FLORIDA AVENUE PROJECT

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Design Challenges

New Orleans Public Belt France Street Yard

- New Orleans Public Belt estimates approximately 12 trains cross Florida Avenue per day at this location. As operations expand, New Orleans Public Belt estimates an additional 4 trains will cross at this locaton in the future.
- A car waiting for a train to cross Florida Avenue at this location would experience an estimated delay of 2 - 17 minutes.

Access and Parking for Bayou Bienvenue & 40 Arpent Wetlands Observatory

- Access to the Bayou Bienvenue Wetland Triangle in Orleans Parish and the 40 Arpent Wetlands Observatory in St. Bernard Parish would be maintained with this project.
- Bicycle access, pedestrian crosswalks with safety lights, and parking mitigation would be included for both parks.

Bayou Bienvenue Wetland Triangle

40 Arpent Wetlands Observatory
St. Bernard Parish

Bicycle and Pedestrian Accessibility

- Due to AASHTO guidelines, Americans with Disabilities Act requirements, and safety concerns, the High-level Fixed Bridge would not permit pedistrian or bicycle access.
- A Mid-level Movable Bridge or Mid-level Fixed Bridge would include a protected bicycle lane and sidewalk across the Inner Harbor Navigation Canal.

Tupelo Street

- Tupelo Street residents were not in favor of proposed improvements in the last Feasibility Study completed in 2013.
- Although no relocations were anticipated, Tupelo Street residents were concerned about increased commercial-truck traffic in the vicinity of their homes.
- Preliminary traffic analysis completed in Summer 2016 suggests that the number of vehicles using Tupelo will increase from approximately 900 to 2900 vehicles per day. Commercial truck traffic is projected to increase from approximately 300 per day to 1000 per day.
- However, these projections assume that the proposed North/South connector in St. Bernard Parish is not built. This increase in traffic is temporary until the connector is built.

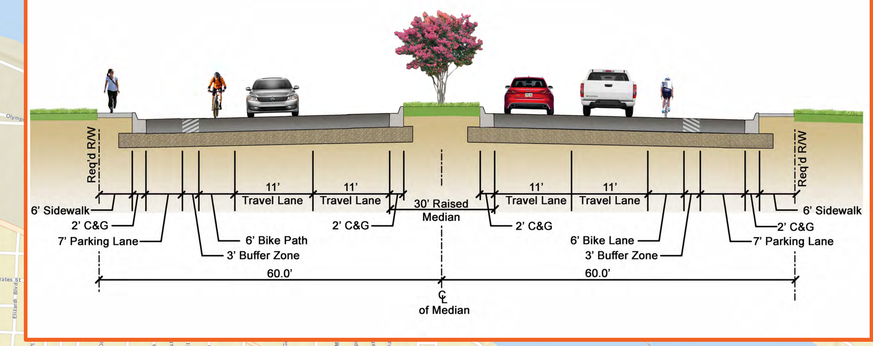
Norfolk Southern Oliver Yard

- There are 6 at-grade railroad crossings within a distance of 350 feet at this location.
- A car waiting here for a train to pass would experience an estimated delay of 4 – 21 minutes.
- Norfolk Southern estimates that approximately 12 trains pass through the Oliver Yard per day to switch direction.
- Approximately 50 trains are built at the Oliver Yard per day. Train building refers to the process of connecting railcars together. As the railcars are connected and configured within the Oliver Yard, the train being built is often pulled back-and--forth across Florida Avenue creating vehicular delay.

Benjamin Street

- The proposed section from the 2013 Feasilbity Study includes an at-grade section in St. Bernard Parish.
- Relocations north of Benjamin Street would be required.

Proposed Tupelo Street Improvements



0 0.5 1 2 Miles

0 1,320 2,640 5,280 Feet

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PRELIMINARY SUBJECT TO CHANGE