General Meyer Avenue  
Complete Streets Improvements Project  
Information Sheet

Public Meeting Open House Organization and Activities

**Station 1:** Sign-in with your home or business address and email so that we can contact you. You are encouraged to take this hand-out with you to share with others.

**Station 2:** Learn about Complete Streets by viewing a 12-minute presentation that will be repeated throughout the evening.

**Station 3:** Show us where people who are walking, biking, and taking the bus encounter issues and where the avenue is well-designed to avoid conflicts with drivers to promote safety and community activities.

**Station 4:** Suggest solutions within distinctive sections of General Meyer Avenue

- Upper Avenue – Behrman to Pace Blvd
- Middle Avenue – Pace to Kabel
- Lower Avenue – Kabel to Woodland

**Station 5:** Provide comments on the comment card provided or record the comment with the transcriptionist. Be sure to provide your name, street address, and email (if you would like to receive email responses and notifications).

**Purpose of the Project**

To improve access for people who walk, bike, and use transit on General Meyer without diminishing automobile flow to link all users to major public facilities and activity centers within an improved multimodal transportation network in Algiers.

**Complete Streets Approach**

The project will promote a Complete Streets enhancement of General Meyer Avenue based on the idea that people who drive, walk, bike, and take transit should all be able to easily use the right-of-way, moving together safely and predictably.

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For Questions or Comments, please contact us at
GenMeyerCompleteStreets@hntb.com  
Phone line: 504-488-4745  
A presentation and other project information may be viewed online at  
http://www.norpc.org/GeneralMeyer.html
Benefits of Complete Streets

- Promotes livability
- Supports economic revitalization
- Improves safety
- Reduces speeding
- Encourages healthy activity
- Provides transportation choice
- Low costs

Possible Trade-Offs

To make space for people who walk, bike, and take the bus the right-of-way has to be shared. Possible trade-offs from sharing the right-of-way may include:

- Traffic delay from walk signals at intersections
- Yielding to people on bikes and crossing the street
- Narrower lanes for cars
- Fewer lanes for cars
- Limited on-street parking
- Repurposed shoulder
- Smaller commercial entrances/exits

General Meyer Traffic Counts

<table>
<thead>
<tr>
<th>Street</th>
<th>Type</th>
<th>Number of Lanes for Cars</th>
<th>Complete Streets Elements</th>
<th>Average Daily Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Meyer Avenue</td>
<td>Minor Urban Arterial</td>
<td>4</td>
<td>To Be Determined</td>
<td>8,428 – 16,744</td>
</tr>
<tr>
<td>St. Bernard near N. Broad</td>
<td>Minor Urban Arterial</td>
<td>2</td>
<td>Neutral Ground + Parking Lanes + Bike Lanes</td>
<td>11,838</td>
</tr>
<tr>
<td>Esplanade near N. Villere</td>
<td>Minor Urban Arterial</td>
<td>2</td>
<td>Neutral Ground + Parking Lanes</td>
<td>12,780</td>
</tr>
<tr>
<td>S. Carrollton near Maple (4-lane to 2-lane Conversion)</td>
<td>Minor Urban Arterial</td>
<td>2</td>
<td>Neutral Ground + Parking Lanes + Bike Lanes</td>
<td>15,716</td>
</tr>
</tbody>
</table>

General Meyer traffic numbers are within the acceptable range for Complete Streets and consistent with other New Orleans Complete Streets projects.
Elements of Complete Streets to Consider

High-visibility crosswalks

Pedestrian Signals

Three-dimensional buffers
Replacement of Two Travel Lanes with Bike Lanes and Median Refuge

Clear Pavement Markings and Signage
Repositioned Parking to Buffer Bike Lanes

Raised Bus Platform/Sidewalk Buffers Outside Bike Lane

Fourth Street Midblock Pedestrian Crossing
Borough of Bridgeport,
Montgomery County, PA
After

Introduction of Mid-Block Crossing, Reduction in Parking Spaces, and Lots of Signage and Pavement Markings
The General Meyer Avenue Complete Streets Study is working in coordination with the Citywide Bicycle Plan being undertaken by the City of New Orleans and BikeEasy. Public input collected will be shared and utilized to inform both projects.