



City of New Orleans Projects

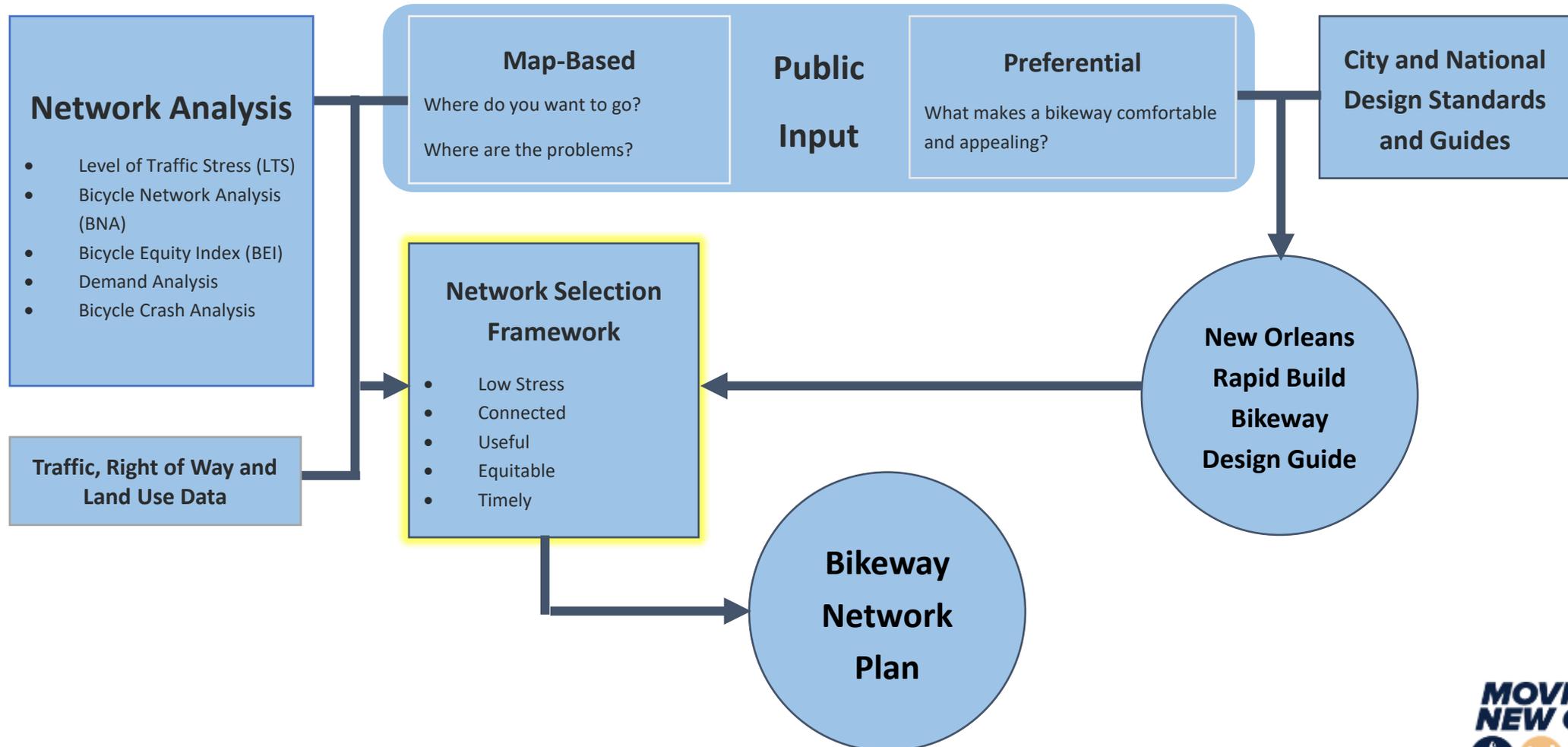




Mobility Networks

Bikeways as Connectors

Bicycle Network Planning Process



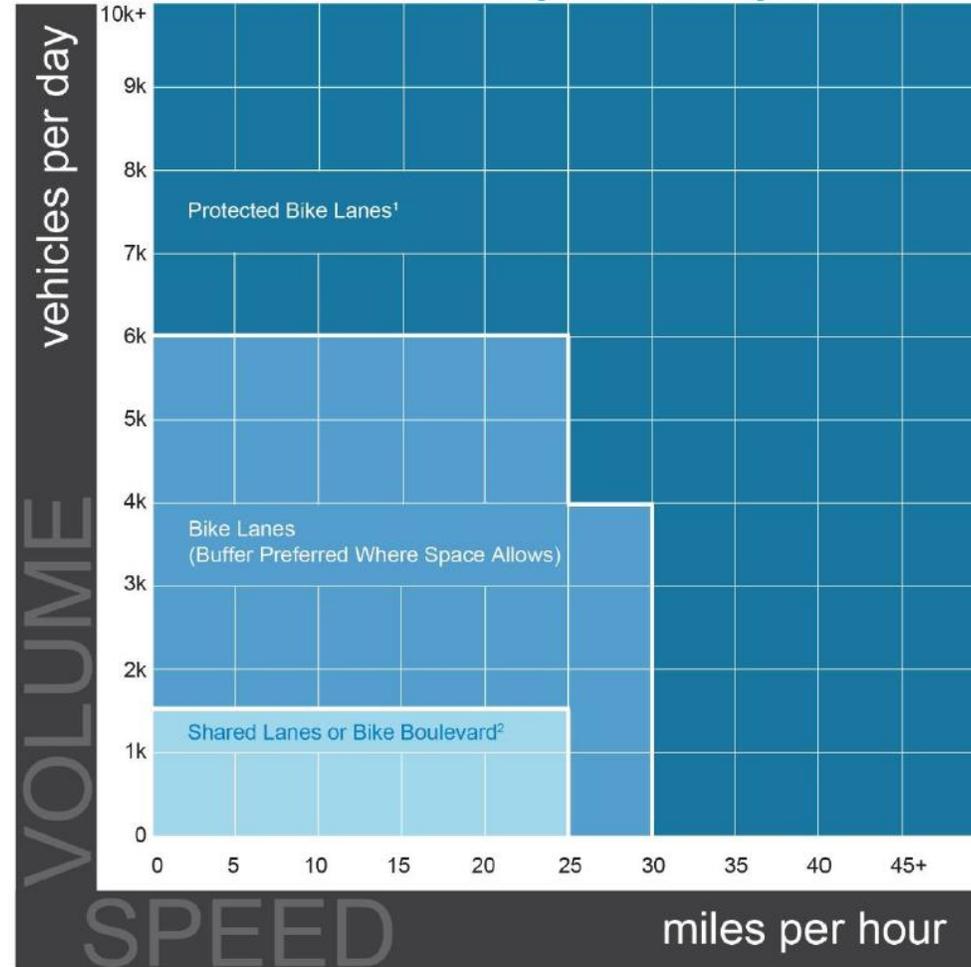
Design Approach

Bicycle Boulevards

Low speed, low traffic volume streets designed to prioritize bicycle travel



Low-Stress Bicycle Facility Selection



Protected Bike Lanes
Moderate to high speed and traffic volume streets with physically separated bike lanes



Street Configuration Decision-Making Framework

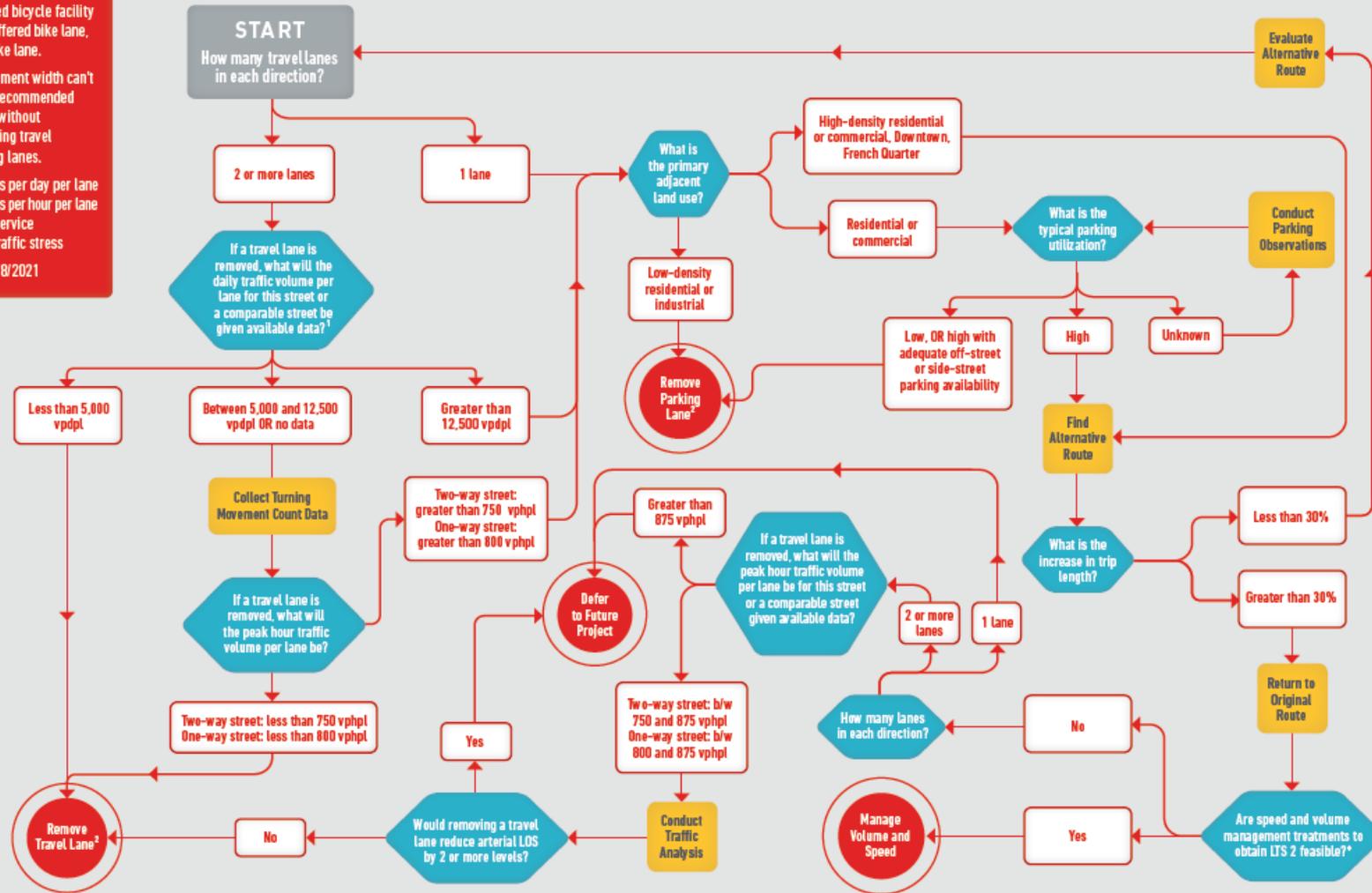
Moving New Orleans Bikes Street Configuration Decision-Making Framework

GIVENS:

1. Recommended bicycle facility is bike lane, buffered bike lane, or separated bike lane.
2. Existing pavement width can't accommodate recommended bicycle facility without impacting existing travel lanes or parking lanes.

vpdpl = vehicles per day per lane
 vphpl = vehicles per hour per lane
 LOS = level of service
 LTS = level of traffic stress

Version Date: 4/8/2021

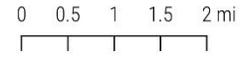


1. The presence of a median may warrant increasing the thresholds for justifying travel lane removal.
 2. Speed and volume management may be the preferred solution even if travel lane removal or parking lane removal are feasible.



Existing & Recommended Bikeways

August 16, 2019



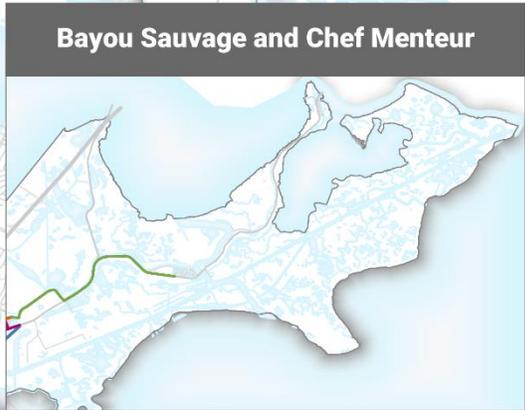
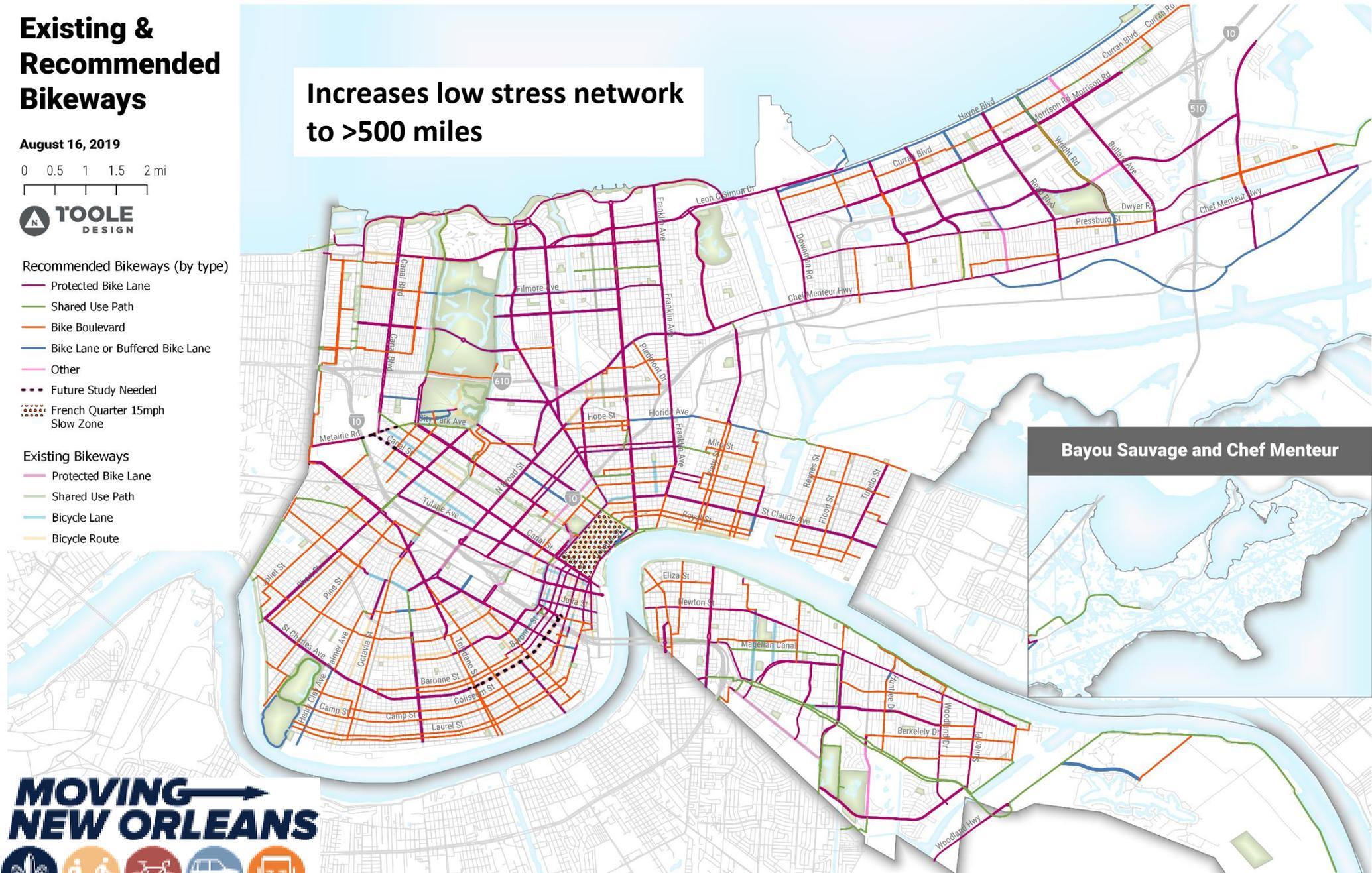
Recommended Bikeways (by type)

- Protected Bike Lane
- Shared Use Path
- Bike Boulevard
- Bike Lane or Buffered Bike Lane
- Other
- Future Study Needed
- French Quarter 15mph Slow Zone

Existing Bikeways

- Protected Bike Lane
- Shared Use Path
- Bicycle Lane
- Bicycle Route

Increases low stress network to >500 miles



MOVING →
NEW ORLEANS





Marigny Neighborhood - Elysian Fields Avenue



Marigny Neighborhood - Franklin Avenue



Marigny Neighborhood/French Quarter Connection - N. Peters Street



Marigny Neighborhood - Franklin Avenue at Burgundy Street



Algiers Neighborhood - Wall Blvd



Algiers Neighborhood – Garden Oaks Dr



Before



After

Algiers Neighborhood – Morris FX Jeff Park



Algiers Neighborhood – Mississippi River Levee Top Bike Path Extension

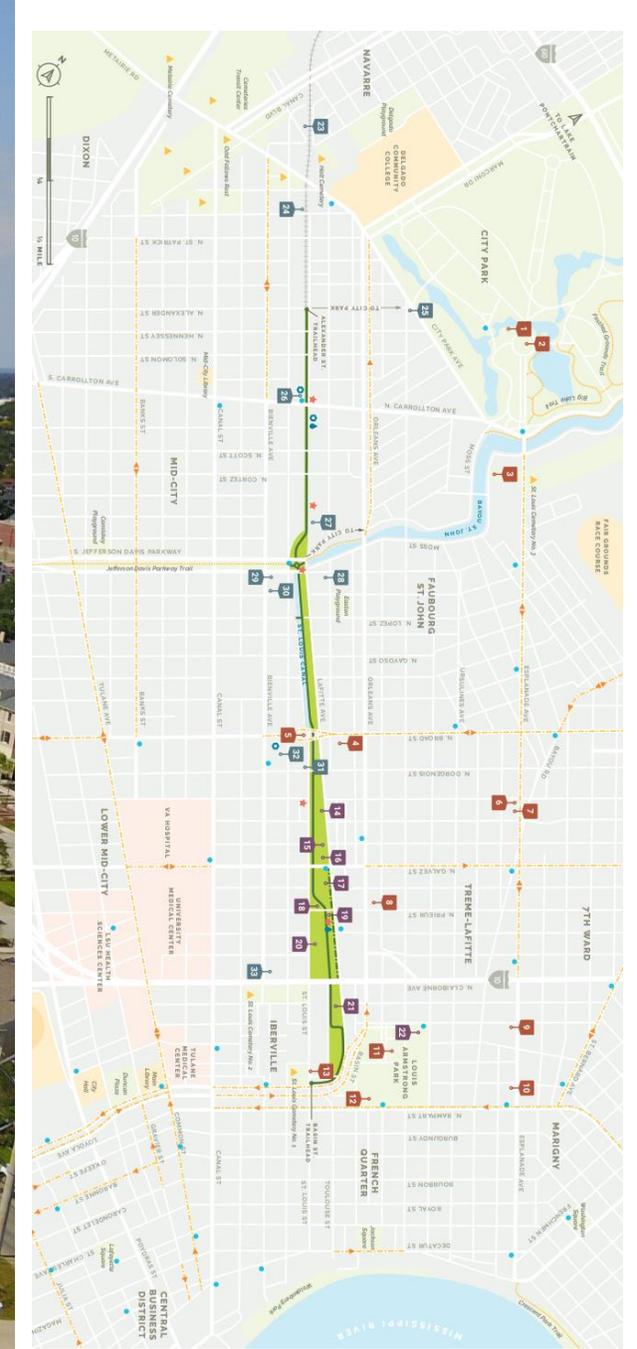


Super Connectors

Lafitte Greenway



7 Neighborhoods – Lafitte Greenway





Lafitte Greenway Connects 3 Major Grocery Stores, 4 Parks



Before



After

Lafitte Greenway was a former railroad and barge canal



Before



After

Lafitte Greenway - conversion of former railroad warehouses to housing



Lafitte Greenway – opportunity for new neighborhood connections



Lafitte Greenway – Upriver/Downriver/Lake/River connections



Lafitte Greenway connects to City Park Paths



Louisiana Bootlace Trail Network (Proposed Route)

This map depicts the proposed route of the Louisiana Bootlace Trail Network, which is in development. For the latest updates on this project, visit bikeeasy.org.

Lafitte Greenway connections as inspiration for a regional trail network



Green Infrastructure

Incremental Changes



Street-level rain gardens and permeable parking

Grey Infrastructure

Redirect flows to St. Peter Street Collector and then to multiple lateral outfalls into St. Louis Canal/DPS 7

Disconnect neighborhood from Orleans Ave box culvert/DPS 3



Increase subsurface pipe sizes for increased capacity in system



Hagan-Lafitte Green and Grey Infrastructure – subsurface stormwater detention in flood-prone neighborhoods



Hagan-Lafitte Green and Grey Infrastructure – subsurface stormwater detention in flood-prone neighborhoods



Commercial Contribution - Hagan-Lafitte Green and Grey Infrastructure includes >30,000 sf of permeable parking



Lafitte Greenway bioswale

SLOW
DOWN

—
OBSERVE
& ENJOY

Strategic Safety Improvements

Simple to Complex



Magazine Street Pedestrian Safety



Connection to Neighborhood Park

Low-cost Spot Improvements



Crosswalk to City Hall



Crosswalk to Audubon Park

Low-cost Spot Improvements

SAFER STREETS PRIORITY FINDER

WELCOME TO THE SAFER STREETS PRIORITY FINDER!

THE SAFER STREETS PRIORITY FINDER ENABLES YOU TO ANALYZE
THE RISK TO VULNERABLE ROAD USERS (BICYCLISTS AND PEDESTRIANS)
ON YOUR COMMUNITY'S ROADS.

[ACCESS THE TOOL](#)

LEARN MORE



[Saferstreetspriorityfinder.com](https://saferstreetspriorityfinder.com)

SAFER STREETS PRIORITY FINDER

Introducing a New, Free Tool for Evaluating Network-Level Pedestrian and Bicycle Safety

City of New Orleans

New Orleans Regional Transit Authority
University of New Orleans Transportation Institute
Toole Design

A Project of the US Department of Transportation Safety Data Initiative



City of New Orleans
Mayor LaToya Cantrell



THE UNIVERSITY of
NEW ORLEANS

TOOLE
DESIGN

October 26th, 2021

SAFER STREETS PRIORITY FINDER

Safer Streets Priority Finder is a free and open source resource that allows practitioners to analyze and understand the risk to vulnerable road users (bicyclists and pedestrians) on their local roadways, with minimal input data required, in about 30 minutes.

Leverage local data or use open public data

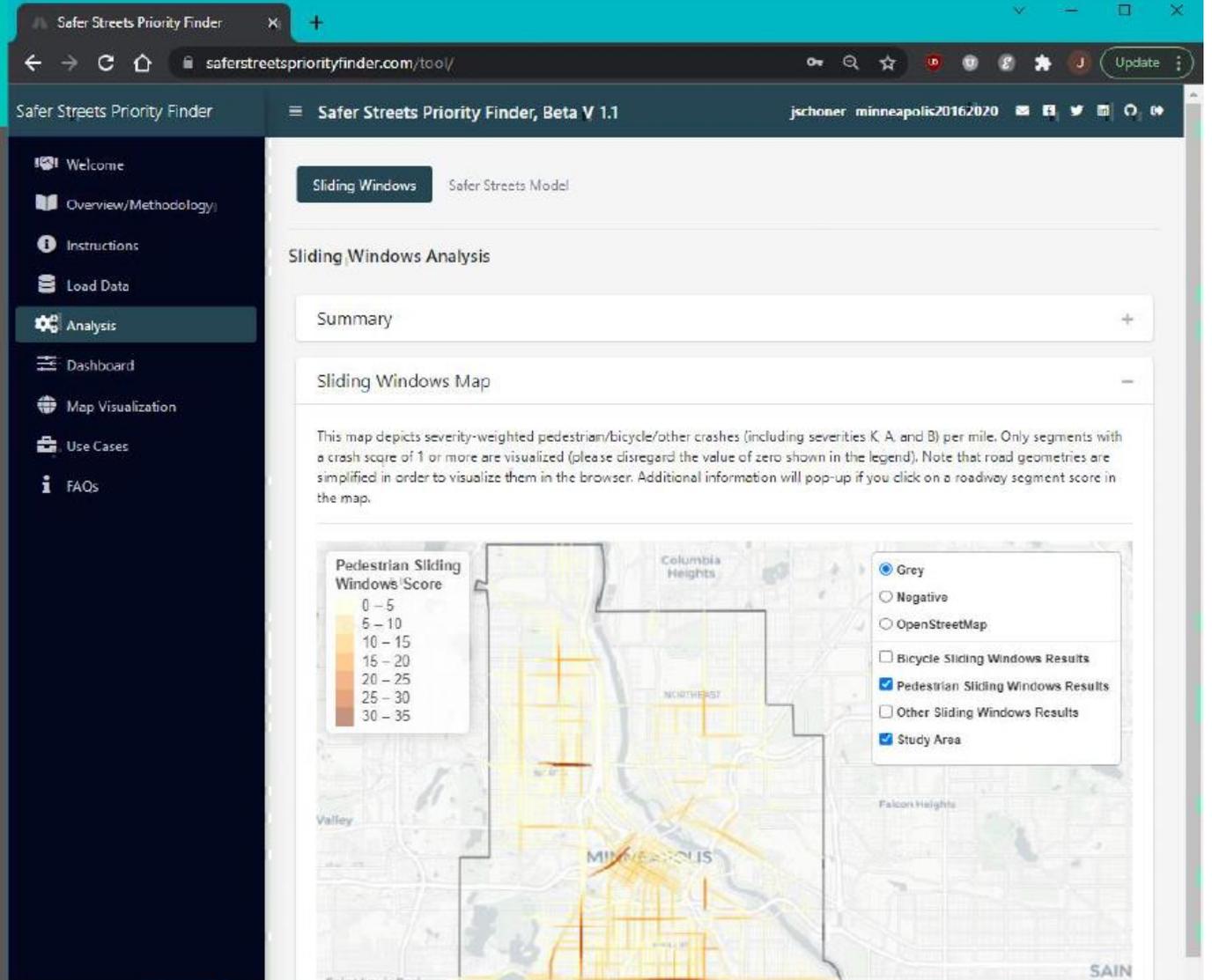
Explore crash summary statistics in your study area

Inspect historical crash trends on your network using Sliding Windows Analysis to build a High Injury Network

Assess risk estimates along the network using the Safer Streets model, even in areas that haven't had any reported crashes recently

Primary Output 1: Sliding Windows Analysis

- This step uses user's crash data (or FARS data) to map severity-weighted crash density in sliding windows along the roadway network.
 - *This is the “foundation” of a High Injury Network*
- This is a separate output from the model, and looks only at historical crashes.
- This analysis is available for all modes.



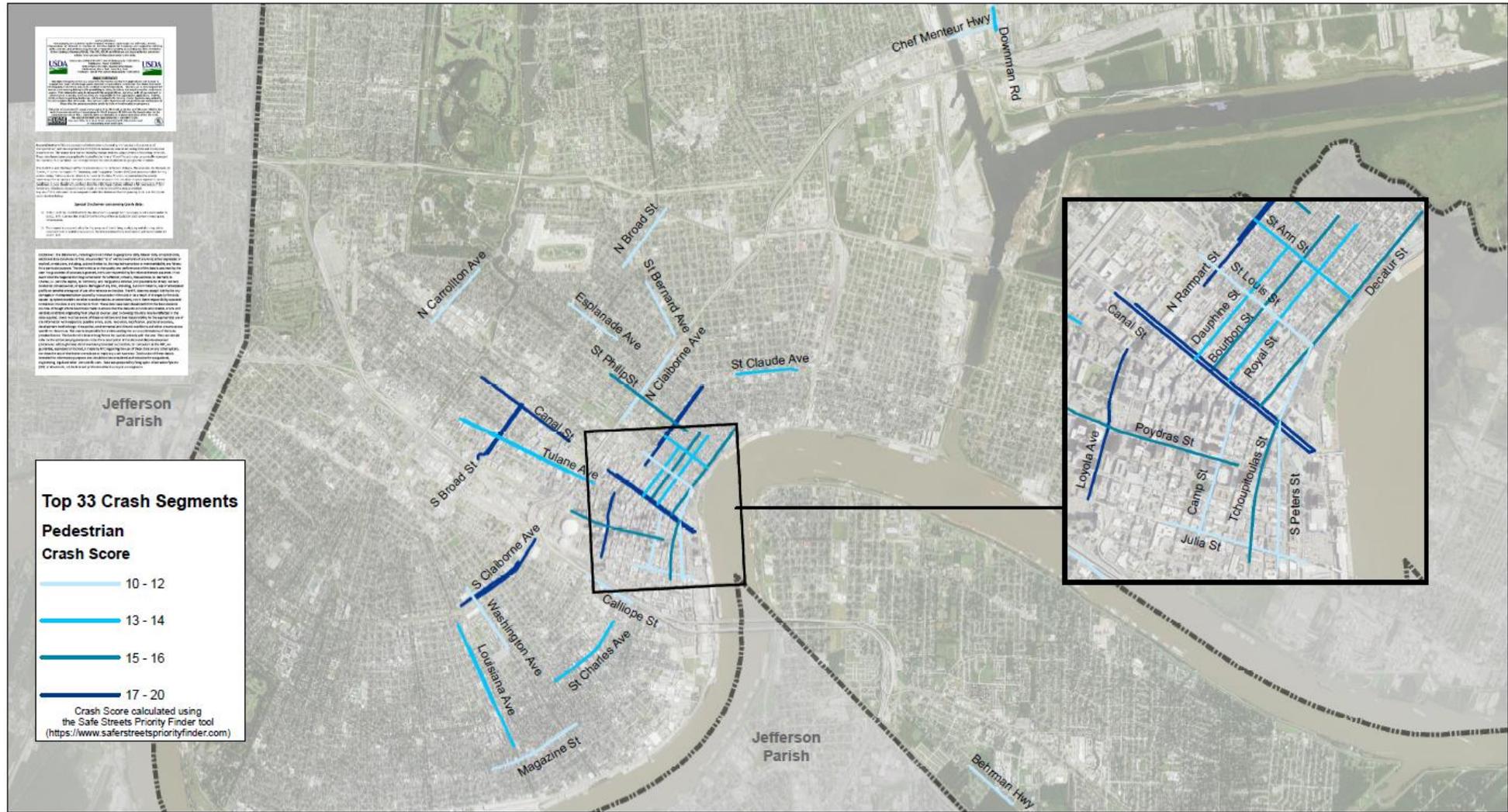
Primary Output 2: Safer Streets Model

- This step uses the Fatality Risk Map Model (a prior USDOT effort), functional class, and Bayesian Statistics to estimate updated values on the network's window segments.
- Results are available as cost of crashes along the roadway network.
- The model is available for pedestrians and bicyclists, and highlights sections of the roadway that have a heightened risk, even if a crash hasn't happened yet.

Estimated One-Year Crash Cost Map - Caution - Cost Outputs Are Still In Beta Testing

Once your model results are ready, you'll have a chance to visualize the results on this map. A visualization button will appear on login once your results are ready. Only segments with an estimated annual average cost per mile of \$120,563 or greater are visualized. This amount reflects the default value for C - possible injury crashes. For models in rural areas or areas with lower observed crashes, the results may not appear, but can be viewed in GIS software once downloaded. Additional information will pop-up if you click on a roadway segment score in the map.





Top 33 Crash Segments

Pedestrian Crash Score

- 10 - 12
- 13 - 14
- 15 - 16
- 17 - 20

Crash Score calculated using the Safe Streets Priority Finder tool (<https://www.saferstreetspriorityfinder.com>)



Top 33 Segments for Pedestrian Crashes 2017-2021
Orleans Parish, Louisiana Local Road Safety Plan



Prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes
January 2023



RPC Task - HSP3-T3.23

Pedestrian High Injury Network Produced by Safer Streets Priority Finder



City of New Orleans

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