

PUBLIC INFORMATION MEETING AGENDA

THURSDAY, FEBRUARY 21, 2008
6:30 to 8:00 PM

Jefferson Parish Council Chambers
2nd Floor, Yenni Building,
221 Elmwood Park Boulevard
Jefferson, LA

- 6:30 PM** Welcome/Brief Introduction
- 6:35 PM** Information Stations
 - Station 1: Sign in/Name Tags
 - Station 2-7: Project Concepts
 - Station 8: Comment Station
- 6:45 PM** Presentation
- 7:15 PM** Comments/Question and Answer
- 7:45 PM** Wrap up

Thanks for your participation!

Where do we go from here?

Comments and suggestions received this evening will be made part of the project report and record. A final project report will be presented to the Parish and RPC for consideration in the coming month. Please make sure to sign-in so that you may receive any future notifications on the project and next phase of work.

What if I still have comments or questions?

Please feel free to submit any remaining questions and comments following this meeting on the enclosed comment form. These forms will be accepted for up to ten (10) days following this meeting.

Clearview Parkway Corridor/ LA 3152 (part) Stage 0 Feasibility Study and Environmental Inventory



State Project No. 736-36-0047
Federal Aid Project No. PL-0011(030)
RPC Contract Number Task A-8.07

Project Sponsors

Regional Planning
Commission
Jefferson, New Orleans,
Plaquemines, St. Bernard and St.
Tammany Parishes



Jefferson Parish



Louisiana Department
of Transportation
and Development



Project Team

Burk-Kleinpeter, Inc.
Richard C. Lambert Consultants, LLC
AIMS Group, Inc.
PSI/Citywide Testing and Inspection, Inc.
Urban Systems, Inc.

Project Contacts

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Regional Planning Commission
Principal Planner

February 2008

Project Description

The Regional Planning Commission, in conjunction with Jefferson Parish and the Louisiana Department of Transportation and Development, is conducting a Stage 0 Feasibility Study and Environmental Inventory that will examine the *initial* feasibility of capacity improvements to Clearview Parkway between S. I-10 Service Road and E. Corporate Avenue, to address existing problems as well as changes in traffic resulting from the widening of the Huey P. Long Bridge. It is anticipated that this study will identify the most feasible options for implementation, with these explored in more detail as part of a next stage of study (Stage 1 Environmental).

This 3.20 mile long corridor crosses through the unincorporated areas of Metairie and Jefferson within Jefferson Parish. Clearview Parkway is currently classified as a major arterial and has a 6-lane cross section between the S. I-10 Service Road and E. Corporate Avenue. A small portion of the corridor between the southern right-of-way line of W. Metairie Avenue and Bloomfield Street is classified as LA Highway 3152.

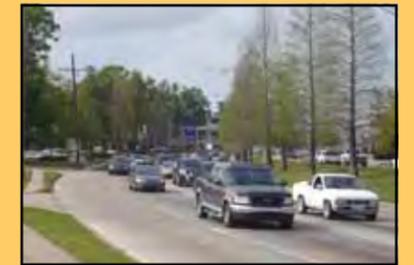
The average daily traffic on this corridor (2007) is approximately 51,250 vehicles per day. During peak commuting periods, the intersection of Airline Drive and Clearview Parkway is one of region's busiest and most congested. Congestion on the corridor is a common occurrence outside of the peak driving periods in the corridor between W. Metairie Avenue and E. Corporate Avenue.



Study Area Definition

The limits for this project are the width of the current Clearview Parkway corridor from South I-10 Service Road on the north to E. Corporate Avenue on the south. Additionally, the study area contains a portion of Airline Drive east from Houma Boulevard/Central Avenue (LA 48) to Zinnia Avenue, Webb Street from its current terminus to a projected intersection with Clearview Parkway and Lead Street from Earhart Expressway to Citrus Avenue. (See page 3 for the study area map)

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Project Concepts

The purpose of the Stage 0 study is to determine the feasibility of a project. The outcome of this analysis will be a determination if a project warrants further consideration. The decision as to the advancement of the project into the next phase of study (Stage 1 Environmental) will be made following completion of this work and issuance of a final report.

The project commenced with identification of eleven potential conceptual improvements to address the identified statement of purpose and need. Through an initial screening and evaluation process undertaken with a project advisory committee, six alternatives have been identified as potentially the most feasible, along with a no-build option, for implementation. Conceptual plans and information on each of the following are available for review at the stations set-up in the meeting room. In addition, the presentation will provide a synopsis of the projected feasibility of each, along with an initial order of magnitude construction cost:

Clearview Parkway and Airline Drive Improvement Concepts

- **Continuous Flow Intersection (See Insert 1)** — a relatively new traffic control concept, the continuous flow intersection re-organizes traffic flow, dividing turning vehicles from through vehicles. This allows both of these movements to move concurrently through an intersection. This reduces the waiting time for motorists to travel through the area, and helps move a greater volume of traffic through an area.
- **Additional At-Grade Improvements (See Insert 2)** - this improvement would widen the existing intersection, creating more storage for turning vehicles. This would theoretically allow more vehicles to pass through the intersection by moving waiting vehicles out of the through lanes of Airline Drive.
- **Overpass—Airline Drive over Clearview Parkway (See Insert 3)** - this improvement would provide a flyover to pass through traffic on Airline Drive over Clearview Parkway. This reduces the amount of vehicles waiting at the intersection for the traffic signal, hence improving level-of-service and reducing delay.

Clearview Parkway Corridor

- **Transportation System Management (TSM) improvements (See Insert 4)** — a series of low-cost, easily accomplishable improvements to address spot traffic congestion areas on Clearview Parkway. Conceptual improvements have been identified for several areas including the intersections at W. Metairie Avenue, Rouses' Driveway, Airline Drive and Citrus Avenue.

Webb Street Extension

- **Corridor Extension (See Insert 5)** — development of roadway parallel to the New Orleans Public Belt Railroad trestle from just north of East Corporate Avenue to Earhart Expressway eastbound using existing Webb Street along with new construction. Traffic heading north on Clearview to Earhart Expressway would be able to use this road to bypass the corridor between Mounes and Bloomfield Street. This project would also include the creation of a fourth approach to the Mounes Avenue intersection. It will improve circulation within Elmwood, allowing traffic from east of Clearview Parkway to use a signalized intersection to turn onto Clearview Parkway southbound, as well as use the Mounes Avenue intersection.

Lead Street Ramp

- **Ramp Construction (See Insert 6)** — development of a fully directional interchange at Lead Street and Earhart Expressway. This interchange would include a ramp connecting to Lead Street and Citrus Avenue. It would also include some minor improvements to Citrus Avenue in order to improve connectivity with up and downstream signalized intersections at Edwards Avenue and Hickory Avenue.

