

## **General Meyer Public Meeting #2, May 30, 2019**

### **NOTES for Slides**

**Karen Parsons**

#### **SLIDES 7 thru 11**

##### **5 stations set up at first public meeting held February 7, 2019:**

1-Registration & Welcome

2-Slide show

(Divided 3 mile corridor into 3 distinctive segments)

3-Problem Identification

Public identified places where pedestrian, transit and bicycle problems exist

4-Problem Solutions – citizens engaged in an activity that considered different retrofits within the right-of-way

5-Comment cards and verbal comments collected

#### **SLIDE # 13-15**

**60 comment cards and some verbal transcriptions were received in first public meeting. However there were multiple kinds of comments on each card or transcription which are recorded in this slide. Examples of general comments include general compliments or complaints about the presentation, complaints about potholes and drainage, need for commercial development and maintenance of the levee, etc.**

- From comments directly related to public ideas about how to modify the street right-of-way the highest number of comments (33) was in regard to having a safe place to walk.
- Next highest was in support of bike lanes with over 20 comments.
- While there was no one actively against bus stops there were 8 or 9 actively identifying bus stop needs.
- There were only 2 comments directly against lane narrowing among all the comments received.

- There were 7 against and 5 for removing a travel lane.
- There were 10 people that commented on crosswalks and pedestrian crossing concerns.
- Parking, signs, signals and speeding concerns each received 8 or 9 comments.

**Overwhelmingly, pedestrian needs ranked the highest.**

#### **SLIDE #17**

**We coordinated with Moving New Orleans Bikes** which is in the process of assessing bicycle facilities across Orleans Parish and planning for 75 miles of protected bikeways...some to connect with the General Meyer corridor.

#### **SLIDE #18**

**We coordinated with New Links, the Regional Planning Commission's comprehensive evaluation of regional transit service.**

- Highest ridership locations are 25 riders per day at Odeon and 20 riders per day at Flanders.
- There are 2 to 3 buses per hour in the evening peak traffic period. There is approximately 1 bus per hour during the day.
- The proposed design includes floating bus stops. They will be elevated and will reduce the boarding and alighting time per passenger.

#### **PICTURE SLIDE #24**

##### **Separation of Users in a Residential Corridor**

Note the driveways and storm water catchment which is a design compatible with General Meyer.

**A national Walk Score tool is an accepted statistical methodology that assigns a number of 0 to 100 to the value of a walkable distance to 13 community destinations including schools, retail, social and recreation destinations. It has found home buyers attach greater value to walkable homes relative to other**

**housing units in the same metropolitan area.** Higher Walk Scores reflect good transit accessibility. Various studies have further proven this out.

- In Charlotte: A Walk Score point equates to \$2000 increase in home value
- In Denver: Walkable neighborhoods have 150% premium over those in drivable sprawl
- In Boulder, CO: properties adjacent to paths sell for fully 32% more than similar properties 1,000 yards away
- In Massachusetts: houses located along bike paths take 3 weeks less time to sell than houses elsewhere
- Virginia Creeper Trail: contributes \$1.6 M in annual revenue to its region

\*Walkable City Rules by Jeff Speck

#### **PICTURE SLIDE #25**

**Successful walkable commercial, institutional and public development is scaled in size to fit the neighborhood and encourages walking.**

We estimate that by making General Meyer a Complete Street adjacent neighborhoods may increase their Walk Score between 9 and 19 points with a value of \$125 to \$1977 per point depending on the neighborhood.

#### **PICTURE SLIDE #26**

**A connected bicycle network helps to alleviate harmful gases produced by vehicle emissions that lead to climate change**

In 2018 the City of New Orleans and RPC bike projects reduced 759 tons of Greenhouse Gases (GHG) and 61,722 Gallons of Gasoline Equivalent (GGE) by reducing vehicle miles traveled.

Since 2011 the City of New Orleans and RPC bike projects have a cumulative reduction of 9,044 tons of GHGs and 734,235 GGEs

\*Louisiana Clean Fuel Partnership/DOE sponsored

## **PICTURE SLIDE #27**

### **A Complete Street encourages healthy activity making for slimmer communities.**

- Slimmer communities have lower health care costs.
- The lower the Walk Score, the more likely residents are to be overweight. Any investment that makes a city more walkable is likely to make it less obese as well.

## **PICTURE SLIDE #28**

### **A Complete Street increases safety by reducing risk.**

- Across Louisiana pedestrians comprised 16% of all traffic deaths in 2017.
- There were 12 pedestrian fatalities in Orleans Parish in 2017. That number rose to 17 in 2018. Stated another way, in 2018 42% of all traffic deaths in Orleans Parish were people walking.
- In Louisiana 23 people died biking in 2017 and 29 people died while biking in 2018.
- In Orleans Parish 3 people died biking in 2019 already.

## **PICTURE SLIDE #29**

### **Drivers intuitively take their driving cues from the surrounding landscape.**

- A Complete Street uses thoughtful design (good aesthetics, access control and continuity of facilities) to make a comfortable place for all users to reach shopping, work and activities.
- Sidewalks and bike lanes that are continually violated by curb cuts do not feel safe to walk or bike along.
- Parking lots, curb cuts and wide lanes are unwelcoming and encourage speed

## **PICTURE SLIDE #30**

### **ESSENTIALLY a Complete Street is more equitable.**

- Provides a dedicated place to walk safely along and across a street
- Provides a dedicated place to bike safely
- Provides a safe place for transit users to board and alight a bus
- The flow of cars, buses and freight traffic is comfortably accommodated.

## **SLIDE #32**

### **City and DOTD must agree to Road Transfer terms**

- Value of roadway
- Value of multi-year maintenance cost
- Responsibilities of each in design and construction