

# MacArthur Boulevard

## (General DeGaulle Drive to Woodland Drive)

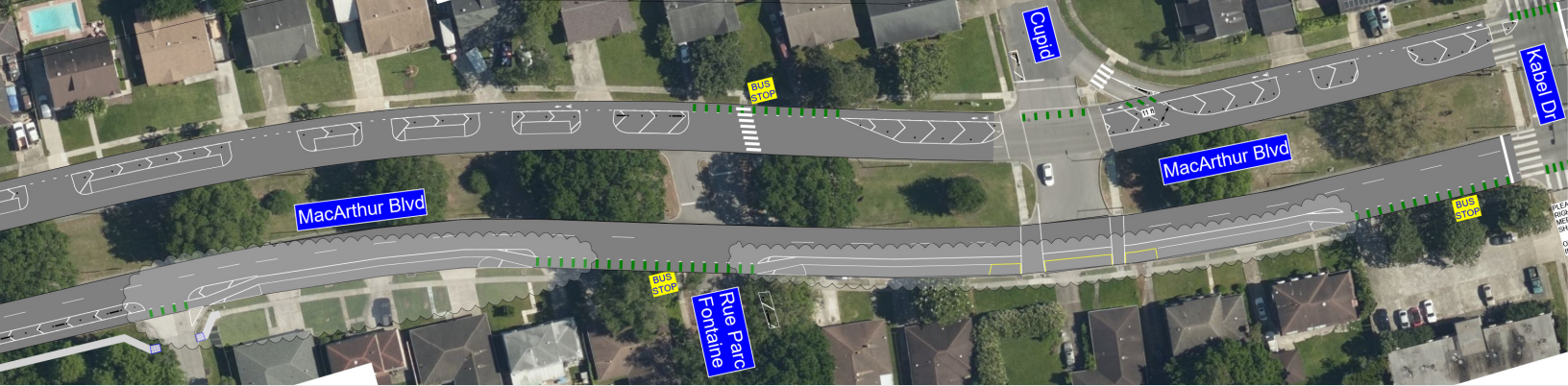
The Cantrell Administration is committed to making New Orleans' roadways safer for people walking, bicycling, driving, and riding transit with projects like Moving New Orleans Bikes. To that end, the City is repaving roadways, fixing sidewalks, addressing road safety issues, reducing traffic congestion, as well as improving and expanding transit and bikeways and our network of "Complete Streets." Our "Complete Streets" rely on community input and are designed and operated to enable safe use and mobility support for all users. Our commitment to safer roadways is consistent with the direction of our peers throughout the US that are shaping their cities around people rather than cars.

### What can you expect to see on MacArthur Boulevard before December 2021?

Based on feedback from the community via phone calls, emails and meetings, the City will be making the following additions and adjustments to the MacArthur corridor:

- **Reducing the number of flex posts throughout the corridor:** Protected Bike Lanes such as those on MacArthur Boulevard use a combination of lateral buffer and vertical separation elements. Commonly used vertical separation elements include flex posts, curbs and vehicle parking to reduce the stressors of on-street bicycling for people of all ages and abilities. The spacing of flex posts and curbs may vary between streets depending on traffic stress. The vertical height of the delineators ensures that buffer remains visible when the roadway is wet or dark and serves as a deterrent to cars entering the bike lane (e.g. driving or parking in the bike lane). In New Orleans the solid white lines and flex posts are commonly accompanied by periodic concrete curbing to reinforce the lane lines. Adjustments will be made to increase the spacing between the flex posts on MacArthur, thereby reducing the overall number of flex posts wherever possible without compromising safety.
- **Adding curb reinforcement of corners (beginnings and ends of blocks):** This means minimal additional curbing and fewer flex posts where vehicles are turning or otherwise transitioning to on-street parking.
- **Eliminating parking protected bike lane where specific criteria are met:** While protected bike lanes are the City's minimum design standard for streets with speeds above 30 mph and traffic volumes above 6,000 vehicles per day, other factors should be considered when assessing the appropriateness of parking protected bike lanes versus other types of bike lanes. These factors include the presence of driveways, the impacts to on-street parking, the lack of convenient on-street parking within walking distance, and the continuity of design. In response to public comments, the City developed criteria based on these factors that can be used to assess when conventional bike lanes or other bike facilities may be considered as an alternative to protected bike lanes. The results of the analysis will result in design changes to the eastbound side of MacArthur between Algiers Plaza and Kabel Drive. This means the City will be restoring on-street parking to the curb, moving the bike lane, and removing flex posts in this section. The bike facility before and after this section of roadway will remain a protected bike lane. See graphics on next page.
- **Installing signage:** This includes speed limit signage along the entire corridor as well as bicycle directional and right turn yield signage at Holiday Drive.





- **Collecting performance data:** Traffic evaluations are generally scheduled in fall or spring to ensure representative traffic conditions but are conducted several months after installation to allow roadway users time to adjust to the revised layout. Typical performance data includes traffic volumes, speeds, crash types and frequencies, as well as other metrics to evaluate the effectiveness of the current layout. Based on these data, the Department of Public Works (DPW) will assess whether traffic safety, congestion and multi-modal utilization rates have been adversely impacted by the current design. A report will be issued that summarizes the findings and provides recommendations to the DPW director for future changes including any changes to design aesthetics. It is anticipated this report will be released in mid-2022.

## What can be expected on other Algiers corridors that are slated for bikeway improvements?

Algiers corridors that are slated for bikeway improvements are described on the City's website ([www.nola.gov/mnob](http://www.nola.gov/mnob)) and include Holiday Drive, Westbend Parkway, Mardi Gras Boulevard and Florence Drive. These facilities will be installed in fall 2021, and construction dates will be announced prior to work beginning. Additionally, changes are being made to address comments heard from the community as detailed below.

- **Flyers explaining roadway changes and timeline will be distributed to homes and posted along street two weeks in advance of construction.**
- **Temporary traffic control devices such as arrow boards, barricades, cones, barrels and signage will be used during construction:** This change will ensure that users of the roadway are provide timely information on how to safely access the roadway during construction.
- **Number of flex posts installed will be reduced where possible throughout the corridor.**
- **Curb reinforcement of corners (beginnings and ends of blocks) will be added.**
- **Eliminate parking protected bike lane where specific criteria are met:** Similar to MacArthur Blvd, adjustments will be made where previously presented parking protected bike lanes meet the established criteria. The updated designs will be posted to the website above.
- **Add accessible pedestrian signals at major intersections along General DeGaulle Drive.**
- **Synchronize traffic signals along General DeGaulle Drive to optimize green indicators (minimize delays) for traffic on General DeGaulle Drive.**

**For questions email [movingneworleans@nola.gov](mailto:movingneworleans@nola.gov) or call 504-658-ROAD(7623).**

***Note:** The US Army Corps of Engineers and the Sewerage and Water Board of New Orleans have announced that the design portion for major drainage work on Holiday Drive between General DeGaulle Drive and Vixen Street has been funded. At this time, construction has not been funded, so the City will proceed with the planned work on Holiday Drive, including protected bike lanes. Future work on Woodland Drive will need to be coordinated with the Louisiana Department of Transportation and Development (LaDOTD). No date has been set for construction and public notification will precede any future work.*

