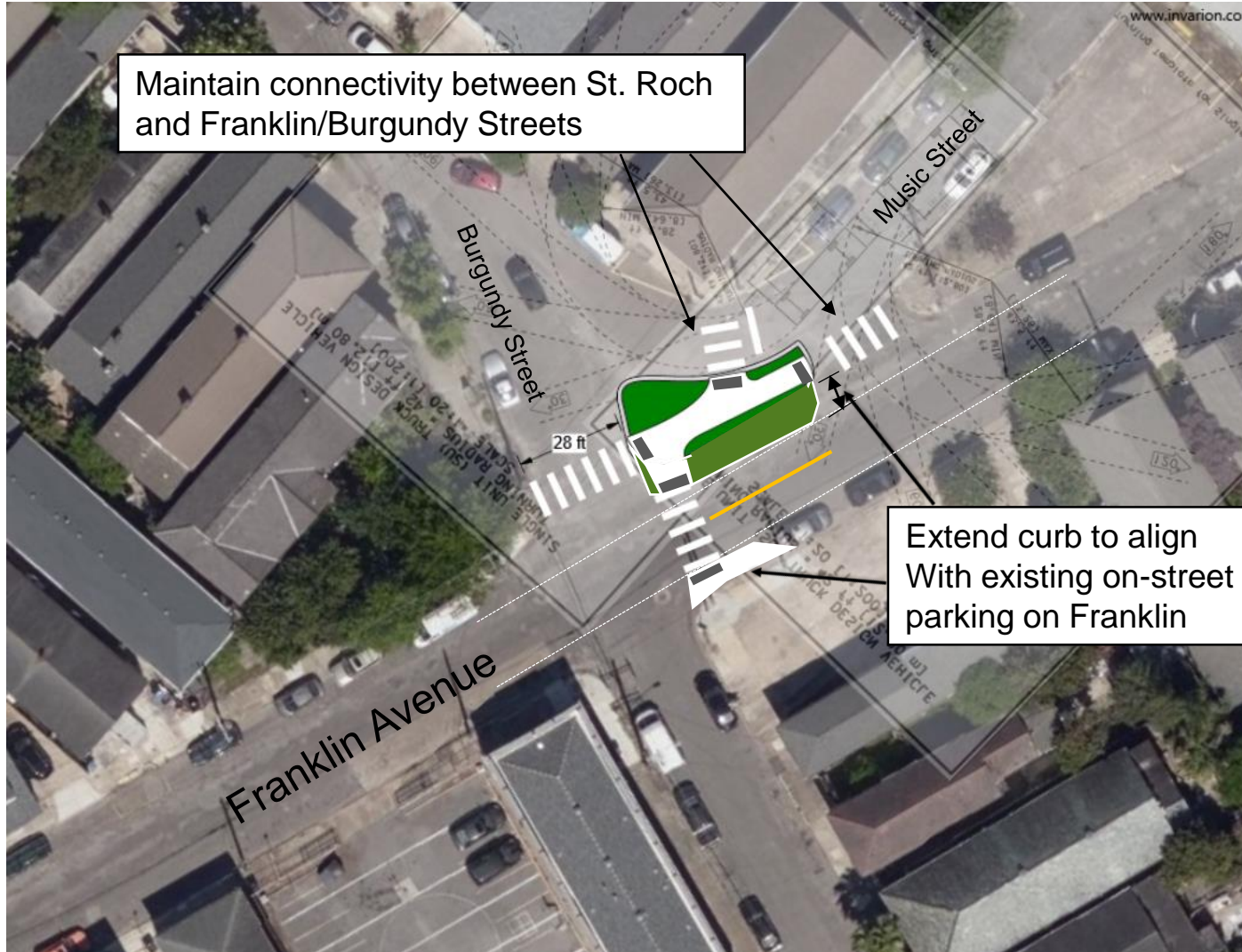
Franklin Avenue Response (at Burgundy)

Oriented the curb extension away from existing curbs toward Franklin

Integrated connectivity between Music Street and Franklin and Burgundy

New design has no impact on parking and significantly reduces any potential impacts to drainage.

Franklin Avenue at Burgundy (Revised)



Franklin Avenue Response (at N. Rampart)

An additional curb extension and crosswalk was added at N. Rampart.

Curb extension here is intended to reduce speeds, improve crosswalk connectivity and accessibility.

New design has little impact on parking and significantly reduces any potential impacts to drainage.



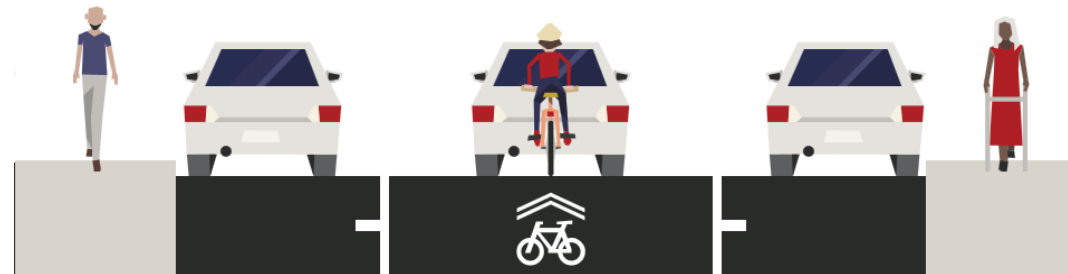
Royal Street (Esplanade Avenue to Franklin Avenue) (.5 miles)

Approximately \$401K Project

- ✓ Repaving the roadway (Elysian Fields to Esplanade)
- ✓ 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

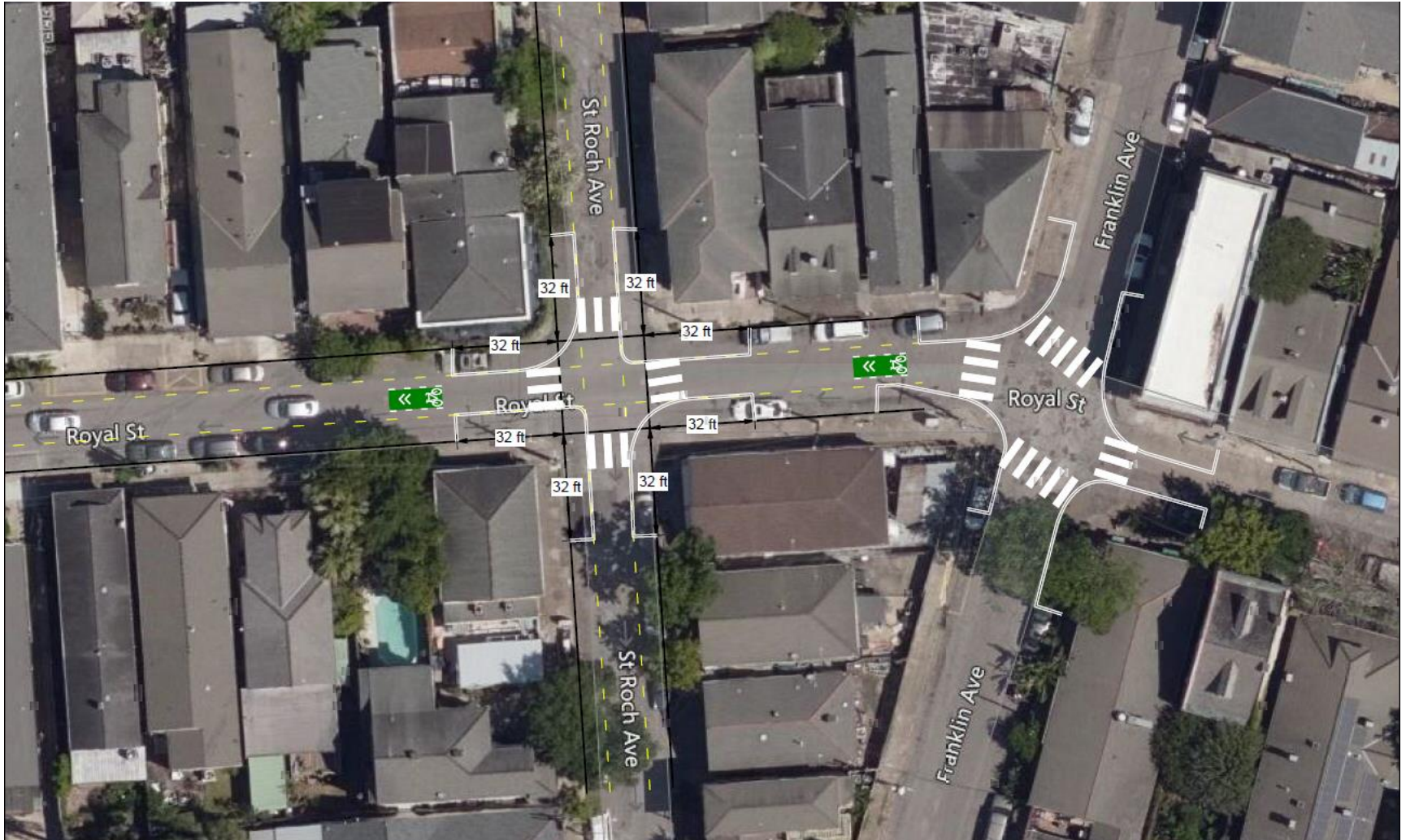


Existing

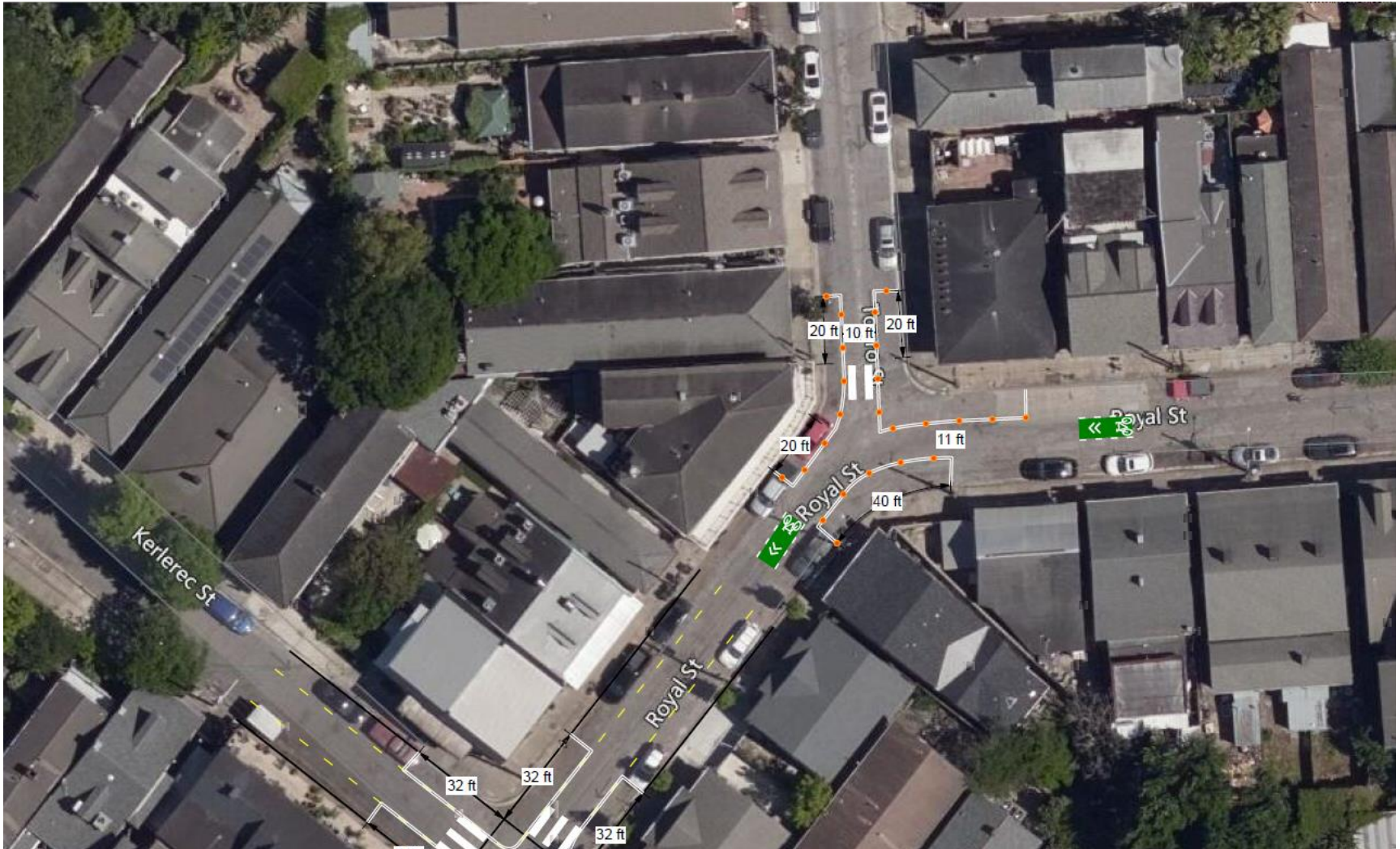


Proposed

Royal Street at St. Roch & Franklin Avenue



Royal Street at Touro



Royal Street Feedback Since 7/7/20 Meeting

Can something be done to address street flooding in front of the Christopher Inn (between Elysian Fields and Frenchmen)?

Can additional means of traffic calming be added?

Can more spaces for trees be included?

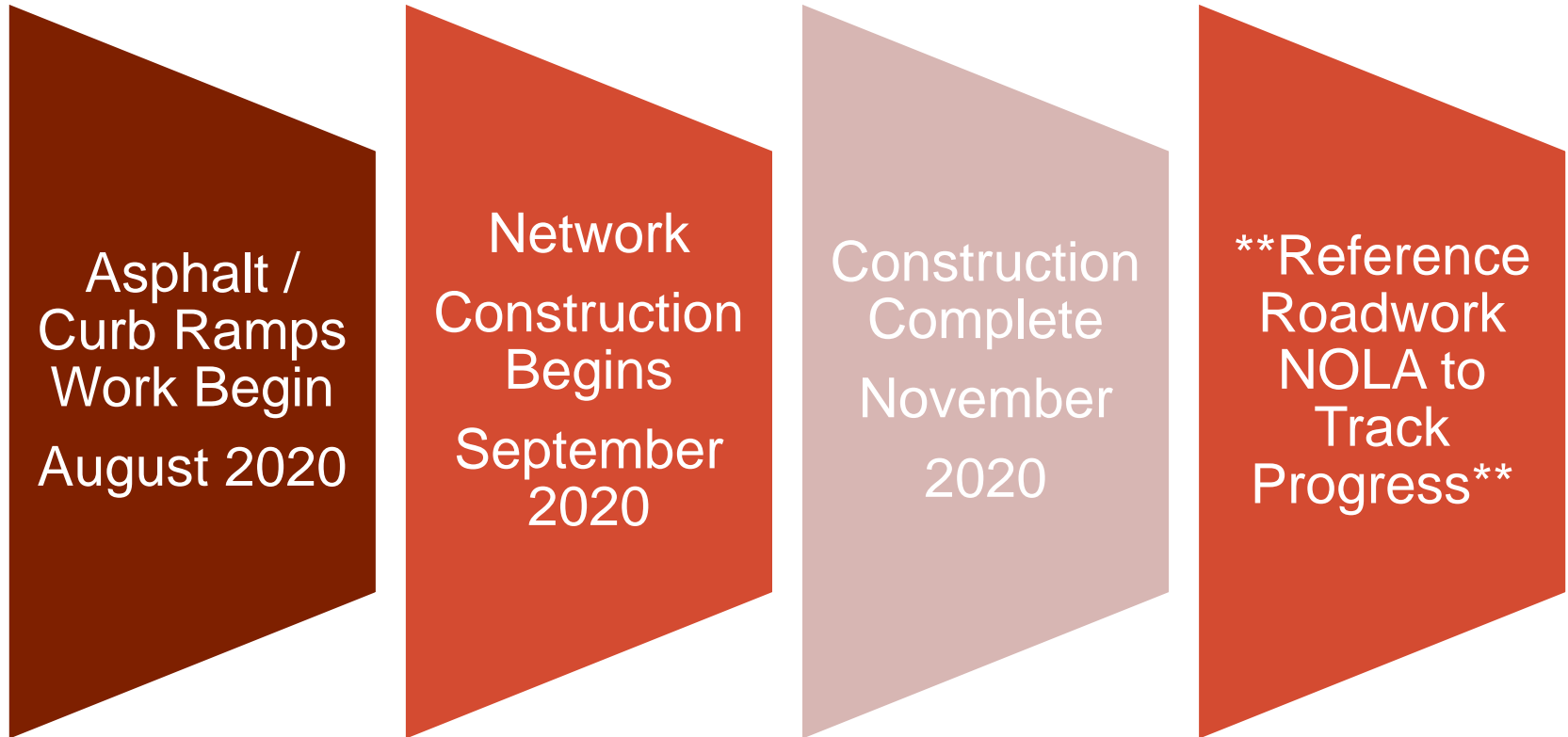
Royal Street Responses

Flooding – a drainage investigation was conducted. Drainage point repairs will be included to address broken drainpipes. DPW is investigating other drainage issues in the area.

Traffic Calming – DPW will collect speed data following the asphalt overlay to determine where speeds exceed posted speed limits and where traffic calming might be effective.

Trees – DPW is working with Parks and Parkways and SOUL to determine where sidewalk cut outs can be made for tree plantings. Crown of roadway and presence of underground utilities are limiting factors for establishment of curb extensions.

Next Steps



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

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.



Contact Us

movingneworleans@nola.gov
504.658.ROAD (7623)



Phone

504.658.ROAD (7623)



Email

movingneworleans@nola.gov



Website

[www.nola.gov/transportation/
moving-new-orleans-bikes/](http://www.nola.gov/transportation/moving-new-orleans-bikes/)



Social Media

@RoadworkNOLA
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Questions

City of New Orleans