



Date	_____
Tracking Number	_____

MASTER PLAN APPLICATION

APPLICATION FOR AMENDMENT TO PLAN FOR THE 21ST CENTURY: NEW ORLEANS 2030 (THE MASTER PLAN)

Complete Application Required: Use this form for all requests to amend Plan for the 21st Century: New Orleans 2030 (the Master Plan). The City will not process an application that does not have all the required items. To accept your application, each of the items listed under Required Components must be submitted at the same time.

Early Consultation: Prior to submitting an application, the applicant is required to set up a pre-application conference meeting with a City Planner to discuss the proposal. City Planning staff will provide the applicant with assistance and information on the application feasibility, decision criteria, review time, and whether a Neighborhood Participation Program (NPP) meeting is required.

Application Acceptance: All applicants are required to bring in one copy of the application package for informal review by a staff planner, prior to the formal application to ensure that the application is complete. Applications will be accepted at the City Planning Commission between 8:00 AM and 5:00 PM Monday through Thursday and between 8:00 AM and 3:30 PM Friday. No appointment is necessary for the formal application submittal; however, an appointment with a City Planner is necessary for the early consultation. Mailed, faxed or e-mailed applications will not be accepted.

Purpose: The Master Plan is a long-term vision for the future of New Orleans. It contains policy recommendations across a spectrum of topics, but with a particular focus on the built environment. Amendments reflecting updated information, changing trends, best practices, or community goals are generally either text changes or revisions to the Future Land Use Map (FLUM). Text amendments affect the policies of the comprehensive plan on a City-wide level. Map amendments influence the potential uses and development of specific properties. A FLUM amendment may affect a site's zoning designation when zoning is revised comprehensively or when a zoning change application is submitted. Text and map amendments must be consistent with the overall policy intent of the Master Plan. Justification for the change(s) within the context of the Master Plan is the responsibility of the applicant.

When to Apply and Process: In 2016, the amendment application period will begin on April 25th and close on August 31st. Once the amendment application packet is submitted for review, the City Planning Commission will arrange a public meeting and publish a notice in a local newspaper of general circulation at least fifteen days in advance of the meeting. In addition to the public meetings, the City Planning Commission will hold a public hearing(s) to approve, approve with modifications, or disapprove the proposed amendments. A staff report and recommendations will be available to aid the discussion. The Planning Commission's recommendation will be forwarded to the City Council for final disposition.

REQUIRED COMPONENTS

Amendment to Text of Master Plan

- Completed application form
- Reasons for change may address the following criteria:
 - Public benefits from the proposed change
 - Health, safety & welfare
 - Evaluation of current public policy
 - Other factors
- FEE: \$1,500 (Only applies to Descriptions of Future Land Use Categories of Ch.14,Sec.C)

Accepted forms of payment include check, cashier's check, money order, Visa, MasterCard, & Discover.

Amendment to Future Land Use Map

- Completed application form (must be the property owner)
- Neighborhood Participation Program Report (see NPP Resource Guide)
- Reasons for change may address the following criteria:
 - Change in land use trends
 - Impacts on neighboring property
 - Evaluation of existing zoning classification & the current future land use classification
 - Public benefits from the proposed change
 - Health, safety & welfare
 - Other factors
- Photographs of subject site
- FEE based on table below

Lots 0-4,999 sq ft	\$1,000	Lots 25,000-74,999 sq ft	\$3,000
Lots 5,000-24,999 sq ft	\$2,000	Lots 75,000 sq ft or more	\$4,000

TO BE COMPLETED BY CPC STAFF

Intake Planner SL Date Received 9/9/2016
 Amount Received 0 Planning District N/A



City Planning
Commission



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REQUEST FOR CHANGE IN TEXT OF MASTER PLAN REQUESTS OPEN TO ALL RESIDENTS

For text amendment changes, including changes to graphics, tables, or maps, the applicant must provide the chapter as well as the page number of the amendment that the applicant wishes to change. Proposed additions to the text should be underlined; proposed deletions from the text should be indicated by strikethrough. If the change is for a graphic, table, or map other than the Future Land Use Map(s), indicate the volume, chapter, and page number along with the title of the graphic, table, or map.

Volume² _____ Chapter(s)¹¹ _____ Page No(s) _____ Title(s) _____

Attach a copy of current graphic, table, or map, if applicable.

Specific proposed change to text (if necessary, applicant may submit additional sheets):

See attached sheets.

REQUEST FOR CHANGE TO FUTURE LAND USE MAP

MAY BE REQUESTED BY OWNER OF PROPERTY(S)

For a change to a Future Land Use Map, there must be a clear description and map of the boundaries. The request should indicate the present Future Land Use Map designation and the designation that is being requested for the area. If more than one category is being requested, precise boundaries of each requested land use designation must be described and indicated on maps. A statement describing the reasons for the requested change must be included in the application.

Boundaries of Area (A separate applicaton is needed for each non-contiguous property) _____

Municipal Address(es) _____

Square Number(s) _____ Lot Number(s) _____

Tax Bill Number(s) _____

Square footage of area _____

Future Land Use Map Designation (current status) _____

Proposed Future Land Use Map Designation _____



City Planning Commission



Date _____
Tracking Number _____

MASTER PLAN APPLICATION

APPLICANT INFORMATION FOR AMENDMENTS TO THE MASTER PLAN

APPLICANTS FOR AMENDMENTS TO FUTURE LAND USE MAPS (FLUM) MUST BE THE OWNER OF THE SUBJECT PROPERTY

Applicant Type: Organization Public official/agency Individual citizen Property owner Other

Applicant Name (and org. name if applicable) Metro Bicycle Coalition of New Orleans dba Bike Easy

Address 2100 OC Haley Blvd

City New Orleans State LA Zip 70113

Phone (225) 571-5422 Email address matthewgreig@gmail.com

Applicant Type: Organization Public official/agency Individual citizen Property owner Other

Applicant Name (and org. name if applicable) _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email address _____

Applicant Type: Organization Public official/agency Individual citizen Property owner Other

Applicant Name (and org. name if applicable) _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email address _____

Applicant Type: Organization Public official/agency Individual citizen Property owner Other

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Address _____

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Phone _____ Email address _____



Date _____
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MASTER PLAN APPLICATION

ACKNOWLEDGMENTS

If ownership is joint, each owner must be listed. If multiple squares, then applicants must own not less than 50% of the land for which the amendment is requested. If ownership is a partnership, the Partnership Agreement must be included. If ownership is a corporation, Articles of Incorporation and a Board Resolution authorizing an individual or agent to sign on its behalf. If ownership is an LLC, Articles of Organization and legal documentation authorizing an individual or agent to sign on its behalf must be included. If necessary, applicant may be required to submit proof of ownership documents, such as copies of a recorded act of sale, act of exchange, act of donation, or other documents.

I (we) hereby affirm that ownership and property information presented on this application is current and accurate and I (we) acknowledge that inaccurate or incomplete ownership, improper authorization, or property identification will make this application and resulting actions null and void. I (we) the undersigned owner or authorized agent of the area of land described above, hereby submit for your approval the above-stated request.

Applicant Signature  Date September 9, 2016

Applicant Signature _____ Date _____

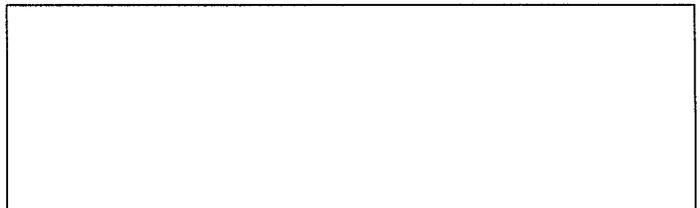
(Notarization is only required for application subject to a fee.)

STATE OF LOUISIANA, PARISH OF ORLEANS

Before me, the undersigned authority, personally appeared the person(s) whose signatures are affixed above, all of the full age of majority, who declared under oath to me, Notary, that they are the owners or authorized agents of the property described above, and that their signatures were executed freely and voluntarily and that they are duly qualified to sign.

Sworn and subscribed before me this _____ day of _____ 20 ____ .

My Commission Expires _____



BIKE EASY MASTER PLAN AMENDMENTS

Application for Amendment to
Plan for the 21st Century: New Orleans 2030 (the Master Plan)
Submitted by: Metro Bicycle Coalition of New Orleans dba Bike Easy, September 9, 2016

Volume 2, Chapter 11, Page 11.6, Introduction

~~Establish a "complete streets" policy~~ Fully implement a Complete Streets Program to provide safe and convenient street access for people walking and biking pedestrians and bicycles, as well as vehicles, on major all streets.

Create a vision and plan for creating comprehensive biking and walking networks, that are integrated with the transit network, to provide mobility options to all people in the region, and especially those who have the greatest transportation need.

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Volume 2, Chapter 11, Page 11.7, Summary Table - Goal 1

1.A.4 Through the Complete Streets Program, ensure high-quality bicycle and pedestrian infrastructure is incorporated into all relevant street project budgets and create a permanent, dedicated funding stream for high-quality pedestrian and bicycle infrastructure creation and maintenance.

Volume 2, Chapter 11, Page 11.19 Narrative - Goal 1

1.A.4 Through the Complete Streets Program, ensure high-quality bicycle and pedestrian infrastructure is incorporated into all relevant street project budgets and create a permanent, dedicated funding stream for high-quality pedestrian and bicycle infrastructure creation and maintenance.

Who: Mayor's Office, DPW, RPC

When: Next five years

Resources: Staff time

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Volume 2, Chapter 11, Page 11.9, Summary Table - Goal 3

3.A Implement the adopted “Complete Streets Policy-Program” for the City of New Orleans to prioritize safety for vulnerable road users like people walking or biking and to ensure everybody, regardless of who they are, where they live, or how they get around, has the choice to travel in a safe and convenient manner. ~~which moves people and freight safely while prioritizing the non-motorized user by integrating various transportation modes~~

Volume 2, Chapter 11, Page 11.26, Narrative - Goal 3

3.A Implement the adopted “Complete Streets Policy-Program” for the City of New Orleans to prioritize safety for vulnerable road users like people walking or biking and to ensure everybody, regardless of who they are, where they live, or how they get around, has the choice to travel in a safe and convenient manner. ~~which moves people and freight safely while prioritizing the non-motorized user by integrating various transportation modes~~ The concept of Complete Streets recognizes that the street space should be safe, available, and comfortable for a variety of all users, including people walking, biking, driving, taking transit, pedestrians, bicyclists, drivers, transit riders and persons with disabilities. Depending on the function of the street, including the speed and character of auto traffic, the street will require different treatments for the full integration of other modes. To ensure connected, integrated transportation networks that serve all users requires specific yet flexible plans that include a street classification system to guide design specifics, metrics for prioritizing active transportation infrastructure investment based on need and equity, and enforced standards for high-quality biking, walking, and ADA infrastructure.

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Volume 2, Chapter 11, Page 11.9, Summary Table - Goal 3

3.A.1 Develop and adopt Complete Streets Implementation Guidelines for internal and consultant design engineers that include a street classification system to prioritize infrastructure investment and guide street design and operation specifics in-project-development.

Volume 2, Chapter 11, Page 11.26, Narrative - Goal 3

Develop and adopt Complete Streets Implementation Guidelines for internal and consultant design engineers that include a street classification system to prioritize infrastructure investment and guide street design and operation specifics in-project-development.

Who: DPW, CPC ~~transportation-planner~~

When: Next ~~First~~ five years

Resources: Staff time; funding from City; DOTD; FHWA

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Volume 2, Chapter 11, Page 11.9, Summary Table - Goal 3

3.A.2 Create a Complete Streets Plan with a strategy for prioritization that focuses investment targeted at increasing mobility options in areas of the City of New Orleans where people have the greatest economic, public health, environmental, and mobility needs

Volume 2, Chapter 11, Page 11.26, Narrative - Goal 3

3.A.2 Create a Complete Streets Plan with a strategy for prioritization that focuses investment targeted at increasing mobility options in areas of the City of New Orleans where people have the greatest economic, public health, environmental, and mobility needs

_____ Who: CPC, DPW

_____ When: Next five years

_____ Resources: staff time

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Volume 2, Chapter 11, Page 11.9, Summary Table - Goal 3

3.A.2 Require training on the design of Complete Streets for all design consultants doing business with the City and give preference in the bid process to those consultants whose project managers have demonstrated Complete Streets design experience.

Volume 2, Chapter 11, Page 11.26, Narrative - Goal 3

3.A.2 Require training on the design of Complete Streets for all design consultants doing business with the City and give preference in the bid process to those consultants whose project managers have demonstrable Complete Streets design experience.

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Volume 2, Chapter 11, Page 11.9, Summary Table - Goal 3

3.A.4. Update City of New Orleans Roadway Design Manual to include the best practices, including those from the National Association of City Transportation Officials, for the accommodation of non-motorized transportation and streetscape improvements, to prioritize safety of people using active transportation and public transit.

Volume 2, Chapter 11, Page 11.26, Narrative - Goal 3

3.A.4. Update City of New Orleans Roadway Design Manual to include the best practices, including those from the National Association of City Transportation Officials, for the accommodation of non-motorized transportation and streetscape improvements, of people using active transportation and public transit.

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Volume 2, Chapter 11, Page 11.9, Summary Table - Goal 3

3.A.7. Build greater capacity in DPW and CPC for mobility planning and design work in order to track and guide multi-modal safety and accommodation in all projects ~~and to~~ ~~coordinate with a transportation planner within the CPC.~~

Volume 2, Chapter 11, Page 11.27, Narrative - Goal 3

3.A.7. Build greater capacity in DPW and CPC for mobility planning and design work in order to track and guide multi-modal safety and accommodation in all projects ~~and to~~ ~~coordinate with a transportation planner within the CPC.~~

——Who: DPW, CPC

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Volume 2, Chapter 11, Page 11.9, Summary Table - Goal 3

3.B. Establish a permanent staff positions at City of New Orleans focused on increasing mobility options and multi-modal safety accommodation position within DPW.

Volume 2, Chapter 11, Page 11.27, Narrative - Goal 3

3.B. Establish a permanent staff positions at City of New Orleans focused on increasing mobility options and multi-modal safety accommodation position within DPW.

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Volume 2, Chapter 11, Page 11.9, Summary Table - Goal 3

3.B.1. Create a permanent transportation coordinator position within the mayor's office charged with working across departments to improve roadway safety and increase mobility options. Secure permanent funding for a multi-modal accommodation position to track and guide all road, bridge and community facilities capital and maintenance projects and coordinate with the transportation planner in the CPC, once one is hired.

3.B.2 Hire a Safe Routes to School Coordinator in the New Orleans Health Department to coordinate grants and projects dedicated to increasing school transportation safety

3.B.3 Determine needs within all departments that play a role in transportation safety, including NOPD, NOHD, DPW, Mayor's office, and others, and develop a staffing plan to meet those needs

Volume 2, Chapter 11, Page 11.27, Narrative - Goal 3

3.B.1. Create a permanent transportation coordinator position within the Mayor's office charged with working across departments to improve roadway safety and increase mobility options. Secure permanent funding for a multi-modal accommodation position to track and guide all road, bridge and community facilities capital and maintenance projects and coordinate with the transportation planner in the CPC, once one is hired.
Who: Mayor's Office, CAO

3.B.2 Hire a Safe Routes to School Coordinator in the New Orleans Health Department to coordinate grants and projects dedicated to increasing school transportation safety
Who: New Orleans Health Department

3.B.3 Determine multi-modal planning and safety needs within all departments that play a role in transportation safety, including NOPD, NOHD, DPW, Mayor's office, and others, and develop a staffing plan to meet those needs
Who: CAO
When: Medium-term

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Volume 2, Chapter 11, Page 11.10, Summary Table - Goal 3

3.D. Provide significant infrastructure investment and implement traffic calming techniques to improve safety and ~~to make major boulevards and corridors~~ city streets more attractive and pedestrian friendly, particularly at ~~transit stops~~ areas with high pedestrian use.

Volume 2, Chapter 11, Page 11.28, Narrative - Goal 3

3.D. Provide significant infrastructure investment and implement traffic calming techniques to improve safety and ~~to make major boulevards and corridors~~ city streets more attractive and pedestrian friendly particularly where transit stops, schools, parks, and other pedestrian generators are present.

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Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.F Develop a bicycling strategy for the City of New Orleans that prioritizes building low-stress high-quality infrastructure, creating a connected network, and increasing safe mobility options for those who need it most.

Volume 2, Chapter 11, Page 11.30, Narrative - Goal 3

3.F Develop a bicycling strategy for the City of New Orleans that prioritizes building low-stress high-quality infrastructure, creating a connected network, and increasing safe mobility options for those who need it most.

The new bicycling strategy should include data and trends (crashes and mode share), an economic and health equity analysis, facility needs assessments, identification of future population growth areas, future route network, bicycle route hierarchies, bicycle parking needs, financing/funding mechanisms, high-quality design guidance standards that focus on protected bike lanes and off-street paths, agency roles and responsibilities, benchmarking and evaluation analyses, educational programs, enforcement policies, encouragement/promotion activities, overall citywide bicycling goals, citywide implementation goals, public participation processes and citywide policies.

~~As of late 2009, the City, in lieu of a more comprehensive bicycling plan, has adopted a working strategy to consider and include, where feasible, bicycle facilities on roadways that were damaged by Hurricane Katrina for which federal recovery and stimulus funds have been received.~~

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Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.F.1. Conduct deep community engagement and collect broad stakeholder input to develop a comprehensive bicycling strategy informed by and supported by the public.

Volume 2, Chapter 11, Page 11.30, Narrative - Goal 3

3.F.1. Conduct deep community engagement and collect broad stakeholder input to develop a comprehensive bicycling strategy informed by and supported by the public.

Who: CPC, RPC

When: Next five years

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3.F.2. Analyze geographic need for mobility improvements based on economic and health outcomes and prioritize bicycling improvements that have the greatest potential to improve social equity

Volume 2, Chapter 11, Page 11.30, Narrative - Goal 3

3.F.2. Analyze geographic need for mobility improvements based on economic and health outcomes and prioritize bicycling improvements that have the greatest potential to improve social equity

Who: CPC, DPW, RPC

When: Next five years

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Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.F.3 Create a dedicated funding stream for bicycle improvements consistent with the overall plan and community-driven strategy ~~City should include adequate funding for future bicycle improvements~~

Volume 2, Chapter 11, Page 11.30, Narrative - Goal 3

3.F.3 Create a dedicated funding stream for bicycle improvements consistent with the overall plan and community-driven strategy ~~City should include adequate funding for future bicycle improvements~~

Who: Mayor's office, CAO, RPC, LADOTD

When: First five years

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Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.F.4 Establish a Mobility and Active Transportation Working Group in City Hall to coordinate across departments ~~Pedestrian and Bicycle Advisory Committee~~ to assist in reviewing city projects, policies and plans and engaging bicycle users.

Volume 2, Chapter 11, Page 11.30, Narrative - Goal 3

3.F.4 Establish a Mobility and Active Transportation Working Group in City Hall to coordinate across departments ~~Pedestrian and Bicycle Advisory Committee~~ to assist in reviewing city projects, policies and plans and engaging bicycle users.

Who: Mayor's office, CAO

With so many city departments playing a large role in transportation safety, it is crucial that the issue be addressed by an interagency working group comprised of people in leadership roles in each department that have the power to implement decisions and strategies devised by the working group.

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Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.G.1 Establish a Complete Streets Design Committee ~~Pedestrian and Bicycle Advisory Committee~~ to assist in reviewing city infrastructure projects, ~~policies and plans~~ and to engage bicycle users.

Volume 2, Chapter 11, Page 11.31, Narrative - Goal 3

3.G.1 Establish a Complete Streets Design Committee ~~Pedestrian and Bicycle Advisory Committee~~ to assist in reviewing city infrastructure projects, ~~policies and plans~~ and to engage bicycle users.

Who: DPW

When: First five years

Resources: Staff time

> Committee to advise on criteria used to identify priority bike infrastructure and facilities. (Potential routes for consideration are highlighted on the "Potential 2030 Bicycle Routes" map on the facing page, which compiles routes proposed in various planning processes including the 2004 Transportation Element, UNOP and MP working groups.)

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Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.G.3 Review previous bike plans, analyze crash data, and conduct extensive community stakeholder engagement to-and studies, including the 2004 Transportation-Element, UNOP plans, and others to set priorities for adding street bicycle-facilities/lanes in a phased manner based on greatest need for mobility and safety, connecting neighborhoods, closing gaps in the existing bicycle infrastructure to create a complete and equitable network, and mitigating bottlenecks created by rail infrastructure, bridges, underpasses, and other disruptive elements.

Volume 2, Chapter 11, Page 11.31, Narrative - Goal 3

3.G.3 Review previous bike plans, analyze crash data, and conduct extensive community stakeholder engagement to-and studies, including the 2004 Transportation-Element, UNOP plans, and others to set priorities for adding street bicycle-facilities/lanes in a phased manner based on greatest need for mobility and safety, connecting neighborhoods, closing gaps in the existing bicycle infrastructure to create a complete and equitable network, and mitigating bottlenecks created by rail infrastructure, bridges, underpasses, and other disruptive elements.

Who: DPW, RPC, CPC ~~transportation planner~~

When: First five years

Resources: staff time, grants

Projects that connect and/or improve existing bike lanes, multi-use paths and greenways, and that offer commuter connections to employment centers, schools and activity centers, should be prioritized. Initial routes to be studied should include, but not be limited to:

- > Elysian Fields Ave.—~~Lakeshore Drive~~ Gentilly Blvd. to N. Peters St.
- > Canal Street -- N. Peters to City Park Ave
- > St. Charles Ave.—Nashville Ave. to Lee Circle
- > Carrollton Ave.—S. Claiborne Ave. to City Park Ave.
- > St. Claude Ave./N. Rampart St./S. Rampart St.—Elysian Fields Ave. to Howard Ave.
Gravier St.
- > General De Gaulle Dr.—Shirley Dr. to Woodland Dr.

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- > Behrman Dr.—Mardi Gras Blvd. to Opelousas Ave.
- > General Meyer Ave.—Behrman Dr. to Bennett St.
- > Newton St.—Veret St. to Behrman Ave.
- > Shirley Dr.—General DeGaulle Dr. to General Meyer Ave.
- > Hayne Blvd.—Downman Rd. to Bullard Ave.
- > Chef Menteur Hwy. and Gentilly Blvd.—Michoud Blvd. to St. Bernard Ave.
- > Crowder Blvd.—Hayne Blvd. to Chef Hwy.
- > Read Blvd.—Hayne Blvd. to Chef Hwy.
- > Leon C. Simon Dr.—Paris Ave. to St. Anthony Ave.
- > ~~St. Bernard Ave.—I-610 to St. Claude Ave.~~
- > Paris Ave.—I-610 to St. Bernard Ave.
- > Toledano St./Louisiana Ave.—Broad St. to St. Charles Ave.
- > Marconi Dr.—City Park Ave. to Navarre Ave.
- > Martin Luther King Jr. Blvd./Melpomene St.—O.C. Haley Blvd. to Camp St.
- > Claiborne Ave.—Carrollton Ave. to Martin Luther King Jr. Blvd.
- > Basin St./Elk Pl.—Lafitte Greenway to Tulane Ave.
- > Tchoupitoulas -- Audubon Park to Canal St.
- > Various Uptown - Downtown connections

Priority Bridges, Overpasses and Intersections for improvement include, but are not limited to:

St. Claude Ave Bridge at Industrial Canal

Broad St. Overpass at I-10

St. Claude Ave and Elysian Fields Ave

Danziger Bridge (US 90 at Industrial Canal)

Seabrook Bridge (Leon C Simon at Industrial Canal)

Carrollton Ave at I-10 (underpass)

Intersections with Calliope under I-90 Expressway, especially at Baronne Street

Elysian Fields at Florida Canal

Metairie Road Underpass at I-10

St. Louis Street and Basin Street - improve transition from Basin protected cycle-track to French Quarter

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Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.G.4. Ensure that all new road projects are consistent with the comprehensive bicycle plan and Complete Streets Program design guidelines. ~~As streets are being repaved, ensure that new bike facilities are provided.~~

Volume 2, Chapter 11, Page 11.32, Summary Table - Goal 3

3.G.4. Ensure that all new road projects are consistent with the comprehensive bicycle plan and Complete Streets Program design guidelines. ~~As streets are being repaved, ensure that new bike facilities are provided.~~

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Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.G.6. Develop standards and guidelines for bicycle facilities consistent with National Association of City Transportation Officials publications.

Volume 2, Chapter 11, Page 11.32, Narrative - Goal 3

3.G.6. Develop standards and design guidelines that ensure low-stress, high-quality bicycle facilities within DPW based on Manual of Uniform Traffic Control Devices and National Association of City Transportation Officials standards.

Who: DPW

When: First five years

Resources: Staff time

Bicycle facilities should be built to accommodate all ages and skill-levels. Physical separation, like protected bicycle lanes and off-street paths, along with neighborhood greenways that are designed to reduce traffic speed and safely accommodate people biking and walking should be set as standard. Paint stripes are no longer enough to safely accommodate the growing population of people who bike regularly.

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Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.G.7. ~~Where feasible,~~ As part of the regional network, extend and create levee top paved bike paths.

Volume 2, Chapter 11, Page 11.32, Narrative - Goal 3

3.G.7 ~~Where feasible,~~ As part of the regional network, create and connect levee-top paved bike paths, such as along the Mississippi River levee in Algiers and Holy Cross, connecting Lakeshore Dr with the Lakefront Trail in Jefferson Parish, and along the Lakefront levee in New Orleans East

BIKE EASY MASTER PLAN AMENDMENTS

Application for Amendment to
Plan for the 21st Century: New Orleans 2030 (the Master Plan)
Submitted by: Metro Bicycle Coalition of New Orleans dba Bike Easy, September 9, 2016

Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.H.2. Utilize on street parallel parking spaces and clear zones to increase available bicycle parking. ~~Allow for the transformation of a limited number of on street, parallel-vehicular parking spaces into on street bike rack/storage areas as demand or adjacent landowners if calls for it.~~

Volume 2, Chapter 11, Page 11.32, Narrative - Goal 3

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Volume 2, Chapter 11, Page 11.11, Summary Table - Goal 3

3.H.4 Develop an equitable and sustainable bikeshare program that enhances mobility and bicycle safety, is accessible to all income levels, and eventually services the entire city. ~~a public bike rental program, modeled on Paris' Velib and other successful programs, with public bike kiosks throughout the city.~~

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_____Who: Mayor's office, DPW, CPC, private consultants

_____When: First five years

_____Resources: Private sponsorships

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3.I Use a data-driven approach to develop programs that address enforcement, education and encouragement of bicycling.

Volume 2, Chapter 11, Page 11.33, Narrative - Goal 3

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Volume 2, Chapter 11, Page 11.12, Summary Table - Goal 3

3.I.1.Coordinate with NOPD and the criminal justice system to better enforce bicycle laws for both bicyclists and motorists.

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Volume 2, Chapter 11, Page 11.12, Summary Table - Goal 3

3.1.2. Improve gathering, tracking, analysis and dissemination of crash data, including to the public, to guide funding to address problem areas.

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Volume 2, Chapter 11, Page 11.12, Summary Table - Goal 3

3.I.3 Encourage and support events including Bike to Work, No Car Days, Open Streets Events, Celebrity rides,etc.

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