

South Carrollton Avenue Non-Motorized Transportation Enhancements
Stage 0 Feasibility Study
(Task A-2.20SC; FY 20 UPWP)

PURPOSE AND NEED

The Regional Planning Commission (RPC), in coordination with the City of New Orleans, is conducting a feasibility study for improved walking, bicycling, and transit facilities, as well as potential motor vehicle safety related improvements in the vicinity of the Carrollton Interchange, which joins Interstate 10 with Tulane Avenue, Airline Highway, and South Carrollton Avenue. The City of New Orleans has asked the RPC to develop and evaluate conceptual alternatives to enhance the safety, level of comfort, and accessibility of the Carrollton underpass for non-motorized users, while improving vehicular safety and efficiency where possible in the corridor.

The study area along South Carrollton Ave. lies beneath Interstate 10 and an adjacent rail corridor and is bounded by Tulane Avenue (US 61) and Palmetto/Washington Avenue. The technical consultant will assist the RPC and City of New Orleans in the development and comparative analysis of facilities improvements within the study corridor.

South Carrollton Avenue is a 6-lane road functionally classified as an arterial roadway by LA DOTD. The study corridor moves significant volumes of motor vehicle traffic. Study area is bounded by a major arterial (Tulane Avenue) and minor arterial (Washington Avenue), and incorporates multiple access ramps connecting to Interstate 10. The corridor is also a key pedestrian and bicycle route linking the Mid-City and Dixon/Hollygrove neighborhoods and connecting to existing bike lanes on Tulane and Washington.

This section of S. Carrollton is also a major transit corridor. It is served by four RTA bus lines (the 27-Louisiana, 32-Leonidas, 39-Tulane and 90-Carrollton) and is designated for future high-capacity transit service by the Regional Transit Authority. The Tulane/South Carrollton intersection is a major transfer location, with RTA routes connecting to Jefferson Parish via the JeT E2 Airport bus.

This analysis will address existing safety concerns along and immediately adjacent to the corridor (bicycle/walking/vehicular crash data to be provided by RPC) and incorporation of potential improvements, such as improved lighting, sidewalks/paths, bicycle facilities and transit facilities, and potential geometric improvements to the intersections within the study area and approach roadways thereto, particularly at the intersection of Palmetto/Washington Ave. and S. Carrollton Ave.. Study emphasis will be placed on developing conceptual routes and improving existing facilities for these users which can be readily integrated into broader regional planning efforts for non-motorized users to improve accessibility, transit service, and bike network connectivity.

TASK 1: PROJECT MANAGEMENT COMMITTEE

The Consultant will assist the RPC in establishing and supporting the Project Management Committee (PMC) to oversee the work in progress, review inventory findings, and assist in the development of recommended pedestrian, bicycle, landscaping and related improvements for inclusion in the conceptual design plan.

The PMC will include representatives from the Regional Planning Commission (RPC), City of New Orleans Department of Public Works (DPW), Mayor's Office of Transportation (MOT), New Orleans City Planning Commission, Regional Transit Authority (RTA), LA DOTD, Xavier University, and other organizations as deemed appropriate. The Consultant will provide all necessary agendas, handouts and exhibits in advance of the PMC's meetings for RPC review and approval and prepare summary minutes of the meetings. The PMC will

meet four times during the course of the study effort: at the kick-off meeting, to review data inventory findings, to discuss alternative concepts, and to review project costs and phasing recommendations.

The Consultant will assist the RPC by attending meetings with elected officials and other local leaders and organizations in the area to discuss the project's purpose and need and project-related opportunities and concerns. The Consultant will receive approval from RPC prior to initiating these contacts and prepare summary meeting minutes for review and discussion with the PMC. It is anticipated that project findings may reveal the need for further engineering analysis through LADOTD and/or RPC prior to consideration for advancement into project implementation.

TASK 2: PROJECT TIMELINE & KICK-OFF MEETING

The Consultant will prepare a draft project schedule in Gantt chart format including major milestones (including, at a minimum: project initiation and conclusion dates, tasks and subtasks as per this scope, technical meetings, site visits, draft submittal and final submittal dates). The timeline will be submitted at a project kick-off meeting that will include: the consultant team, the Project Management Committee, and other stakeholders as needed. The project kick-off meeting will take place within two (2) weeks of the Notice to Proceed.

TASK 3: SITE INVESTIGATION AND DATA COLLECTION

3A: DATA COLLECTION

A comprehensive site investigation and data collection effort will be made at study area intersections to allow an accurate assessment of the traffic and physical characteristics of the site. The Consultant will work with the PMC to establish baseline volumes for all modes for the study corridor.

Vehicular traffic volume data will be collected by the consultant and provided to the PMC for review. This will consist of a 48 hour traffic volume and classification count, averaged to 24 hours at the following intersections for each approach:

S. Carrollton at I-10 off ramp (Riverbound)

S. Carrollton at I-10 on ramp (Lakebound)

I-10 EB Offramp/Dixon St. at S. Carrollton

I-10 WB Offramp at Lakebound S. Carrollton

I-10 On ramp (three locations)

Dixon St. @ S. Carrollton Ave.

Palmetto @ S. Carrollton Ave.

Washington Ave. @ S. Carrollton Ave.

These counts will contain hourly subtotals in order to determine A.M. and P.M. peak hours. Counts must be completed during a period that does not include a holiday or special event not typically seen at the site.

Using the 48 hour counts as the basis, the consultant will discern and propose the peak periods. The PMC will review and approve/ or suggest modifications and forward same to consultant.

Peak hour turning movement counts will then be undertaken. These counts must also be completed during a period that does not include a holiday or special event. A weekend midday peak hour turning movement count will also be required. The Consultant will work with the PMC to determine which specific intersections will be subject to

all-mode turning movement counts. RPC anticipates that the peak hour turning movements of not more than 6 intersections with S. Carrollton will be counted in this task.

The consultant will compile other land use, transportation and safety data for the corridor. This will include traffic counts from all available sources for bicyclists and pedestrians; transit boardings and alightings (to be provided by transit operators); adjacent land uses; posted/actual speeds; crash data (to be provided by RPC); and forecast volumes for traffic (to be provided by RPC).

3B. REVIEW OF EXISTING PLANS

The Consultant will compile and review existing planning and policy documents addressing present and future land uses, traffic safety, and ADA compliance; along with relevant pedestrian, bicycle and transit plans to frame final recommendations in the context of existing comprehensive planning efforts. Relevant documents include:

- Plan for the 21st Century (City of New Orleans)
- Moving New Orleans: The Road to Equitable Transportation (City of New Orleans)
- Moving New Orleans: Bikes bike network plan
- Americans with Disabilities Act Public Right-of-Way Transition Plan (City of New Orleans)
- Complete Streets policies (LA DOTD, City of New Orleans)
- Destination Zero Deaths Strategic Highway Safety Plan (LA DOTD)
- Strategic Mobility Plan (RTA)

TASK 4: INTERSECTION OPERATIONAL ANALYSIS

The consultant will prepare an existing site survey including traffic signal equipment, existing traffic signal layout and signal timing patterns, and the existing right-of-way within 250 feet limits to the north, south, east, and west of the intersection centerline

Utilizing the traffic data from Tasks 3, the consultant will conduct an operational analysis for the intersections of S. Carrollton Ave. at Palmetto and S. Carrollton at Washington Ave. that accounts for bicyclist, walkers, and transit users in the corridor.

For comparison purposes, a Highway Capacity Manual (HCM) Level of Service Analysis will be performed on the existing operational state of the intersection during the A.M. and P.M. peak hours using the existing geometry, traffic controls, and traffic volumes. Delay times (seconds per vehicles) and corresponding Level of Service (LOS) designations and v/c ratios will be calculated using Synchro Software (Version 7 or higher).

TASK 5 – PLANNING AND DESIGN CONCEPT DEVELOPMENT

Based on data collection from Task 3, consultant will make recommendations that improve/ enhance operational efficiency and safety for all modes where opportunities exist to do so. Special emphasis shall be given to the intersection of Washington/Palmetto and S. Carrollton as well as improvements for non-motorized users of the underpass. Draft overall design concept may incorporate elements such as new or upgraded sidewalks/ paths, signage, striping, lighting, pedestrian crossings, transit facilities, ADA improvements, and other measures to enhance the safety and connectivity of the corridor. The Consultant will coordinate with the PMC on the development and evaluation of these improvement measures, identifying project priorities which are feasible and appropriate for implementation. A HCM Level of Service Analysis will also be performed on proposed

intersection and roadway modifications to assess the impact of these proposed improvements during A.M and P.M. peak hour. Using Synchro Software (Version 7 or later), delay times (seconds per vehicles) and corresponding Level of Service (LOS) designations will be calculated for each approach lane, as well as the overall intersection LOS.

TASK 6 – SUBMIT DRAFT REPORT

The RPC will distribute the draft report with proposed design concepts (ten copies) to the PMC membership and call a final review meeting, if necessary. An electronic version of the draft plan should also be provided in Microsoft Word format. The draft plan will include unit cost estimates and quantities with an opinion of probable costs for proposed improvements, (i.e. new or upgraded sidewalks, signage, striping, lighting, pedestrian crossings, transit facilities, improved bus facilities and other measures.) The plan will review transportation plans provided by the RPC, City, RTA and LA DOTD to identify future phased improvements that may require additional study and/or follow-on analysis.

TASK 7 – SUBMIT FINAL SOUTH CARROLLTON CORRIDOR ENHANCEMENTS PLAN (STAGE “0” STUDY)

Consultant shall finalize alternatives and prepare/submit the Stage 0 Feasibility Study, documenting the information and analysis described above.

All studied alternative(s) will be described in the Stage 0 Report.

The Stage 0 Report will include completed Stage 0 checklists (ref. LA DOTD Program Development and Project Delivery System Manual, Chapter 4: Stage 0 Standard Operating Procedure, Checklist for Stage 0-Preliminary Scope and Budget Worksheet, and Stage 0 Environmental Checklist) for a single alternative to be prepared at the discretion of RPC.

Ten printed copies of the report and 5 PDF and an editable Microsoft Word version, as well as digital versions of all maps and visualizations, saved on three USB drives.

Deliverables will be submitted by the Consultant to the RPC for distribution. All analysis work products and electronic files (including SYNCHRO files) will be submitted to the RPC. All data collected as part of this effort will be provided to the RPC in formats designated by RPC staff. Submittals accomplished in CAD and/or *.shp file format will be consistent w/ RPC standards.

The Consultant will prepare overall visualizations and “meeting-ready” graphics of the proposed improvements to be used in outreach efforts conducted by the City at its discretion to help the community understand the design intent by using before and after graphics in plan-view for the corridor and key destinations. The Consultant will be responsible for the development of estimated quantities and costs for proposed improvements.

Budget: \$75,000

Timeline: 8 months