



MOVING →
NEW ORLEANS
Bikes



NEW ORLEANS BIKEWAY BLUEPRINT

EXECUTIVE SUMMARY



ABOUT THE PROJECT

The City of New Orleans embarked on the Moving New Orleans Bikes project in early 2019 to create the City's first bike network plan, develop a bicycle facility design guide and establish a prioritization framework. This project was conducted as a partnership between Mayor Cantrell's Office of Transportation and the Department of Public Works, and included input from many other stakeholders. This document details the Bikeway Blueprint, while the other components of the project (the design guide and the prioritization framework) are available on the Moving New Orleans website, nola.gov/movingneworleans.



OUR GUIDING PRINCIPLES

The project team emphasized a people-centered approach to transportation planning and focused on transforming neighborhoods into multimodal communities where people and places are connected by bicycle, vehicle, pedestrian, and transit networks. The plan was informed by the following guiding principles.

EQUITY

Ensure the network is designed to connect to neighborhoods where transportation is a concern.

CONNECTIVITY

Bikeways must connect to each other to create a continuous network throughout the city.

LOW-STRESS

The network must be designed so that bike riding feels safe and comfortable for our youngest riders and our families.

USEFUL

The network should be easily accessible from where people live and provide people with access to daily destinations including jobs, healthcare, services, shopping, and schools.

TIMELY

The Blueprint must provide a long-term future network while identifying short-term construction-ready projects.

MEASURING AND DATA ANALYSES

To measure the guiding principles the City conducted a significant amount of network analyses with collected data.

LEVEL OF TRAFFIC STRESS

The City reviewed the Level of Traffic Stress (LTS) on each roadway, which is a measurement of the comfort felt by an individual when riding a bike on any street. LTS analysis identifies the stress of street networks based on built-environment, speed, and volume characteristics. The LTS analysis helped determine the locations with existing facilities that need improved protection.

BICYCLE NETWORK ANALYSIS

The Bicycle Network Analysis (BNA) is a measurement that analyzes how connected areas are to other areas and destinations within biking distance (defined as a 10-minute ride, or 1.67 miles). The BNA score compares the number of destinations that can be reached on the LTS-defined low-stress network with the number of destinations that can be reached on the total network within that same threshold distance.

A significant analysis of our existing network was conducted to determine opportunities for improvement, specifically for facility construction and connectivity.

BIKE EQUITY INDEX

The third element of the network analysis is identifying concentrations of historically marginalized populations in order to shape equitable decision-making. Equity can be defined in many ways and therefore can be determined using a wide variety of inputs and sources. The Bike Equity Index (BEI) helps show areas of the city where: 1) transportation is of particular concern, and 2) historic and current social inequities exist. While not perfect, this measurement allows planners and policymakers to view where investments are most needed.

The City created a BEI to inform the decisions about bike network locations.





The BEI included five equity factors that helped determine the locations across the City that would benefit most from better bike infrastructure. The index was compiled from the following metrics:

- 1) Population density under 18 years old
- 2) Population density over 65 years old
- 3) Households without vehicular access
- 4) Minority population
- 5) Poverty

DEMAND ANALYSIS

Demand analysis is an important metric because it identifies areas of higher potential demand for biking, irrespective of current infrastructure. This analysis helps to inform priorities for infrastructure by identifying areas where the infrastructure may have a high return on investment as measured by increase in biking trips. Conversely, projects in areas with low latent demand may be lower priorities for large infrastructure investments because such investments would be unlikely to increase the number of biking trips.

BICYCLE CRASH ANALYSIS

Crash analysis involves determining the location, road type, collision type, and other factors of crashes. The planning team focused on bicycle crashes causing injuries and fatalities, as well as those crashes where the bicyclist was not at fault. This allowed analysts to determine focus areas for safety improvements and identify the factors and infrastructure changes that may prevent crashes or lessen their severity.

PROCESS AND PUBLIC INPUT

Throughout the project the planning team established a stakeholder committee that met routinely to review the progress of the planning project and help direct the work. The first series of public meetings, which gathered information and public input on our existing network, priority destinations, barriers, and bikeway type preferences, was held in April 2019. A second series of meetings was held in August 2019 in which the team presented an overview of the data analyses, the public input from

April, and introduced the draft bicycle network blueprint. Through careful planning and public input, this four-month process built on recent progress to create a vision for the City's network of connected, protected, and low-stress bikeways, including many miles of bikeways that will be slated for rapid design and buildout.

FACILITY DESIGN & SELECTION

The Bikeway Blueprint recommends a specific bike facility type for each network roadway: bike lane, protected bike lane, or bicycle boulevard. The individual roadway designs will be finalized as each roadway moves into construction and there is adequate funding to support the engineering and design work necessary. In addition to the recommended facilities, the project team defined a decision-making framework based on quantitative inputs to define which roadways were best suited for bike infrastructure. The facility type descriptions and the decision-making framework are available online in the Moving New Orleans Bikes Bikeway Design Guide.

THE BIKEWAY BLUEPRINT

After significant analysis and two rounds of public input, the City's first-ever bike plan is now complete, and remains committed to the guiding principles of an equitable, low-stress, connected, useful and timely network that is targeted to connect all our neighborhoods, and especially those with equity priorities.

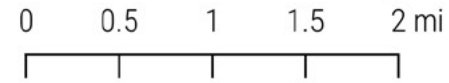
MOVING FORWARD

This Bikeway Blueprint will be implemented as funding becomes available to make the changes on the roadways. Currently, the City is constructing elements from this plan in Algiers and will move to the Eastbank for a second round of rapid-build projects. These rapid-build projects will be constructed over the next 1-2 years, while the full build-out of the Citywide Bicycle Network will be over many years.



New Orleans Bikeway Blueprint

September 10, 2020



Recommended Bikeways (by type)

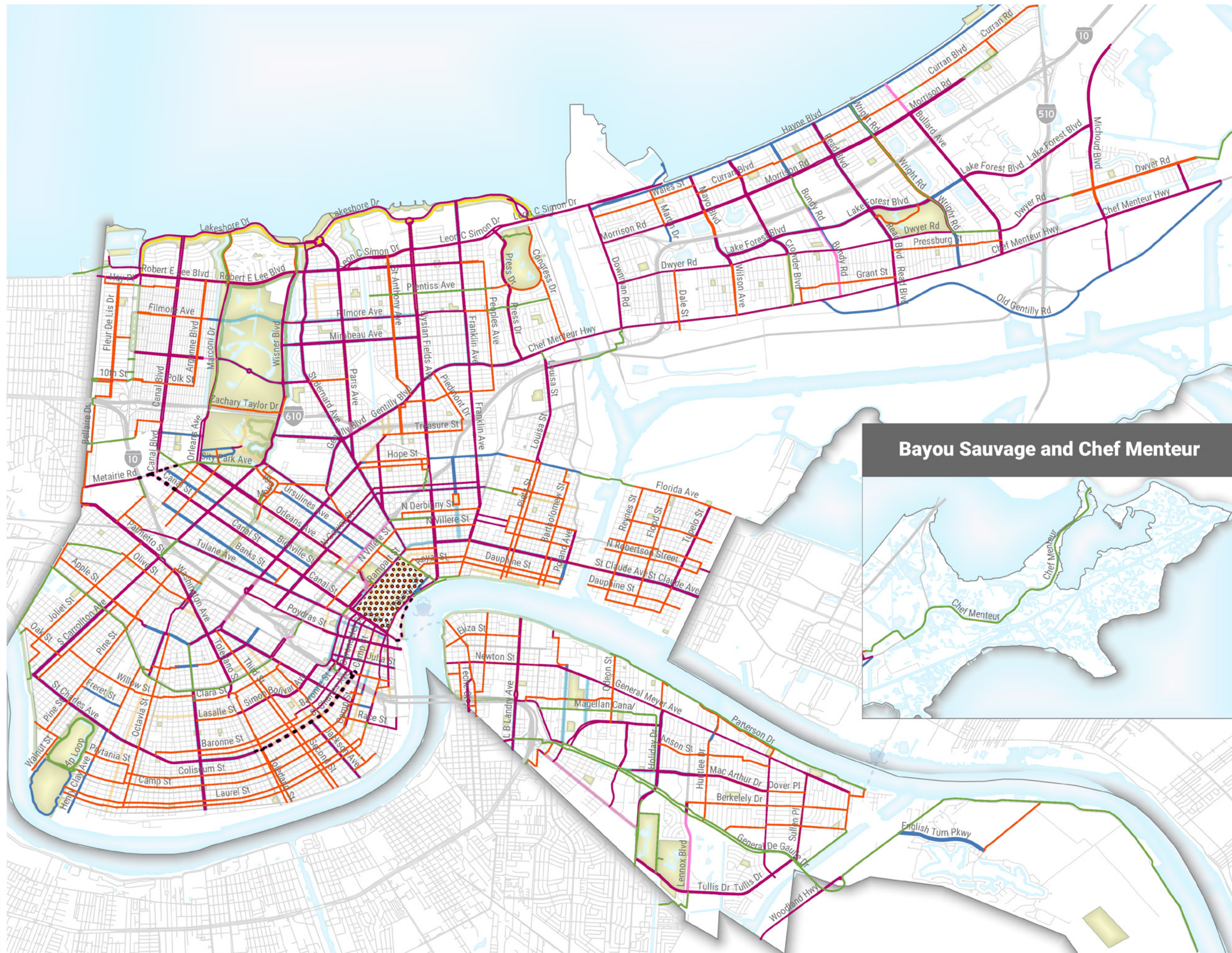
- Protected Bike Lane
- Shared Use Path
- Bike Boulevard
- Bike Lane or Buffered Bike Lane
- Shared Lane Markings and Lower Speed Limit
- Other
- - - Future Study Needed
- French Quarter 15mph Slow Zone

Existing Bikeways

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

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