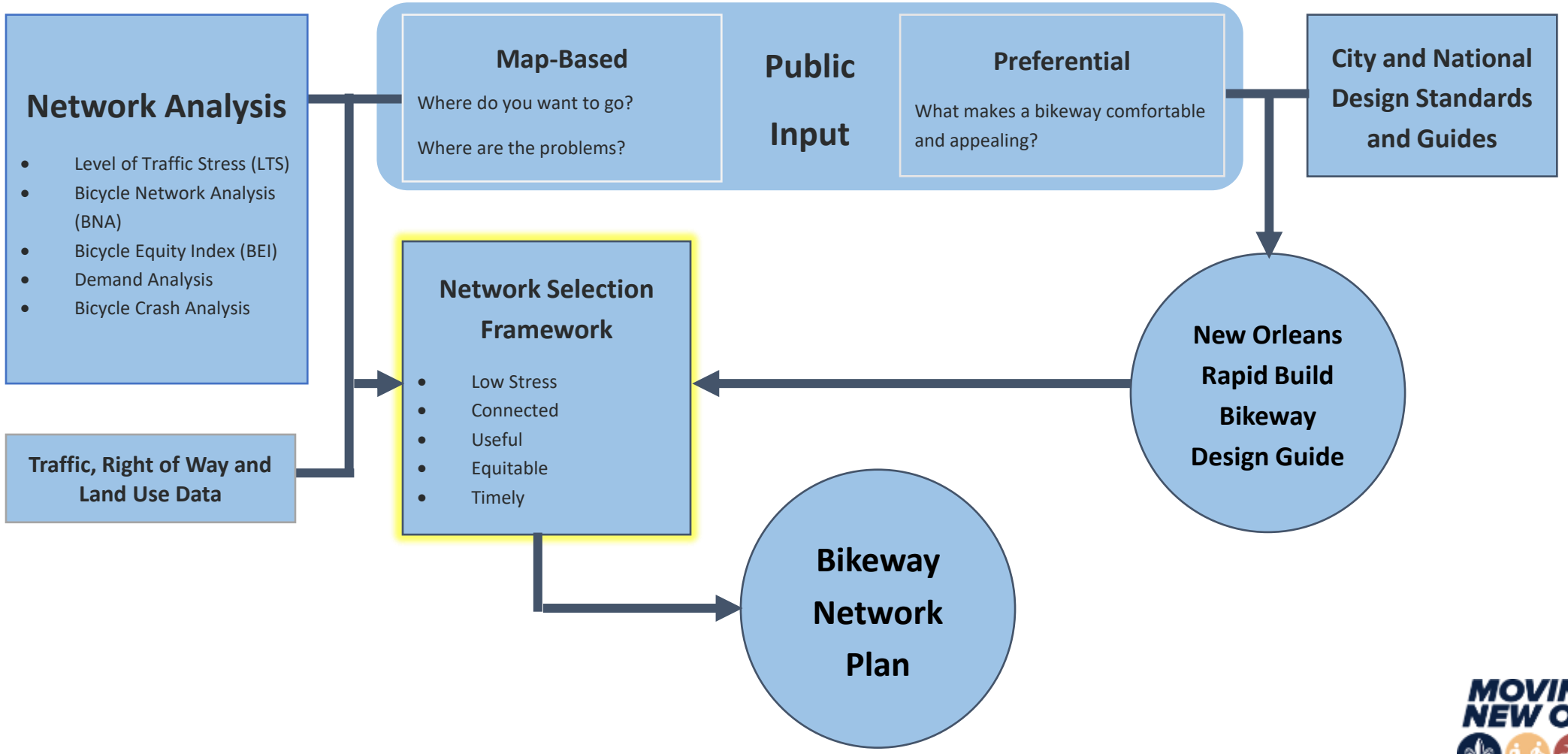
City of New Orleans Projects

Mobility Networks

Bikeways as Connectors

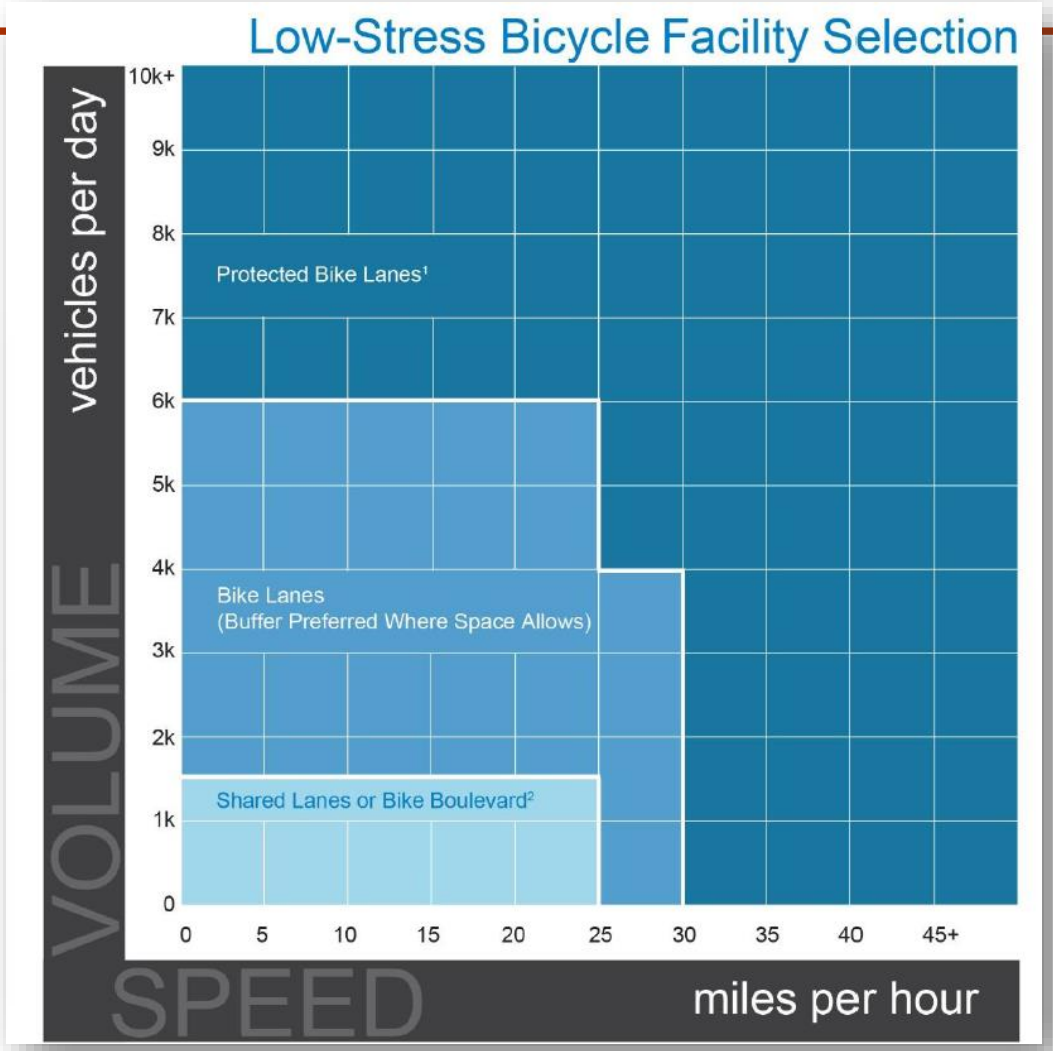
Bicycle Network Planning Process



Design Approach

Bicycle Boulevards

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



Protected Bike Lanes

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

Street Configuration Decision-Making Framework

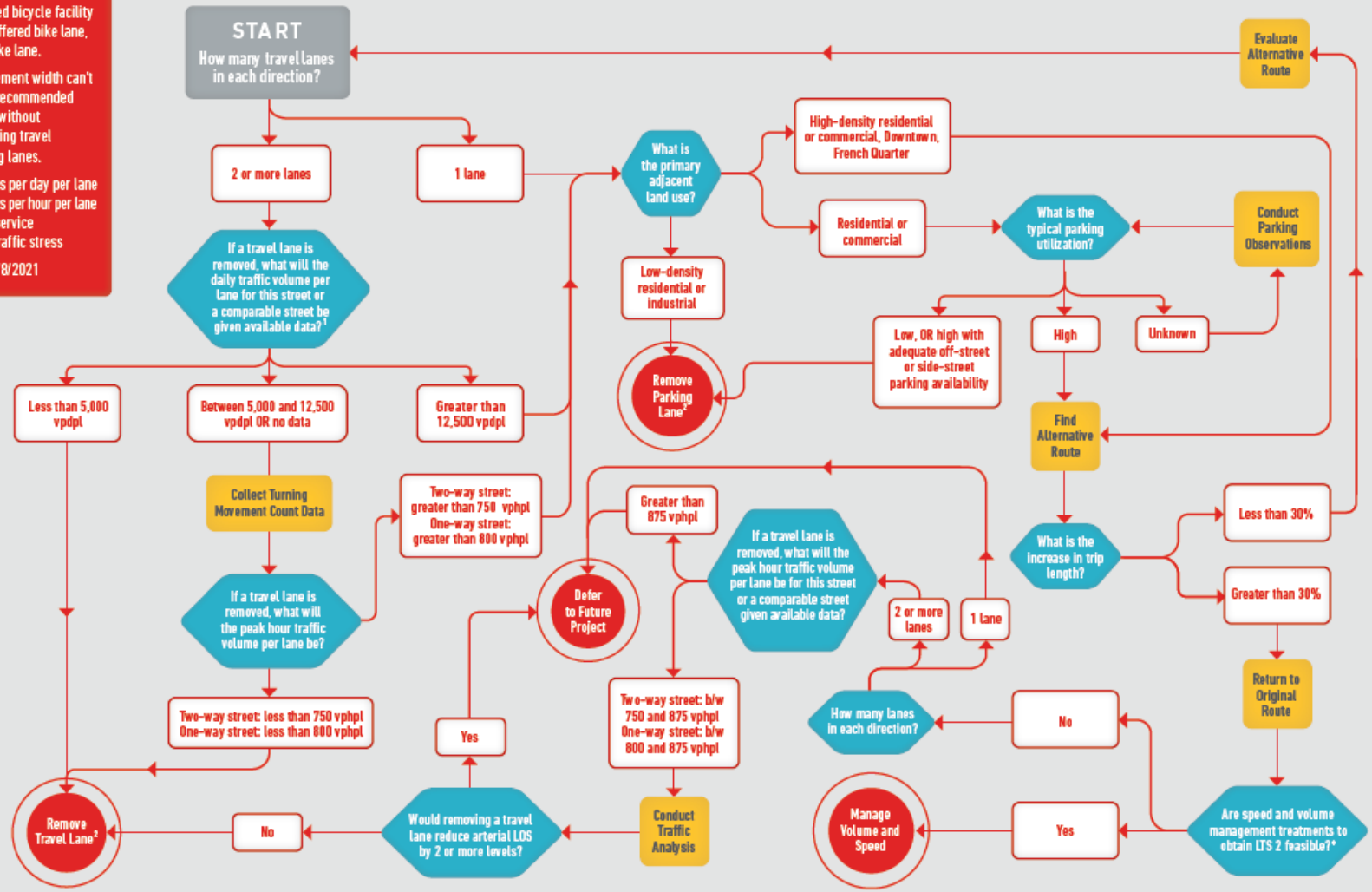
Moving New Orleans Bikes Street Configuration Decision-Making Framework

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.

MOVING NEW ORLEANS Bikes

TOOLE DESIGN

Existing & Recommended Bikeways

August 16, 2019

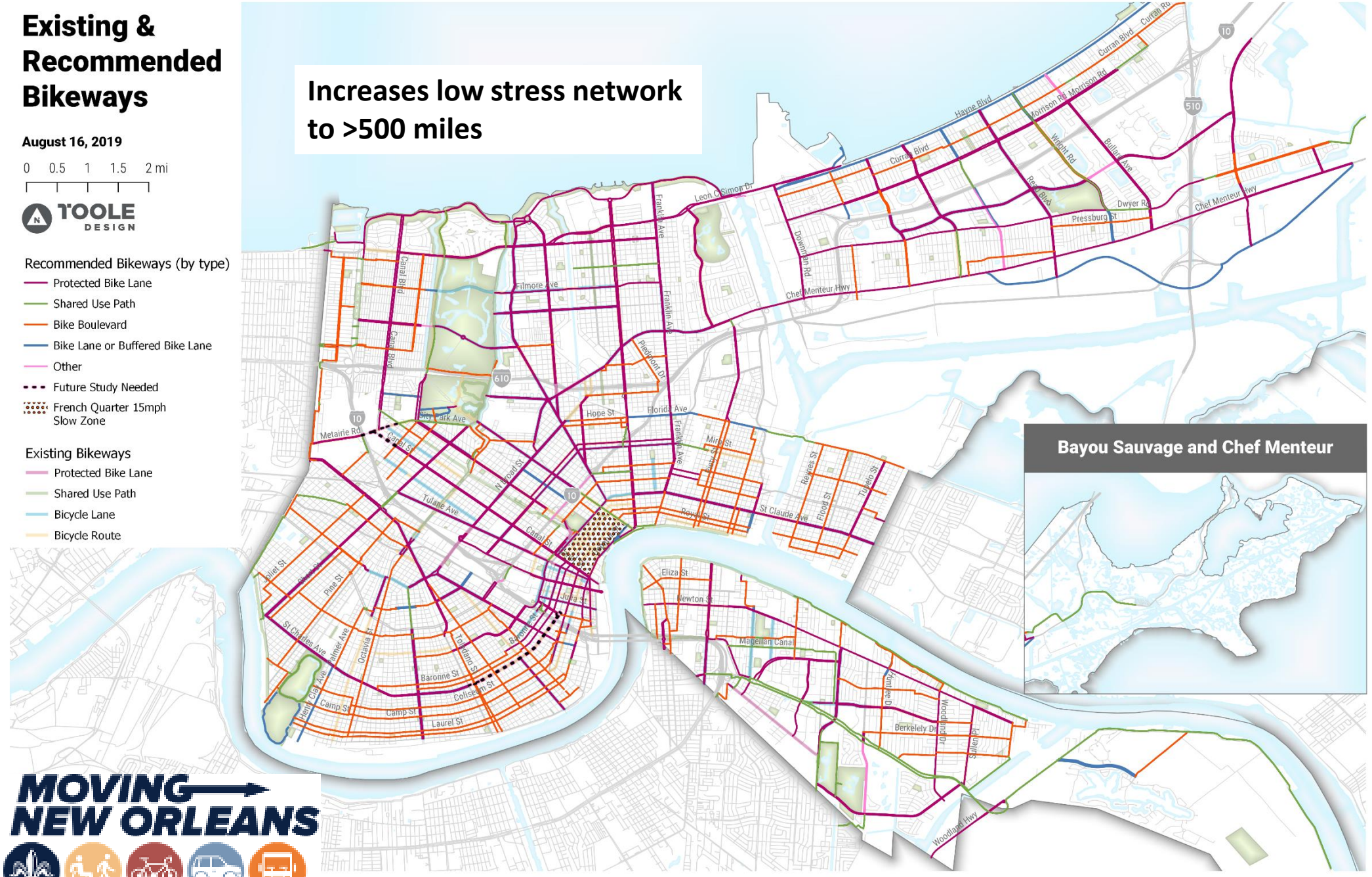
0 0.5 1 1.5 2 mi

TOOLE DESIGN

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

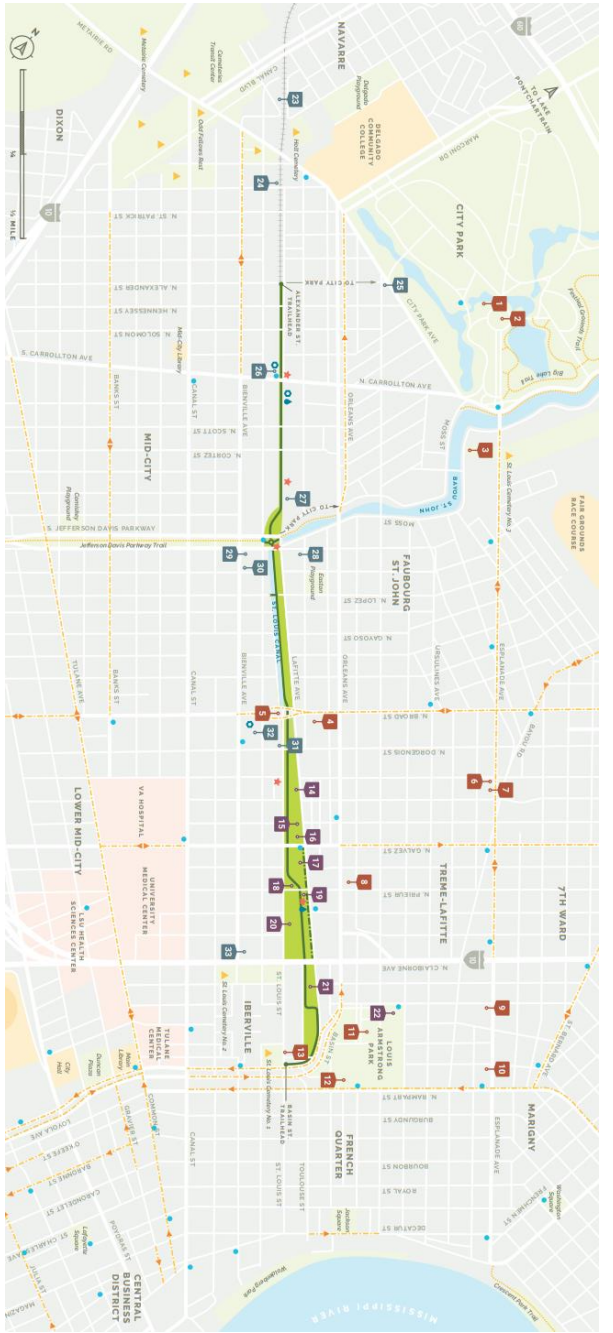
Algiers Neighborhood – Morris FX Jeff Park

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

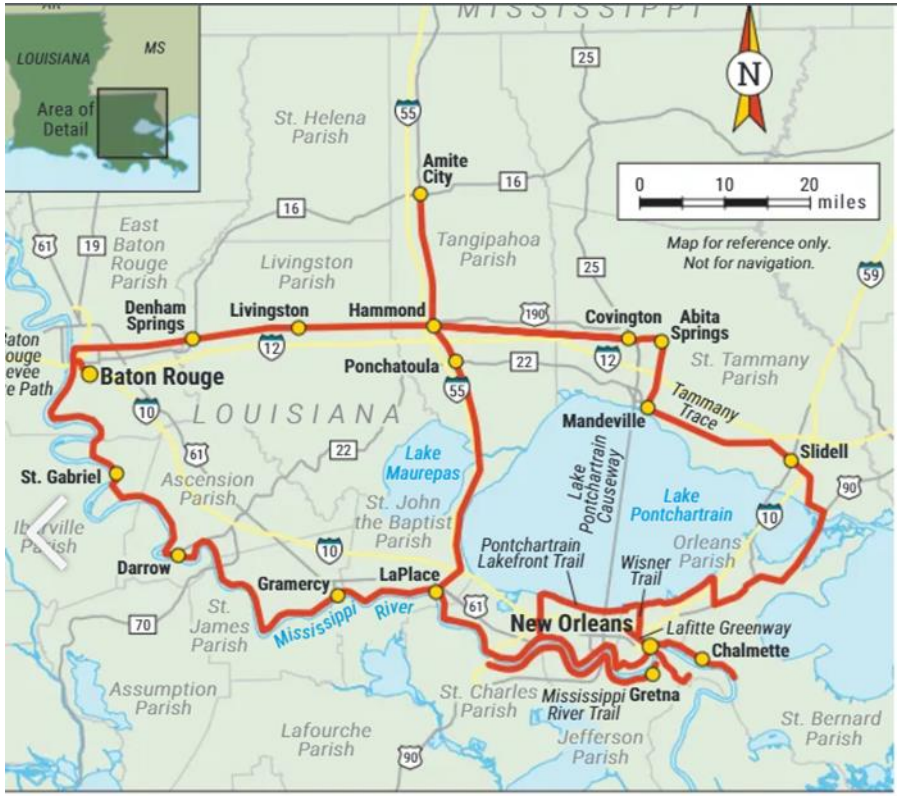
Lafitte Greenway - conversion of former railroad warehouses to housing

Lafitte Greenway – opportunity for new neighborhood connections

Lafitte Greenway – Upriver/Downriver/Lake/River connections

Lafitte Greenway connects to City Park Paths

Rails to Trails Magazine



Louisiana Bootlace Trail Network (Proposed Route)

Trail Length: 100+ miles

Trail Cities & Towns

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

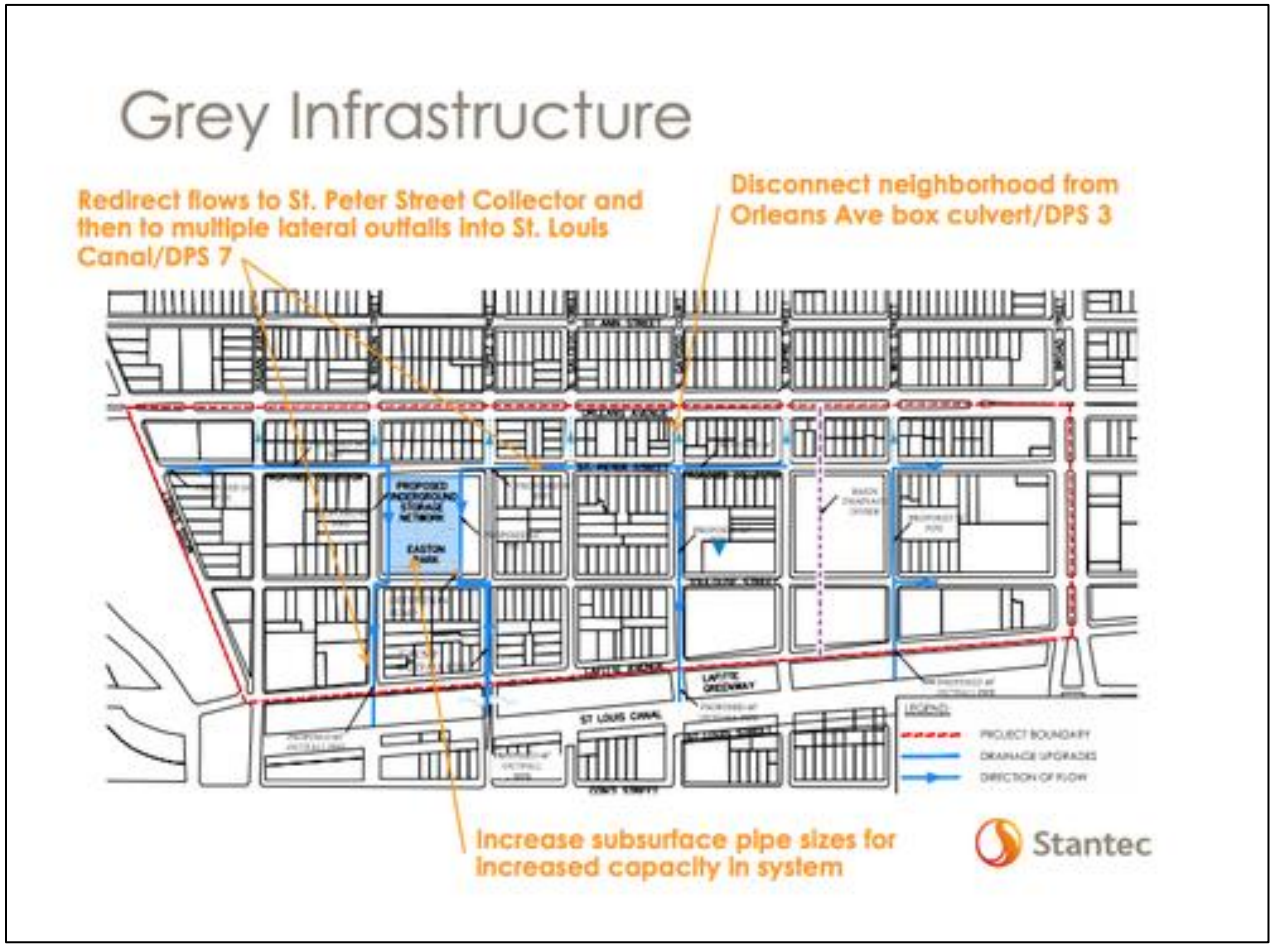
Green Infrastructure

Incremental Changes

St. Claude Neighborhood

Hagan-Lafitte Green and Grey Infrastructure

Street-level rain gardens and permeable parking

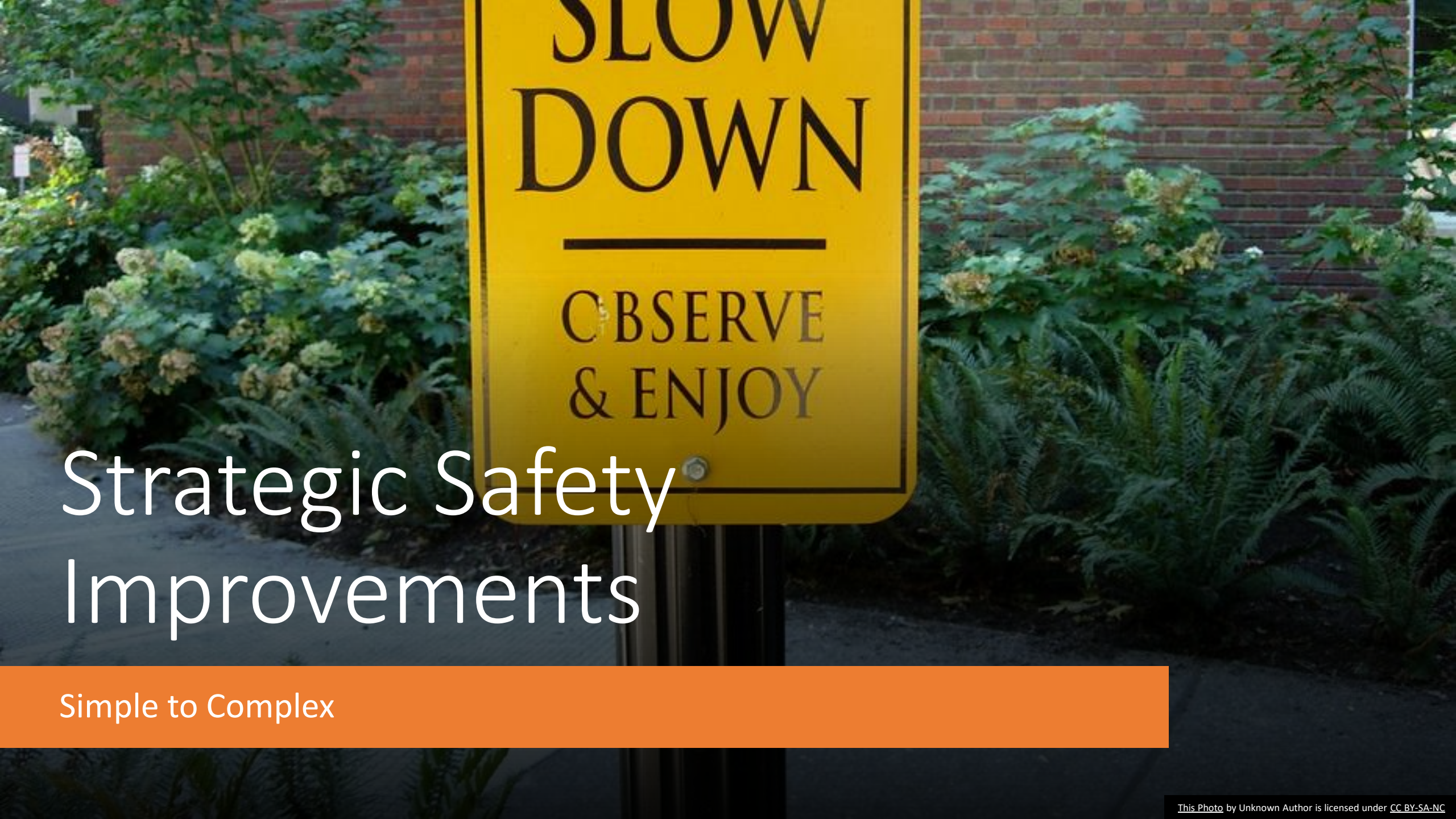


Hagan-Lafitte Green and Grey Infrastructure – subsurface stormwater detention in flood-prone neighborhoods

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



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

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

RTA

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

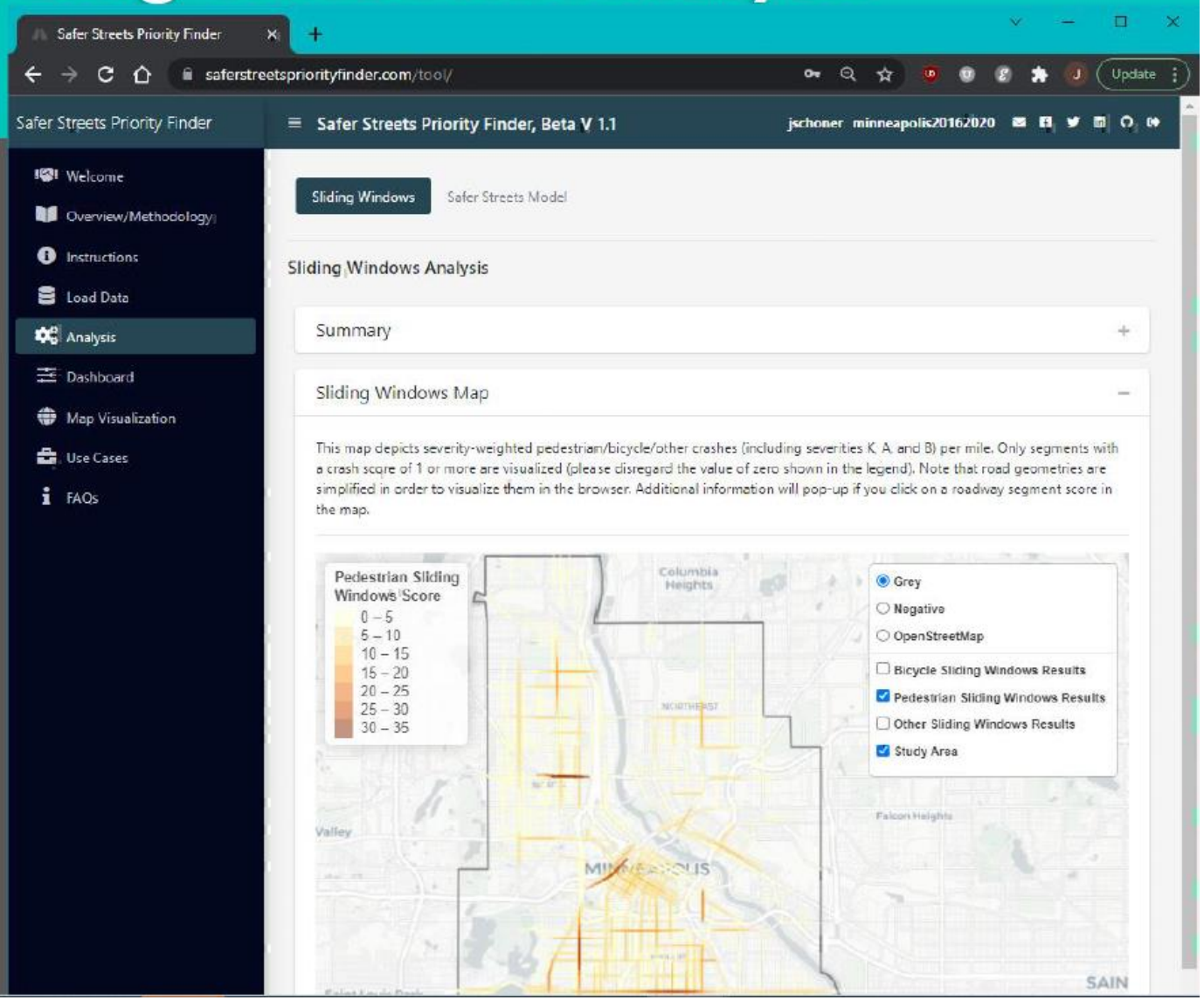
Explore crash summary statistics in your study area

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

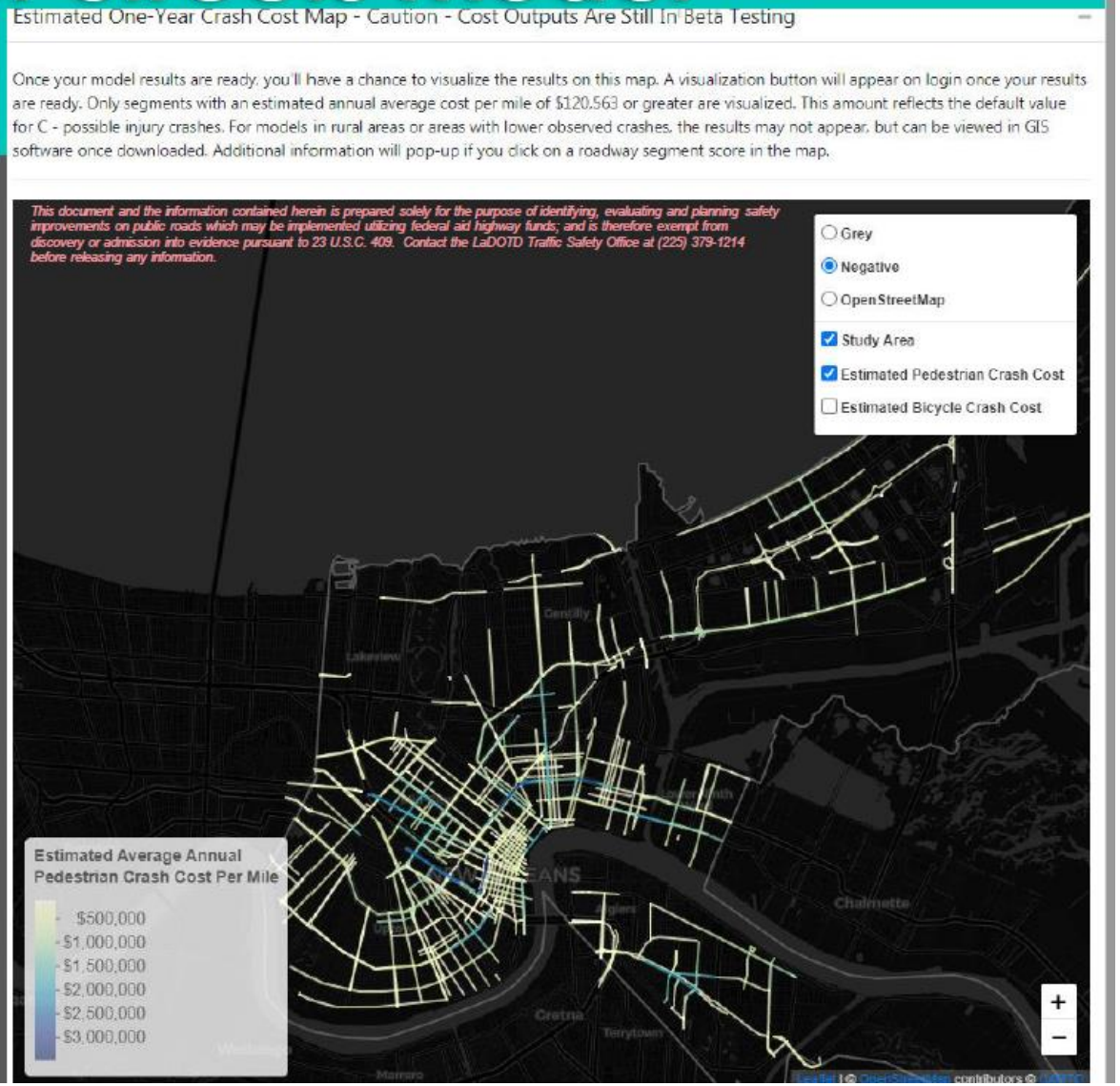
Primary Output 1: Sliding Windows Analysis

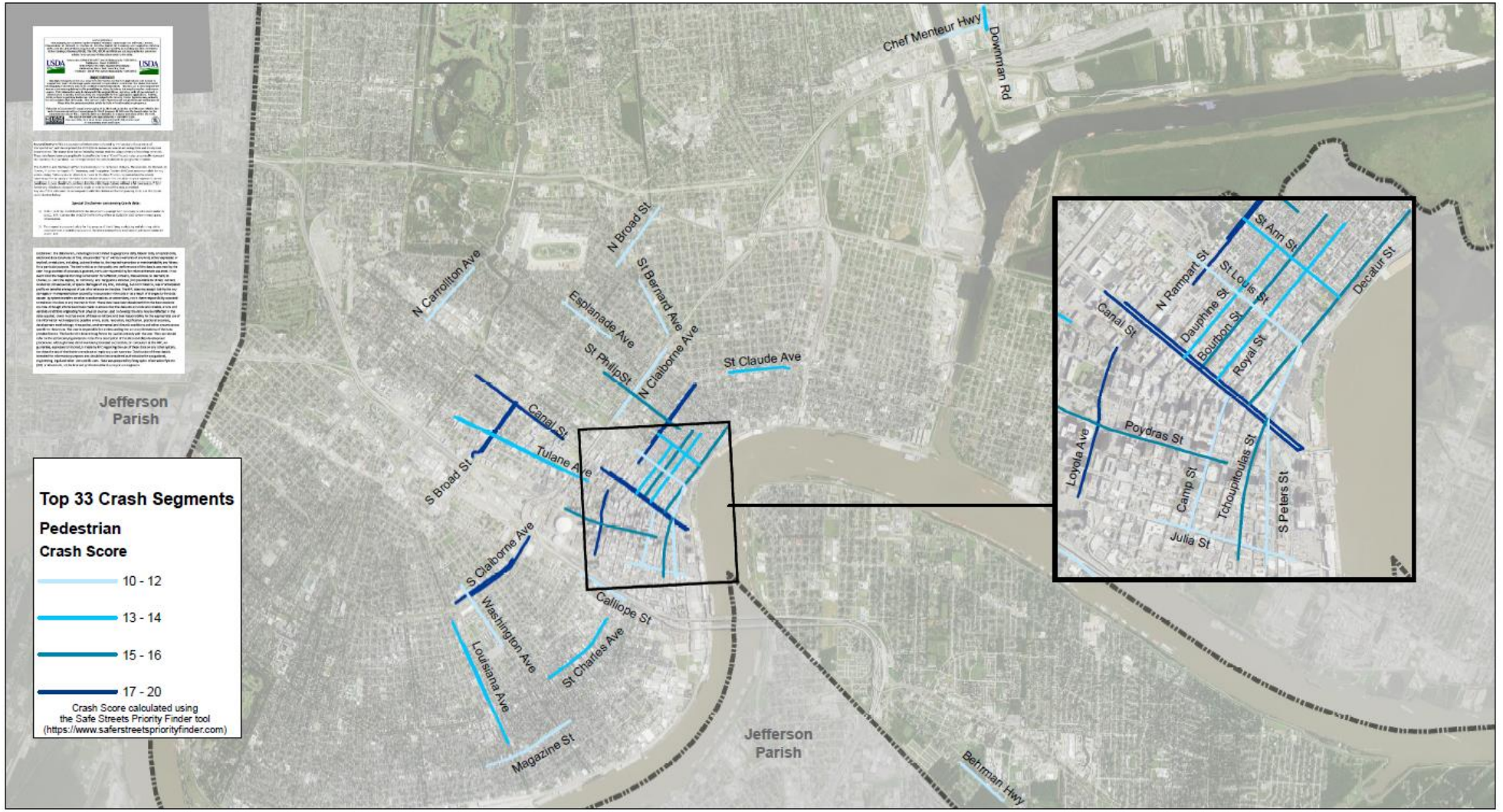
- This step uses user's crash data (or FARS data) to map severity-weighted crash density in sliding windows along the roadway network.
  - ***This is the "foundation" of a High Injury Network***
- This is a separate output from the model, and looks only at historical crashes.
- This analysis is available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





Pedestrian High Injury Network Produced by Safer Streets Priority Finder

City of New Orleans

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