



MacArthur Boulevard Complete Streets Project

The City of New Orleans is implementing safety and complete streets improvements along MacArthur Blvd between General DeGaulle Drive and Woodland Drive. This is part of a group of projects in Algiers to improve roadway safety and access for people walking, bicycling, driving, and using transit.

Typical Roadway Cross Sections

The typical roadway cross sections represent the layout of the roadway in each segment. In some cases, such as major intersections and bus stops, these typical cross sections are modified with additional general travel lanes or dedicated turn lanes. Visuals of the typical cross sections described below are at the end of this document.

General deGaulle Drive to Holiday Drive

- Eastbound: Parking Lane; Bike Lane; Two General Travel Lanes
- Westbound: Two-way Protected Bike Lane; Two General Travel Lanes

Holiday Drive to Kabel Drive

- Eastbound: Protected Bike Lane; Two General Travel Lanes
- Westbound: Protected Bike Lane; Parking Lane; General Travel Lane (two general travel lanes starting approximately 380 feet east of Holiday Drive)

Kabel Drive to Woodland Drive

- Eastbound: Protected Bike Lane; Parking Lane; General Travel Lane
- Westbound: Protected Bike Lane; Parking Lane; General Travel Lane

Questions and Answers

Why are changes being made to MacArthur Blvd?

The City is implementing improvements intended to improve safety and access for all roadway users. Between 2014 and 2018, there were 327 crashes along MacArthur Blvd, including one fatality and 274 injuries. An additional traffic fatality occurred in 2020. Speeds measured in November 2019 between General DeGaulle Drive and Holiday Drive showed that 70% of vehicles exceeded the 35 mph posted speed limit and the maximum speed measured was 90 mph. Less speeding was observed between Eton Street and Woodland Drive, with 10% of vehicles exceeding the 35 mph posted speed limit and a maximum speed of 82 mph.

The safety improvements will reduce speeding, shorten crossing distances for people walking, improve visibility at intersections and driveways, and provide a protected bike lane with separation from motor vehicle traffic.

In addition to the safety goals, the City's complete streets approach seeks to advance other policy goals, including public health and equity. Providing improved active transportation options, like walking and



bicycling, advances public health by promoting increased physical activity. This helps reduce negative health impacts from reduced physical activity, including obesity, diabetes, and heart disease.

Investing in affordable and convenient transportation options, including walking and bicycling, also addresses equity in the community. Transportation is often the second highest household expense, so by reducing those expenses, we can keep more money with families and within our communities.

Can I travel on MacArthur Blvd right now?

Yes, MacArthur Blvd remains open to traffic during project construction, and you may encounter temporary lane closures associated with the work crews. As with all road construction, remaining aware of your surroundings, following the instructions of construction signs and road crews, and driving slowly will keep you, the construction workers, and others in the area safe.

Why are protected bike lanes being added to MacArthur Blvd?

This project is consistent with the City's goal to create more transportation options and provide residents with multiple safe and affordable ways to get around the city. About 20% of New Orleans households don't have access to a private vehicle, so transportation networks in New Orleans need to include options in addition to cars to meet the needs of our residents.

The bike lanes are part of overall improvements designed to improve the safety of MacArthur Blvd for all roadway users. In many cases, the ongoing roadway projects are pairing bikeways with necessary road repairs which is of benefit to all users, including people that are driving cars and trucks.

Why are the number of travel lanes being changed?

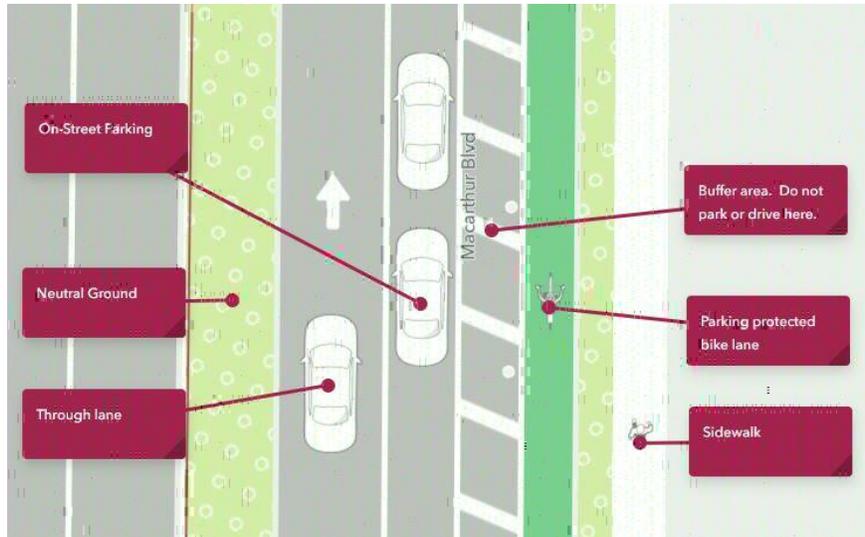
This project reconfigures the roadway layout to balance the needs of people walking, bicycling, driving, and taking transit along MacArthur Blvd. In some cases, this involves reducing the general travel lanes from two to one. This design approach improves safety by better utilizing the roadway space to create safer and more comfortable roadways for all users, people walking, bicycling, and driving. Wide multi-lane roads allow and even encourage people to drive at high speeds, which is a leading cause of crashes. The reconfiguration acts as traffic calming, slowing the speed of motor vehicle traffic and improving safety for everyone.

The Department of Public Works Traffic Engineering Division reviews any roadway being considered for reconfiguration to ensure that traffic volumes are within acceptable ranges for the number of lanes being proposed. DPW reviews typical peak traffic volumes and intersection capacity to determine the delay effects before we even consider the possibility of a lane reduction. This ensures that roadway designs are balanced to meet the needs of all users in a safe manner. Traffic volumes on MacArthur were measured in November 2019.

Most significant congestion can be expected at intersections with traffic controls such as signalized and stop-controlled intersections. MacArthur Blvd at Holiday Drive is one of the intersections where we have accounted for this by keeping two travel lanes on all sides of the intersection. This provision is roughly equivalent to the capacity of the intersection prior to this project. Therefore, we do not anticipate adverse traffic delay impacts.

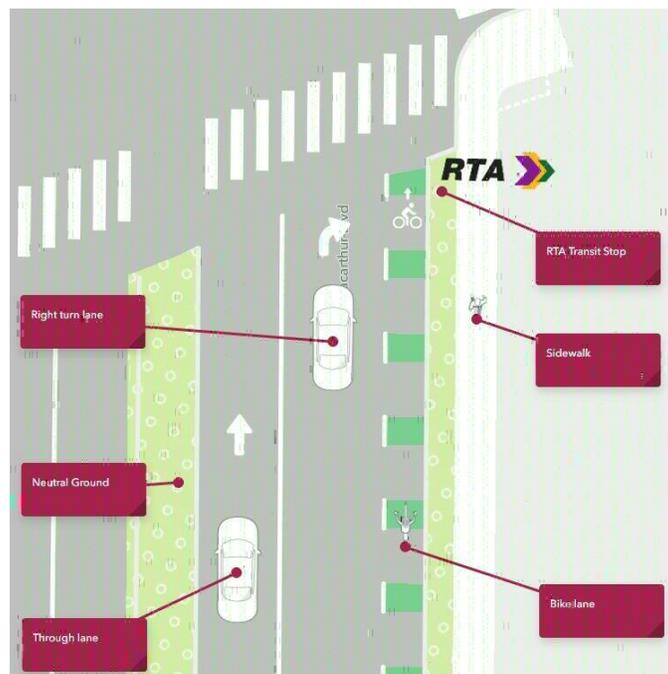
With the new roadway layout, how is each lane used?

Except for the westbound approach to Holiday Drive, both directions of MacArthur Blvd between Holiday Drive and Woodland Drive are being reconfigured to one general travel lane, one parking lane, and a parking protected bike lane. The graphic below demonstrates the uses of each lane.



Lane uses for different road users on MacArthur Blvd.

At major intersections and bus stop locations, right turn lanes are included in the roadway layout to facilitate the interactions between people driving, walking, and bicycling at these intersections.



Lane uses for different road users at major intersections and bus stop locations along MacArthur Blvd.



Are there other major streets with this layout?

Yes, Marconi Drive between City Park Avenue and Roosevelt Mall, and Elysian Fields Avenue between N. Peters Street and St. Claude Avenue have similar layouts. Like MacArthur Blvd, these streets were revised to include a parking-protected bike lane and the number of travel lanes was reduced to improve overall function and safety.



Marconi Drive, between City Park Avenue and Roosevelt Mall



Elysian Fields Avenue was recently revised to include two travel lanes and a parking-protected bike lane



Will the revised layout make getting in and out of my car less safe?

No, the revised layout is similar to the previous layout in that driver side doors open to a general travel lane. However, the revised layout provides a generous striped buffer between the parked car and the bike lane. Therefore, the major difference is that the revised layout provides more space for getting in and out of parked vehicles.

What is being done to prevent drivers from driving in the relocated parking lane?

In addition to striping across the former general travel lane, vertical delineators will be used to deter people from driving block to block in the parking lane. This type of approach has successfully been used on other roadway projects for this purpose.

Will the new location of the bike lane and parked cars make it harder for people driving to see people on bicycles approaching driveways and intersections?

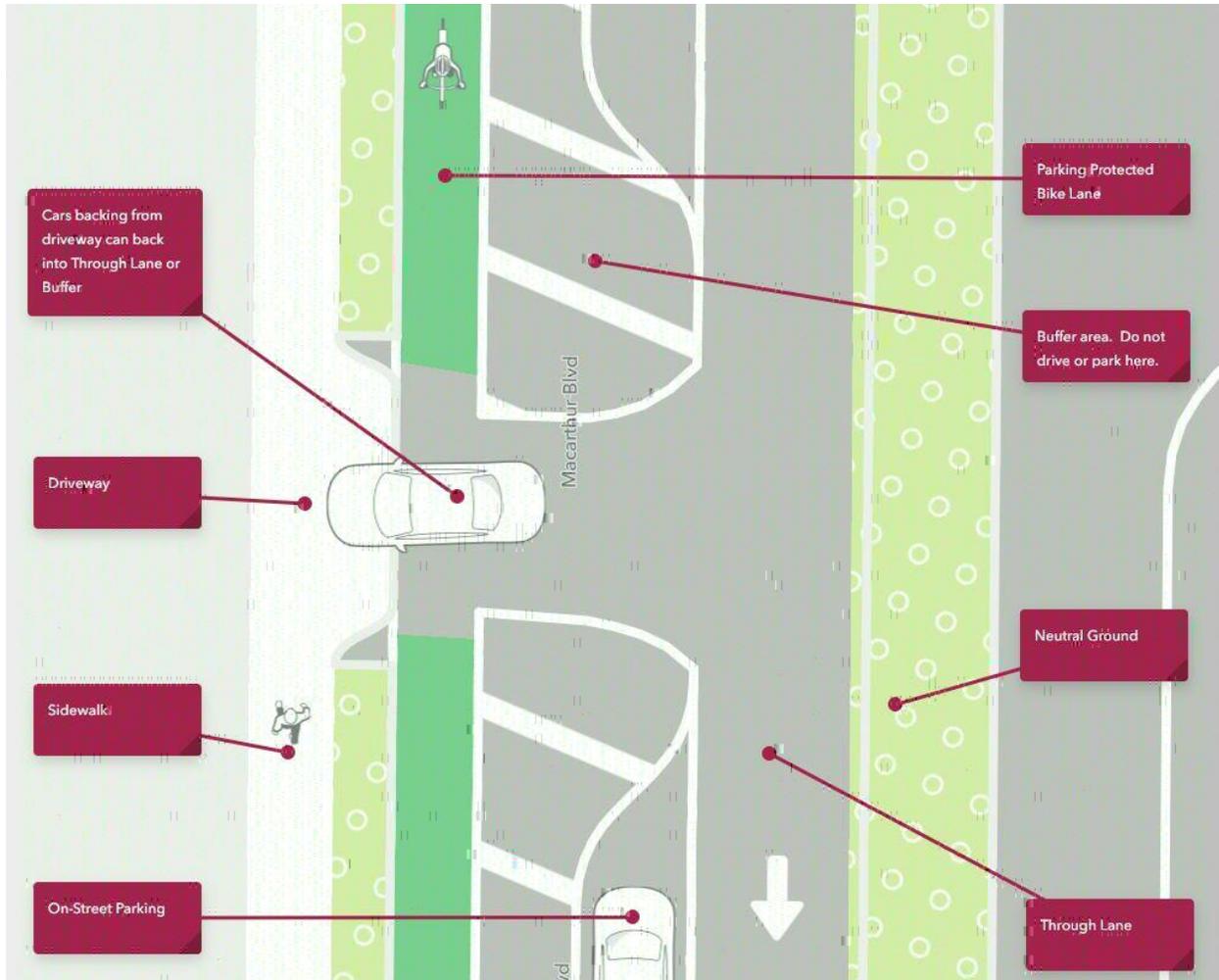
No, the revised layout should make it easier to see people walking, bicycling, and entering and exiting driveways by prohibiting parking within close proximity to driveways and intersections. This is accomplished through larger setbacks between on-street parking and driveways or intersections.

Why is a curbside bike lane safer for bicyclists than a bike lane between on-street parking and the adjacent travel lane?

New Orleans, like many cities across the country, is increasingly moving away from conventional bike lanes (those located between the general travel lane and parking lane) to curbside bike lanes with more vertical and horizontal separation. The benefits to people bicycling is that greater separation from moving vehicles is more comfortable and is more effective at preventing collisions between moving vehicles and bicycle riders. Conventional bike lanes are more subject to abuse, such as people illegally parking or driving in the bike lane. The benefits to people driving is greater control and less uncertainty in sharing the roadway with other users. The benefits to people walking is reduced crosswalk distances and increased visibility at intersections and driveways.

How should I back out of my driveway?

When backing out of your driveway, you have two options. You can back your car directly into the through lane or you back your car into the buffer area. The added option to back into the buffer area increases safety, by avoiding the need to back into an active lane of moving traffic. Additionally, the larger 10-foot clear zone at each driveway where on-street parking will not be allowed improves sightlines between vehicles entering or exiting driveways and other roadway users.



People backing their car out of their driveway can back into the through lane or the buffer area.

What changes are occurring at the intersection of MacArthur Blvd and Holiday Dr?

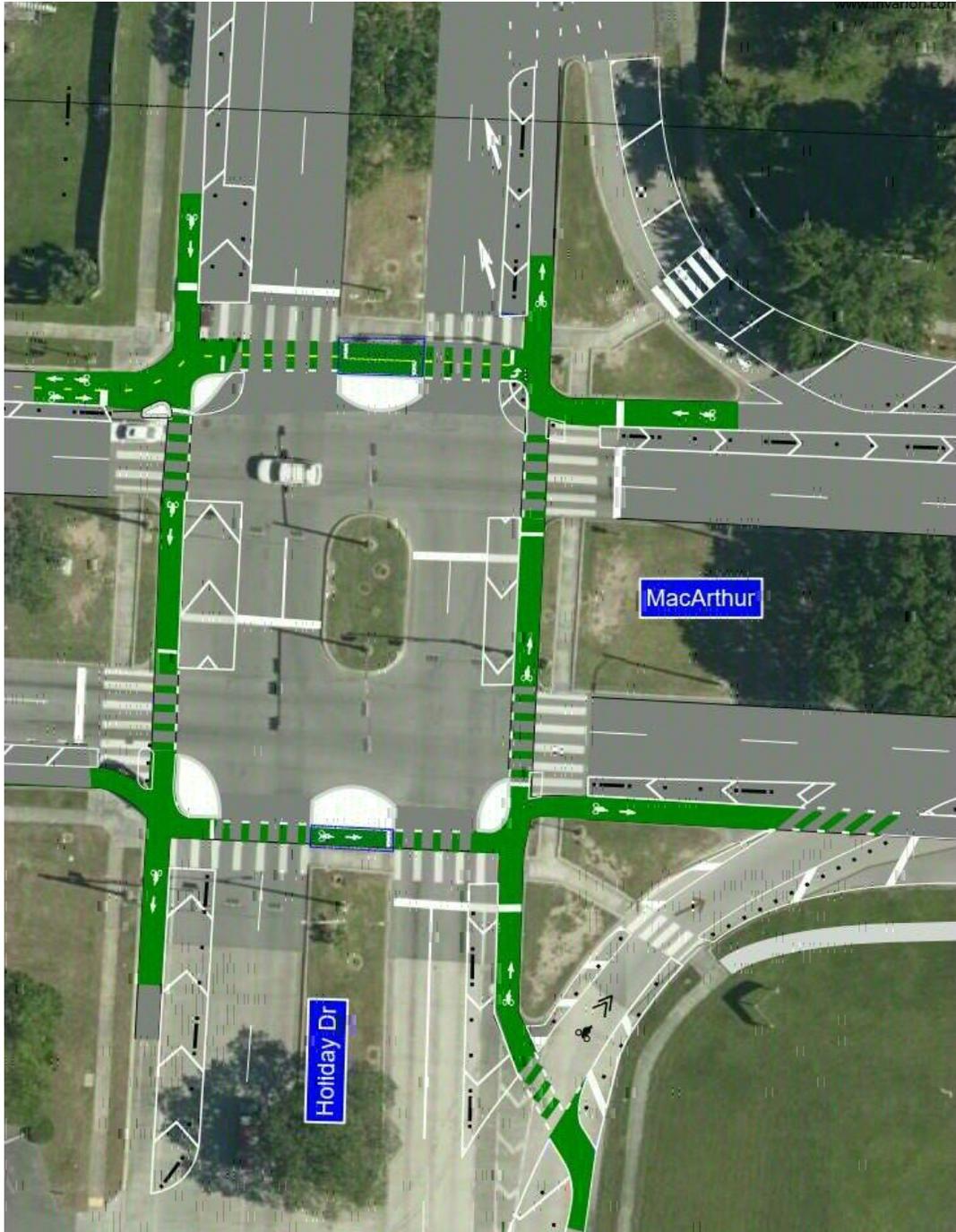
This intersection has a history of crashes that have injured and killed people over many years. Slowing vehicles and encouraging more yielding through design is the most effective way to reduce future injuries and fatalities. Therefore, this intersection is being retrofitted by narrowing the existing corners of intersection, reducing the turning radius, and ultimately slowing down turning vehicles. These changes are intended to make the intersection safer for all users.

For larger vehicles, such as fire trucks or moving vans, we've installed mountable concrete curb islands at the MacArthur Blvd and Holiday Drive intersection - which will allow for these turns. This type of curb is commonly used for this purpose on roundabouts and other intersection features. The slip lane on the shopping center side of the MacArthur Blvd and Holiday Drive intersection remains in place to facilitate turns by large semi-trucks to deliver to the Winn Dixie and other Algiers Plaza businesses.

The number of through travel lanes remains unchanged through this revised design. This provision allows the intersection to accommodate peak traffic volumes without significant delays. However, the



right turn lane from southbound Holiday Drive to westbound MacArthur Blvd is eliminated in the revised design. Right turns will instead occur from the outside travel lane. Similarly, the slip lane from westbound MacArthur Blvd to northbound Holiday Drive will be eliminated. Right turns will instead occur from the outside travel lane.



Once construction is completed, the intersection of MacArthur Blvd and Holiday Drive will be safer for all users, by reducing turning speeds and shortening crossing distances.



How do these changes impact trash collection services?

The City's sanitation contractors will have the ability to utilize the parking lane as necessary during collection. The City's sanitation contractors currently provide service on single lane roadways throughout the City with minimal impacts on traffic operations. Residents should continue to place garbage carts in the area between the curb and sidewalk and avoid placing garbage carts in the bike lane.

How do these changes impact emergency vehicles like EMS and NOFD?

In the revised design, people driving can still move their vehicles to the side of the street, using the parking lane or intersections, to allow emergency vehicles to pass. This is similar to other single lane roadways throughout the City where emergency vehicles provide service without issue.

How do these changes impact school pick-up lines?

The school pick up line for St. Andrew the Apostle currently uses the parking lane of MacArthur Blvd during afternoon dismissal. The new roadway layout will continue to allow these vehicles to line up without blocking the general travel lane or bike lane. The City has discussed the new layout with school leadership, and both the school and DPW will monitor pick-up operations following the project to ensure the street is operating as intended. The additional spacing between on-street parking and driveways and intersections will allow carpool drivers to avoid blocking driveways and intersections.

What if I have other questions?

You can find more information, including the materials presented at all community engagement meetings, online at www.nola.gov/mnob, call RoadWork NOLA at 504.658.ROAD (7623) or email movingneworleans@nola.gov.

