

Bienville Avenue Bikeway (N. Carrollton Avenue – N. Norman C Francis Parkway; 0.5 mi)

Bienville Avenue is identified as part of the citywide bikeway network according to the City's 2020 Bikeway Blueprint. Currently, a conventional bike lane begins at City Park Avenue but ends at N. Carrollton Avenue. The Bikeway Blueprint recommends a continuous facility between City Park Avenue and N. Claiborne Avenue.

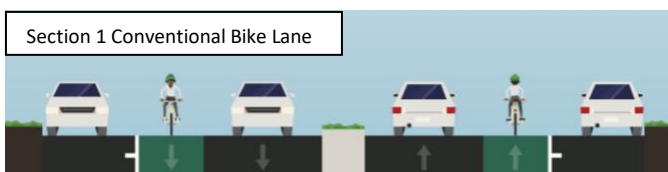
Thanks to a federal school safety grant administered by the Louisiana Department of Transportation and Development (LaDOTD), the City was able to fund the extension of the bikeway to North Norman C Francis Parkway along with other safety improvements at schools in Mid-City, New Orleans East, Central City, and Black Pearl. The safety project proposed the installation of a parking-protected bike lane in each direction between North Carrollton Avenue and North Norman C Francis Parkway. However, the scope of work does not include roadway repairs and is limited to this 0.5-mile section of Bienville Avenue. Sections of the overall safety project began construction in Summer 2021.

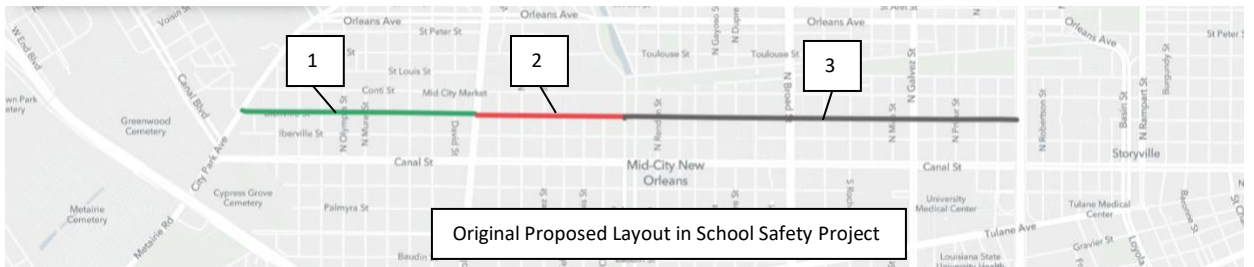
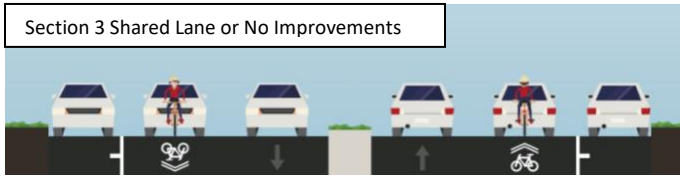
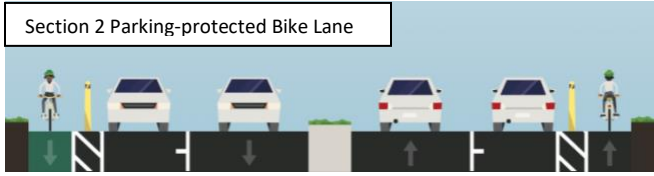
The City initiated a change to the Bienville Avenue bikeway that will result in construction of a conventional bike lane, at this time, instead of a parking-protected bike lane. This decision is based on the following factors:

- Need to address specific pavement and drainage issues that coincide with the proposed location of the parking-protected bike lane. Due to the construction timing and limited scope of the State project, these repairs can not occur before the bikeway is implemented. These repairs, however, are not critical for the installation of a conventional bike lane.



- Need for a consistent bikeway layout, to the extent possible, between corridors segments. The protected bike lane layout will require a user to transition between conventional bike lane, parking-protected bike lane, and no bike lane as they travel the corridor. However, a conventional bike lane will require only one transition, from conventional bike lane to no bike lane as a user travels the corridor.





Most corridors that are under development through the Moving New Orleans Bikes (MNOB) program entail improvements that are longer corridor segments than the Bienville Avenue (North Carrollton to Norman C Francis Parkway) segment. This allows for a more consistent layout to the extent possible. The MNOB corridors are also focused on streets that are either relatively free of pavement and drainage issues or these issues are addressed before bikeway implementation happens. Due to the scheduling and limited scope of the state safety project, the bikeway distance and repair needs cannot otherwise be addressed at this time.

This decision does not preclude the possibility of a parking-protected bike lane in the future on this corridor. The City will continue to evaluate options for a continuous bikeway between City Park Avenue and N. Claiborne Avenue pending future funding.