



SECTION 5

TRANSPORTATION

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TRANSPORTATION

INTRODUCTION

The Transportation Element of the Comprehensive Plan analyzes Gretna's transportation system and provides recommendations to improve it. The economic health of the City and quality of life for its citizens depend on a well-functioning and safe transportation system. The system should support resilient and sustainable development, facilitate efficient and safe movement of goods, and provide the community with a transportation network that safely accommodates the needs of all users.

FUNCTIONAL CLASSIFICATION

Functional classification identifies which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. *Figure 5.1* illustrates Gretna's functional classification roads (data provided by LA DOTD). Roads that are high (expressway) on the functional classification scale provide mobility, and roads with lower (local) classifications serve an accessibility role. Provided below is a brief explanation of each classification:

- *Expressway: Provides directional travel lanes that are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.*
- *Arterial: Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.*
- *Collector: Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.*
- *Local: Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.*



Figure 5.2: Example of an Expressway in Gretna



Figure 5.3: Example of an Arterial Road in Gretna



Figure 5.4: Example of a Collector Road in Gretna



Figure 5.1: Roadway Classification

Vehicular transportation circulation within Gretna is well represented by the functional classification system. Along the Mississippi River where industrial uses occur, freight movements typically have direct access to a collector roadway, such as 1st Street, and then to an arterial, such as Lafayette Street, or to the Westbank Expressway for their final destination. The major traffic generators of City Hall, Oakwood Shopping Center, the Jefferson Parish Government Building, schools, and parks are accessible via either arterials (Stumpf Blvd.) or collectors (Gretna Blvd.). The Gretna street network is mostly made up of a grid pattern, providing multiple routes between destinations.

TRAFFIC & CRASH DATA

1. TRAFFIC DATA

Traffic monitoring is performed to collect data that describes the use and performance of the roadway system. Presented below, in [Figure 5.6](#), are Average Daily Traffic (ADT) counts from selected locations within Gretna (data provided by RPC). The ADT data supports the functional classification system characteristics of the Gretna network. Traffic counts should be performed on a regular basis on state and local routes.

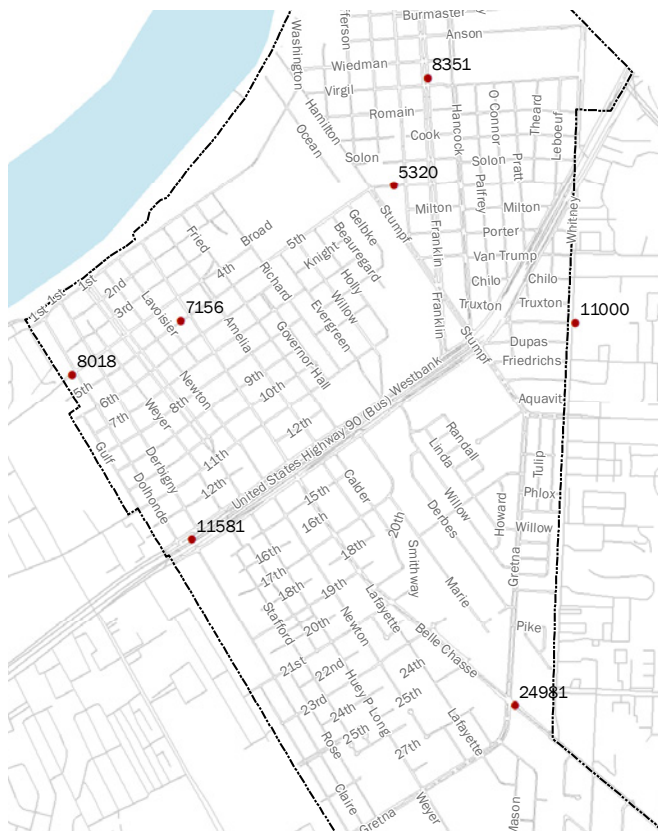


Figure 5.6: Average Daily Traffic along some Gretna Roadways

2. CRASH DATA

Crash data can be used to develop performance measures, identify trends and contributing factors, and create crash maps or other visualizations to help stakeholders understand dangerous locations. [Figure 5.7](#) shows locations of accidents in Gretna from 2012 to 2014 (crash data provided by RPC). The following crash types are defined below along with the total crashes, which are shown below in parenthesis:

- *Head-on (19): Two vehicles approaching opposite directions and intending to continue in opposite directions collide in a frontal or angular manner.*
- *Right Angle (359): Two vehicles approaching from non-opposing angular directions collide.*
- *Left Turn (85): Two vehicles approaching from opposite directions collide.*
- *Right Turn (42): Making a right turn at a red light when there is a 'no turn on red' posting or while turning right positioning the vehicle in another lane.*
- *Sideswipe (309): Two vehicles moving alongside each other collide, with at least one of the vehicles being struck on the side.*
- *Rear End (617): Two vehicles in a position of one behind the other collide.*
- *Non-collision with Motor Vehicle (124): Any road vehicle accident other than a collision accident.*
- *Other (310): This category encompasses all other categories of single and multi-vehicle crashes that are not defined above.*

The vehicular crash data suggests that there are several intersections requiring improvements, as shown in [Figure 5.7](#). The safety issues at a given intersection are contributed to by several factors. Because a number of intersections are on the same roadway, a system based approach is best for determining the most practicable safety improvement. The risk factors that possibly result in crashes, particularly those with vulnerable road users such as pedestrians and bicyclists, should determine types and the priority of improvements.

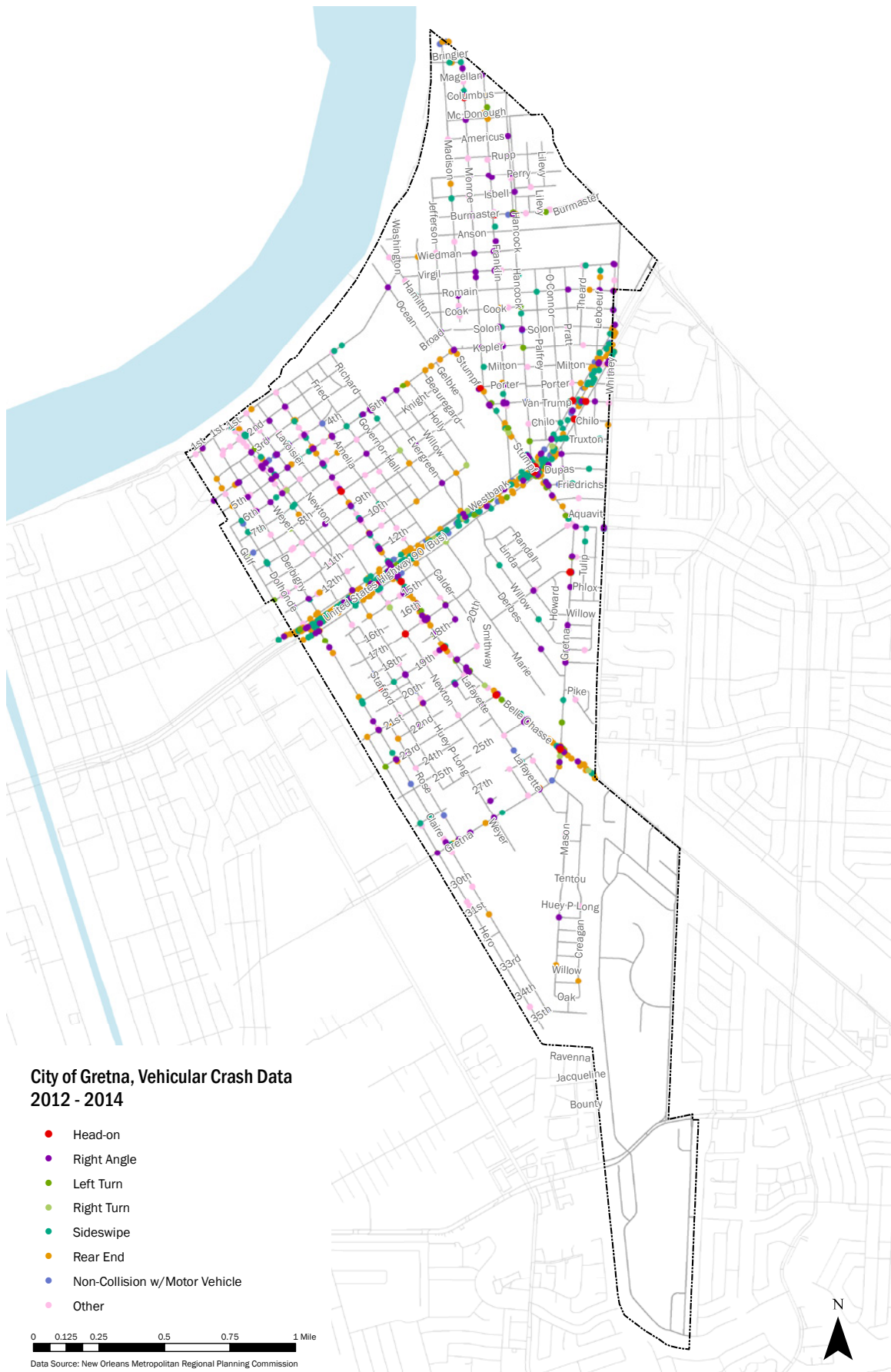


Figure 5.7: Vehicular Crash Data for the City of Gretna, 2012 to 2014

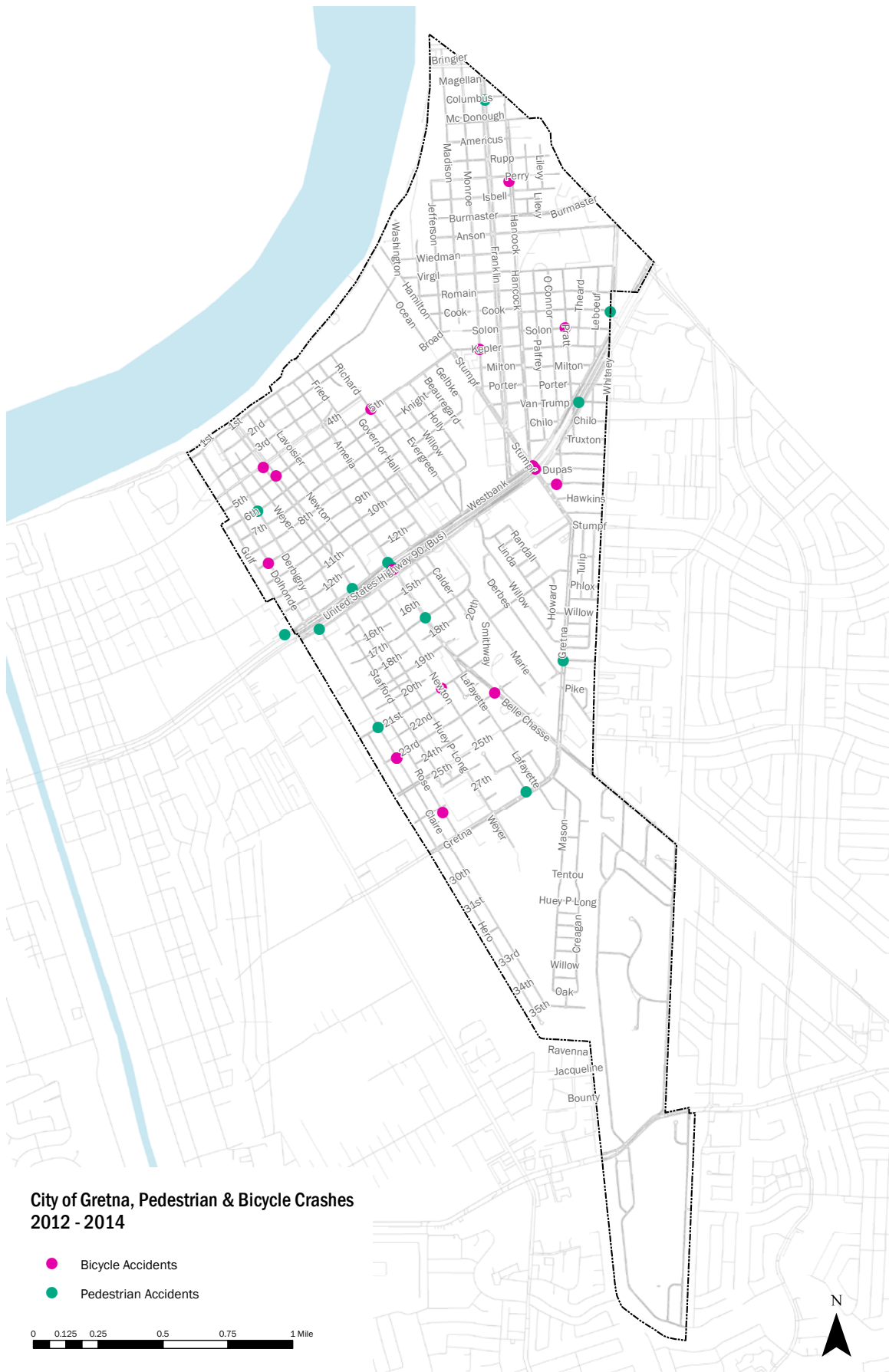


Figure 5.8: Pedestrian & Bicycle Crashes for the City of Gretna, 2012 to 2014

TRANSPORTATION & TRAVEL CHARACTERISTICS

Census data on demographic characteristics, such as vehicles per household, means of transportation to work, and travel time to work are key inputs to transportation planning efforts. They also support corridor and project studies, environmental analyses, and emergency operations management. This information contributes to understanding unmet commuting needs for Gretna residents, which is integral for addressing policy concerns related to mobility. Gretna is in close proximity to many job centers around the region, which has workers commuting both to and from the City, which has a great deal of influence on commuting choices, including the means of transportation used. For example, automobile congestion and the quality and availability of public transportation, sidewalks, and bicycle routes influence the relative utility and attractiveness of different transportation modes.

Transportation choices begin at home, as the number of vehicles available per household dictates how the commuter must get from Point A to Point B. Gretna is estimated to have 16% of households with no vehicle, while both the State and National average are at nine percent. This estimate is important to providing safe and reliable transportation choices.

At the national level, an average of 5% of commuters used public transportation, but public transportation represents the second most common means of transportation after the private automobile (including carpooling). Gretna is estimated to be at 3% for public transportation use while the vast majority of commuters drive alone, estimated at 76%, which is in line with Louisiana and National estimates. It is worth noting the City of Gretna estimate for carpooling exceeds both the State and National average, perhaps compensating for less than ideal public transportation, bicycling, and walking opportunities, as well as a higher percent of households with no vehicle available. [Table 5.1](#) illustrates the volume of transportation choices both locally and nationally.

Changes in average commuting times at the community level may reflect several factors working in concert, including changes in the community's population and infrastructure, as well as shifts in regional labor market patterns. As communities change, census data provides an important tool for understanding the social and economic forces that influence travel time. Gretna's estimate for travel time to work exceeds the 10 to

19 minute slot at 36 percent. The number of people reporting this travel time is higher than the State and National average, likely due to the proximity to Downtown New Orleans.

PUBLIC TRANSPORTATION

1. TRANSIT

In April of 2015, almost ten years after suspending services due to Hurricane Katrina, Jefferson Transit (JeT) began bus and shuttle service on the Gretna local route. The JeT bus system provides local access to the Jefferson Parish governmental complex, Downtown Gretna, and the historic McDonoghville neighborhood. The Wilty Terminal, located on the Westbank Expressway adjacent to the Oakwood Center, provides access to New Orleans Central Business District.

Ridership on the JeT route through Gretna is low, likely due to its limited route, lack of connectivity through the entire City, and lack of integration throughout the rest of the JeT system. For the route to be successful, it should connect areas of the City where there is limited car ownership per household to commercial corridors, parks, and civic buildings, and should not be limited to areas north of the Westbank Expressway.

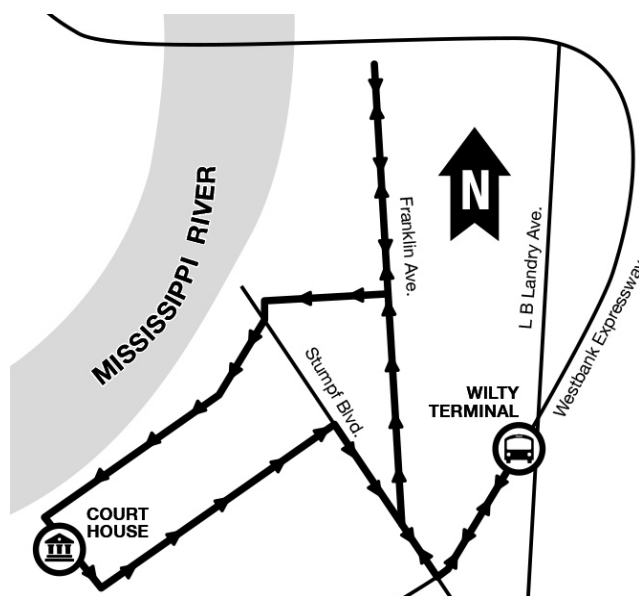


Figure 5.9: Local Gretna JeT Route Map
Image Courtesy of www.jeffersontransit.org

The City of Gretna also offers a free senior shuttle to and from the Gretna Senior and Wellness Center, exclusively for those who live within the city limits. The Center provides activities, events, and meals to seniors that live in Gretna and in unincorporated Jefferson Parish east of the Harvey Canal. Refer to [Element 6: Parks](#)

and [Recreation](#) for more information about the Senior Center. In addition to the shuttle to the Wellness Center, the City of Gretna should also consider adding a shuttle that would offer rides to seniors to and from City and Parish governmental facilities.

Table 5.1: Census Transportation Information						
Vehicles Available Per Household						
	Gretna		Louisiana		United States	
Vehicles	Estimate	Percent of Total	Estimate	Percent of Total	Estimate	Percent of Total
No vehicle available	1,049	16%	147,985	9%	10,628,474	9%
1 vehicle available	2,965	43%	640,978	37%	39,439,943	34%
2 vehicles available	1,978	29%	654,368	38%	43,736,980	37%
3 vehicles available	581	9%	212,286	12%	16,156,003	14%
4 or more vehicles available	181	3%	72,302	4%	6,964,905	6%
Total	6,754	100%	1,727,919	100%	116,926,305	100%
U.S. Census Bureau, ACS, Table B08201						
Means of Transportation to Work						
	Gretna		Louisiana		United States	
Type of Transportation	Estimate	Percent of Total	Estimate	Percent of Total	Estimate	Percent of Total
Car, truck, or van - drove alone	5,382	76%	1,636,409	82%	109,733,354	76%
Car, truck, or van - carpooled	1,035	15%	195,267	10%	13,575,283	9%
Public transportation	187	3%	26,929	1%	7,362,038	5%
Walked	162	2%	37,652	2%	3,998,629	3%
Taxicab, motorcycle, bicycle, or other means	163	2%	40,917	2%	2,599,130	3%
Worked at home	160	2%	49,181	3%	6,352,737	4%
Total	7,089	100%	1,986,355	100%	143,621,171	100%
U.S. Census Bureau, ACS, Table B08101						
Travel Time to Work						
	Gretna		Louisiana		United States	
Travel Time	Estimate	Percent of Total	Estimate	Percent of Total	Estimate	Percent of Total
Less than 9 minutes	789	11%	278,398	15%	17,923,221	13%
10 to 19 minutes	2,483	36%	623,227	32%	40,357,453	29%
20 to 29 minutes	1,480	21%	396,897	20%	28,750,339	21%
30 to 44 minutes	1,345	19%	358,082	19%	27,839,918	20%
45 to 59 minutes	338	5%	128,061	6%	10,746,801	8%
60 to 89 minutes	289	4%	92,498	5%	8,049,815	6%
90 or more minutes	205	4%	60,011	3%	3,600,887	3%
Total	6,929	100%	1,937,174	100%	137,268,434	100%
U.S. Census Bureau, ACS, Table B08303						

2. FERRY OPERATIONS

Commuters once relied on the Gretna to Jackson Avenue ferry, but the service was eliminated in 2009 and later shifted to Canal Street. LA DOTD stopped the Gretna Ferry in 2013 to cut costs. The line is resurrected for the annual Gretna Heritage Festival.

The ferry is a critical link from Gretna to Downtown New Orleans and would provide an alternate means of transportation for people who live in Gretna while working in the New Orleans CBD and French Quarter. This additional mode of transportation could also attract new residents to the City that have been priced out of Orleans Parish, as the cost of housing and property in Gretna is lower than that of New Orleans. More on affordable housing can be found in [Element 4: Housing](#). Reviving the Gretna to Canal Street Ferry would provide an additional transportation choice and support economic development in the City.

As stated in the Gretna 2020 Downtown Plan, the ferry and levee provide an “unparalleled recreational amenity and pedestrian/bicycle connectivity.” The City of Gretna has a fully built levee trail which connects to the existing ferry terminal. While the trail is developed, it is recommended in [Element 8: Parks and Recreation](#) to provide additional connections from the trail to the McDonoghville neighborhood.

For the ferry to be successful, it should be part of a fully connected Gretna, Jefferson Parish, and regional transportation network, which includes facilities for pedestrians, bicycles, transit riders, and vehicles.

GATEWAY CORRIDORS

Gretna has several gateway corridors from which the City can be accessed. Focusing on the needs of those who live, shop, and travel along the gateway corridors, the following should be considered:

- *Improving upon the existing transportation network*
- *Achieving sustainable development and land use objectives*
- *Improving accessibility between places*
- *Elevating bicycle and pedestrian consideration*

1. 4TH STREET (LA 18 SECTION)

4th Street is a two-lane facility from Dolhonde Street to Richard Street that provides access from the west to historic Downtown Gretna. 4th Street also serves as a railroad corridor, which functions as a minor arterial east-west trucking facility. Construction is underway to extend 4th Street from Richard Street to Burmaster Street, and to transform it into a Complete Street with bicycle and pedestrian paths.



Figure 5.10: 4th Street



Figure 5.11: 4th Street Extension Diagram

2. 5TH STREET

5th Street from Stumpf Boulevard to Huey P. Long Avenue is a two-lane minor collector facility that serves as an access route from Franklin Avenue to Old Gretna and Downtown Gretna. The roadway provides direct access to commercial and residential uses and also serves as State Route 466. The Greater New Orleans RPC and the City completed a corridor study in 2016 to develop a Complete Streets concept for the street once it becomes a city-owned asset. The study sought to reimagine the existing right-of-way to incorporate multi-modal transportation options, enhanced streetscape, create a safer parking configuration relative to the sidewalks,

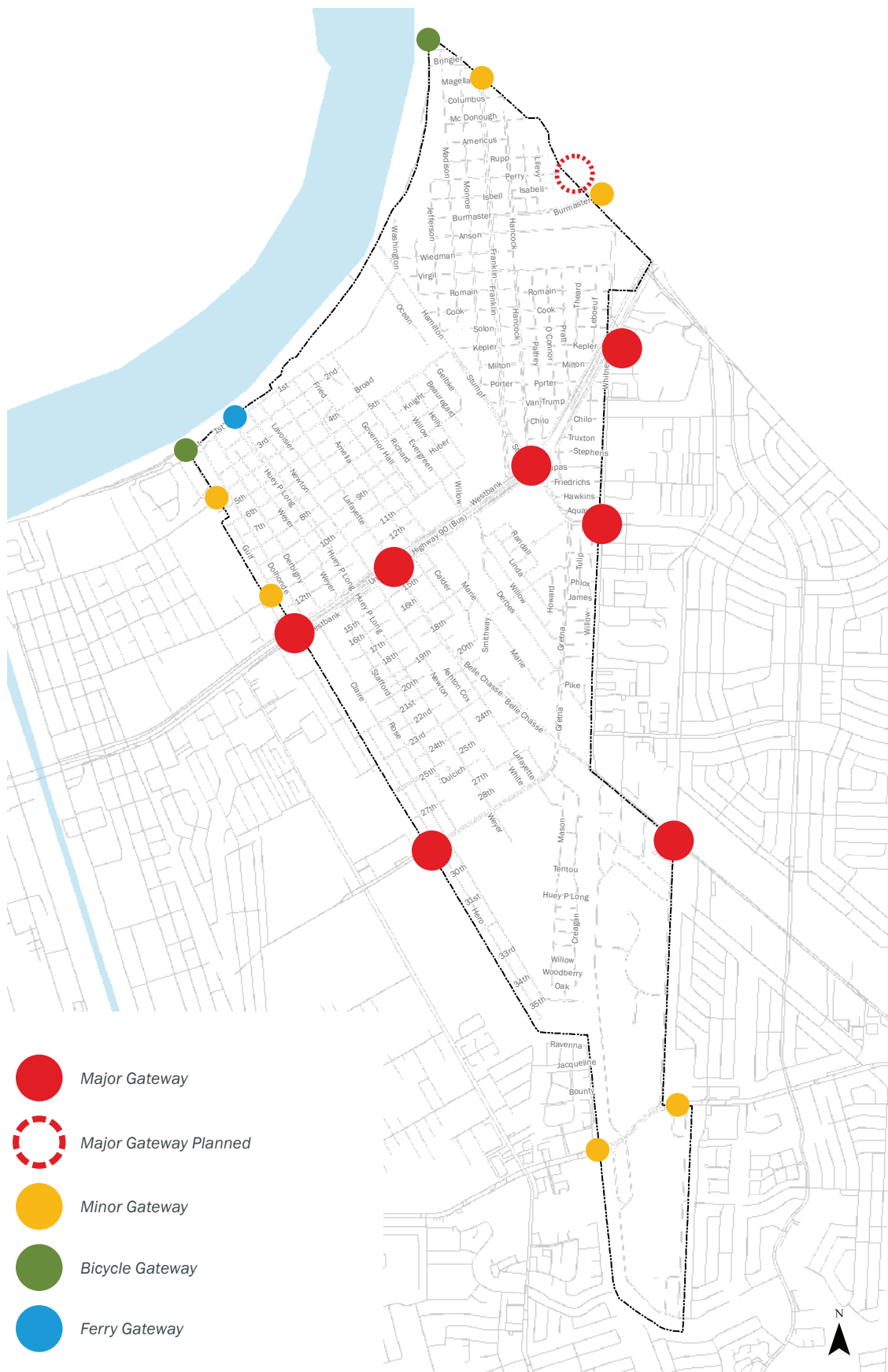


Figure 5.12: Access Points and Gateways

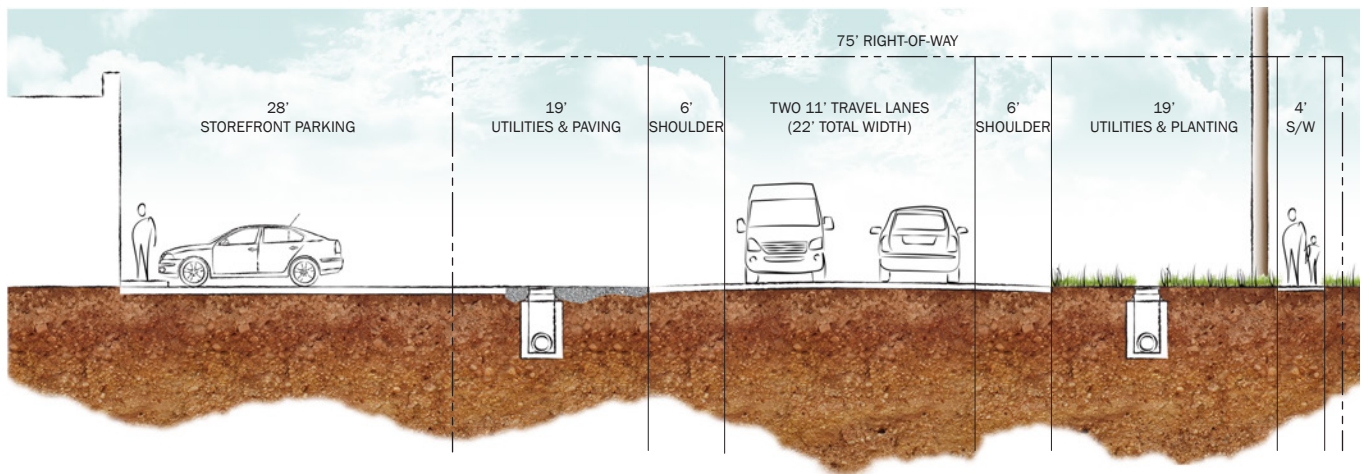


Figure 5.13A: Existing Conditions along 5th Street in Gretna

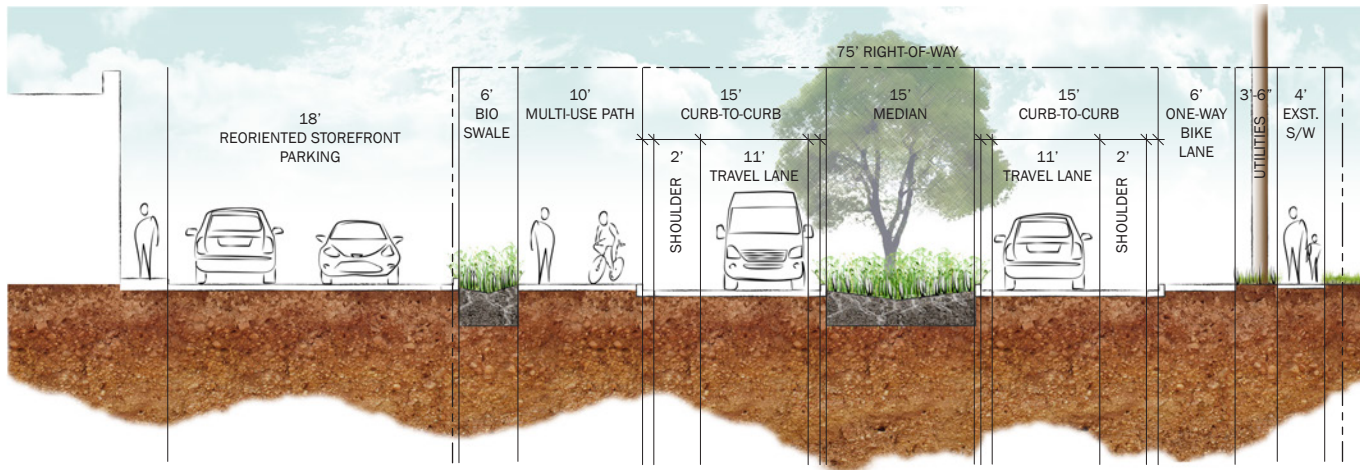


Figure 5.13B: Proposed Enhancements along 5th Street with the Addition of a Neutral Ground, a Multi-Use Path, Stormwater Management Facilities, Street Trees, and Reconfigured Parking

and stormwater management. The City will also address parking requirements and design considerations for the new zoning code. More on the benefits of the 5th Street corridor improvements can be found in [Element 7: Community Design](#).

3. BELLE CHASSE HIGHWAY (LA 23)

Belle Chasse Highway serves as a major four-lane thoroughfare providing access from Terrytown and Plaquemines Parish into the City. It is a high-speed and high-volume principal arterial facility that connects to Gretna Boulevard and Lafayette Street and provides direct access to office and commercial uses. Bicycle and pedestrian enhancements should be implemented due to the location of Mel Ott Park, which is a community park with a high number of users. More information about Mel Ott Park and the connections to and from it can be found in [Element 6: Parks and Recreation](#).



Figure 5.14: Belle Chasse Highway

4. FRANKLIN AVENUE

Franklin Avenue is a median-separated, four-lane minor arterial facility from Columbus Street to Stumpf Boulevard that provides direct access from Old Algiers and from Algiers via Burmaster Street. The roadway also provides direct access to residential and commercial uses. To accommodate bicycle lanes, Franklin Avenue is targeted for a road diet in the Jefferson Parish Bicycle Master Plan.

5. GRETNA BOULEVARD

Gretna Boulevard is a median-separated, two-lane major collector facility from Stumpf Boulevard to Belle Chasse Highway, providing access to and from the elevated Westbank Expressway to Gretna, Terrytown, and Plaquemines Parish. From Belle Chasse Highway to the city limit just past Hero Drive, Gretna Boulevard is a median-separated, four-lane facility. The Jefferson Parish Bicycle Master Plan recommends the facility for a road diet to provide space for bicycle lanes.

6. HUEY P. LONG AVENUE

Huey P. Long Avenue from 1st Street to 11th Street is a two-lane, median-separated major collector facility that provides direct access to public, commercial, and residential uses from the Westbank Expressway. This section of Huey P. Long Avenue also serves as a sharrow, or shared-lane marker, facility indicating to vehicles that bicycles can use a full lane for travel. From the Westbank Expressway to Gretna Boulevard, the roadway is a two-lane facility providing access to residential uses.

Project for Public Spaces (PPS) visited Gretna in September 2015 and hosted a public planning meeting focused on Huey P. Long Avenue between 1st and 4th Streets. A report was issued by PPS that summarizes public input into suggestions for block-by-block streetscape improvements, provides precedent examples for review, and proposes a number of fast-track changes that could jump-start the process of improving Downtown, as Huey P. Long Avenue acts as a gateway into the City from the Westbank Expressway.

During the Gretna 2020 Downtown Plan outreach and community input meetings, attendees focused on Huey P. Long Avenue from the levee to 4th Street, in order to encompass the most visible, central, civic area within the Downtown. The group discussed strategies to create a consistent visual character along the corridor, keeping in mind the needs of its multi-modal users from bikes to pedestrians to vehicular traffic.

Participants pointed out problem areas for both cars and pedestrians, and ideas included material changes at intersections, landscaping, and speed control devices.



Figure 5.15: Franklin Avenue



Figure 5.16: Gretna Boulevard



Figure 5.17: Huey P. Long Avenue

7. LAFAYETTE STREET (LA 18/23)

Lafayette Street from the elevated Westbank Expressway serves as the most direct route to Downtown and historic Gretna. It is a two-lane minor arterial facility that provides direct access to commercial and residential uses, as well as a trucking route to the industrial uses along the Mississippi River. The Jefferson Parish Bicycle Master Plan recommends this section of the roadway for a sharrow. From the Westbank Expressway to 20th Street, the roadway is a median-separated, four-lane principal arterial facility that provides direct access to commercial uses. Lafayette Street splits off from the primary roadway which begins as Belle Chasse Highway, and continues on to Gretna Boulevard where it primarily serves residential uses. The Jefferson Parish Bicycle Master Plan recommends the section of the roadway from Lafayette Street to Gretna Boulevard for a bike boulevard.



Figure 5.18: Lafayette Street



Figure 5.19: Stumpf Boulevard

8. STUMPF BOULEVARD (LA 23 SECTION)

Stumpf Boulevard from the elevated Westbank Expressway is a four-lane, median-separated minor arterial facility that provides access to Franklin Avenue, 5th Street, and Gretna Boulevard. The roadway serves commercial uses. The Jefferson Parish Bicycle Master Plan recommends this roadway for a road diet to accommodate bicycle lanes.

It is important to note that several of the gateway corridors or portions thereof are state routes; therefore LA DOTD would require their involvement and approval before proceeding with transportation and safety related projects.

JEFFERSON PARISH BICYCLE MASTER PLAN

Jefferson Parish completed a Bicycle Master Plan in 2014 that included projects within the City of Gretna. The recommended projects include:

- *Westbank River Trail (path on the levee)*
- *4th Street bicycle lane/sharrow*
- *Franklin Avenue road diet*
- *Stumpf Boulevard road diet*
- *Gretna Boulevard road diet*
- *Whitney Avenue bicycle lane*
- *Lafayette Street sharrow/bicycle boulevard*
- *Railroad trail*

The Master Plan was completed prior to the final design of the 4th Street Extension project, therefore the greenway along the 4th Street railroad corridor is now slated to become a shared use path. Since the Master Plan in 2014, Gretna has installed signage and sharrow pavement markings on Huey P. Long Avenue. In addition to the Bicycle Master Plan ([Figure 5.20](#)), the RPC, City of Gretna, and Jefferson Parish cosponsored a study named Oakwood Smart Growth. Three projects were developed during this study: two along Whitney Avenue and one on Hector Avenue. Due to the numerous public meetings, outreach, and study recommendations there seems to be public support for road diets at the locations listed above. As such, the Whitney and Hector Avenues improvements are on the 2017 Jefferson Parish road bond schedule. [Figure 5.20](#) displays the Jefferson Parish Bicycle Master Plan routes that are relevant to Gretna.

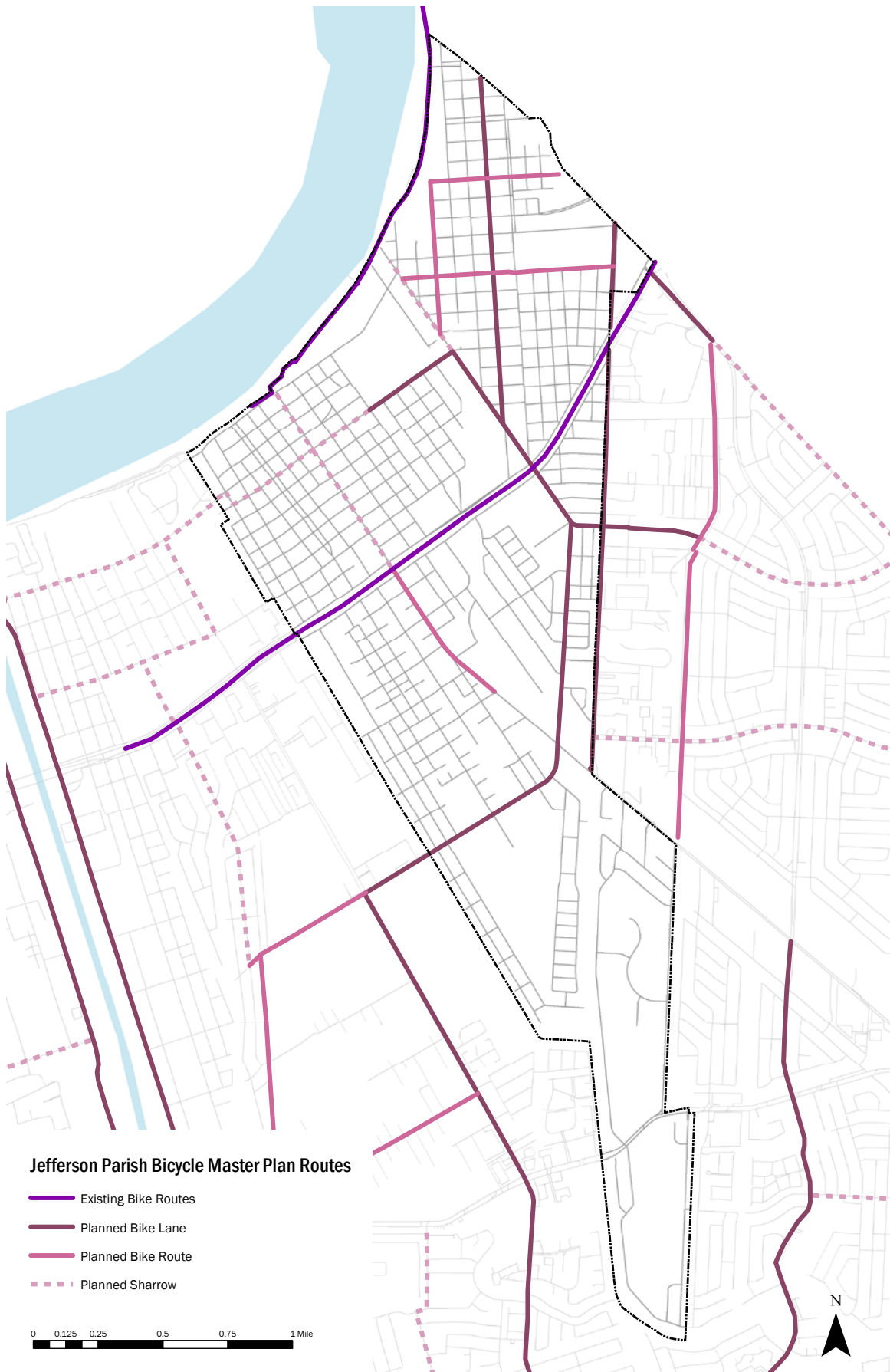


Figure 5.20: Jefferson Parish Bicycle Master Plan Routes In and Around Gretna

WALKABILITY/BIKEABILITY

Several recent studies from agencies and associations such as the Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), and National Association of City Transportation Officials (NACTO) show that in addition to the physical benefits associated with healthy communities, walkable and bikeable communities can also provide economic and environmental benefits. Economic benefits include stops at multiple businesses rather than just driving to a specific store in an auto-oriented area, which also is an environmental benefit by-product. In addition to economic and environmental benefits, safe walkable and bikeable communities provide opportunities for people of all ages and abilities to stay socially connected and engaged.

The following checklists, developed by the U.S. Department of Transportation and EPA, are used to develop a walkability and bikeability point-based rating, which can be used by the City of Gretna to evaluate their neighborhoods. This is non-scientific and used for informational purposes only to gauge neighborhood recreation, leisure, and exercise amenities, and individual experiences/scoring will vary. This is not an analysis for city-wide commuting but for interior neighborhood circulation.

1. MCDONOGHVILLE

Walkability Score - 22: The neighborhood is generally walkable with sidewalks in average condition, however there are many sidewalks that don't offer cross connections. The neighborhood has several community amenities including primary schools, churches, child care, and convenience stores.

Bikeability Score - 19: The neighborhood consists of low-speed and low-volume streets. The streets are generally in good condition servicing mainly residential uses.



Figure 5.21: McDonoghville Neighborhood Street

Table 5.2: Walkability & Bikeability Rating System	
Walkability Checklist (6 points each)	
Is there room and space to walk?	
Is it comfortable to cross streets?	
Did drivers yield to pedestrians?	
Are safety facilities, like crosswalk markings, provided?	
Is the physical environment comfortable?	
Bikeability Checklist (6 points each)	
Is there room and space to bike safely?	
Is the surfacing adequate?	
Did drivers provide adequate space for bicycles on the road?	
Are there any street markings or signs indicating that bicycles are expected on the road?	
Was it easy to navigate around and through intersections?	
Rating	Explanation
26 to 30	Excellent
21 to 25	Good
16 to 20	Adequate
11 to 15	Poor
0 to 10	Very Poor

2. OLD GRETNA-MECHANIKHAM

Walkability Score - 22: The neighborhood is better than average when it comes to walkability. However, there are many sidewalks that don't offer cross connections. The neighborhood has better than average community amenities including government services, health care, schools, parks, churches, child care, restaurants and bars, and convenience stores.

Bikeability Score - 19: The neighborhood consists of low-speed and low-volume streets. The streets are generally in good condition with a mix of commercial and residential uses.

3. OLD GARDEN PARK

Walkability Score - 24: The neighborhood has better than average walkability. The neighborhood has average community amenities including government services, schools, parks, churches, child care, and grocery stores.

Bikeability Score - 20: The neighborhood consists of low-speed and low-volume streets. The streets are generally in good condition with primarily residential uses.

4. NEW GARDEN PARK

Walkability Score - 20: This section of Gretna is newer with larger lots and wider streets than the older, historic neighborhoods. There are sidewalks in better than average condition. The neighborhood offers recreation, a school, churches, health care, retail, and commercial uses.

Bikeability Score - 19: The residential neighborhood streets are in average condition with low-speed, low-volume, and 4-way stop intersections.

5. JONESTOWN

Walkability Score - 17: Sidewalks in Jonestown are typically narrow and in less than average condition. The neighborhood has commercial uses, churches, parks, and health care.

Bikeability Score - 16: The streets are generally in less than average condition with low posted speeds, but due to block length there are opportunities for vehicular speeding. This neighborhood serves as a cut through from the Westbank Expressway to Gretna Boulevard, increasing overall traffic.



Figure 5.22: Old Gretna-Mechanikham Street



Figure 5.23: Old Garden Park Street



Figure 5.24: New Garden Park Street



Figure 5.25: Jonestown Street



Figure 5.26: Bellevue Street



Figure 5.27: Timberlane Street

6. BELLEVUE

Walkability Score - 19: Sidewalks are in generally good condition. The neighborhood has smaller than average lots which make for a larger than average number of driveways to cross. The neighborhood offers schools, a church, parks, and access to commercial and health care. Gretna City Park can be considered a barrier since there are no dedicated pedestrian or bicycle paths through it that would connect Bellevue from west to east.

Bikeability Score - 19: The neighborhood is relatively isolated with entrances only from Gretna Boulevard, so it is not used as a cut-through or by-pass. The roads are in better than average condition.

7. TIMBERLANE

Walkability Score - 15: Timberlane is a gated golf course community that has larger than average lots, fewer than average driveways, and no sidewalks. Due to access being restricted, walking on the street is a normal and expected behavior. The pedestrian and bicycle connections from west to east are limited unless crossing through the golf course. The neighborhood only offers access to commercial activity near the Belle Chasse Highway properties.

Bikeability Score - 20: The streets are in better than average condition.

8. BICYCLE & PEDESTRIAN IMPROVEMENTS

Figure 5.28 illustrates pedestrian access problem locations that should be addressed for enhancements, such as signage and pavement markings. Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to other intersections where traffic stops. In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways. It is recommended that crosswalks be installed at intersections within the limits of this project study area that serve schools and/or parks. Table 5.3 lists intersections that should be redesigned to improve and enhance pedestrian and bicycle safety.

It is a best management practice that municipalities perform awareness campaigns for reminding vehicular drivers, bicyclists, and pedestrians of state laws concerning right-of-way in crosswalks. LA R.S. 32:212 states the following in summary:

- *The driver of a vehicle shall stop and yield the right-of-way to a pedestrian crossing the roadway within a crosswalk.*
- *No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle.*
- *Whenever any vehicle is stopped at a marked or an unmarked crosswalk the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.*

MUTCD provides guidance in Section 2B.11 that recommends temporary, moveable signage be purchased by the City of Gretna and placed as per MUTCD guidance at different intersection locations within the City on a regular time interval. An example would be installed for one to two weeks in one location, then moved to another location for the same time period. It is advised that the signage can be stored for a period of time then brought out again for awareness. Studies suggest displaying and removing signage in different locations in areas similar to Gretna has a more effective result.

Table 5.3: Intersections for Pedestrian & Bicycle Safety Improvements

Intersection	Context	Enhancement
Gretna Blvd. at Claire Ave.	Proximity to Schools & Parks	High Visibility Crosswalks
Claire Ave. at Westbank Expy.	Westbank Expy. Crossing	High Visibility Crosswalks, Ensuring ADA Compliance, Advanced Pedestrian Crossing Signalization
Lafayette St. at Westbank Expy.		
Willow Dr. at Westbank Expy.		
Stumpf Blvd. at Westbank Expy.		
Gretna Blvd. at Belle Chasse Hwy.	Proximity to Schools & Parks	High Visibility Crosswalks, Ensuring ADA Compliance, Advanced Pedestrian Crossing Signalization, Refuge Island
Lafayette St. at 5th St.	Proximity to Churches & Commercial Establishments	High Visibility Crosswalks, Pedestrian Crossing Warning Signage
Huey P. Long Ave. at 4th St.	Proximity to Government & Commercial Establishments	High Visibility Crosswalks, Pedestrian Crossing Warning Signage
Huey P. Long Ave. at 11th St.	Proximity to Schools & Parks	High Visibility Crosswalks
Franklin Ave. at Virgil St.	Proximity to Schools & Parks	Enhanced Transit Stop, High Visibility Crosswalks, Ensuring ADA Compliance, Curb Extensions, Pedestrian Crossing Warning Signage
Franklin Ave. at Burmaster St.	Proximity to Churches, Schools, & Commercial Establishments	Enhanced Transit Stop, High Visibility Crosswalks, Ensuring ADA Compliance, Curb Extensions, Pedestrian Crossing Warning Signage
Hancock St. at Burmaster St.	Proximity to Churches, Schools, & Commercial Establishments	Enhanced Transit Stop, High Visibility Crosswalks, Ensuring ADA Compliance, Curb Extensions, Pedestrian Crossing Warning Signage
All corridors and/or intersections will receive a full traffic analysis before final design decisions are finalized.		

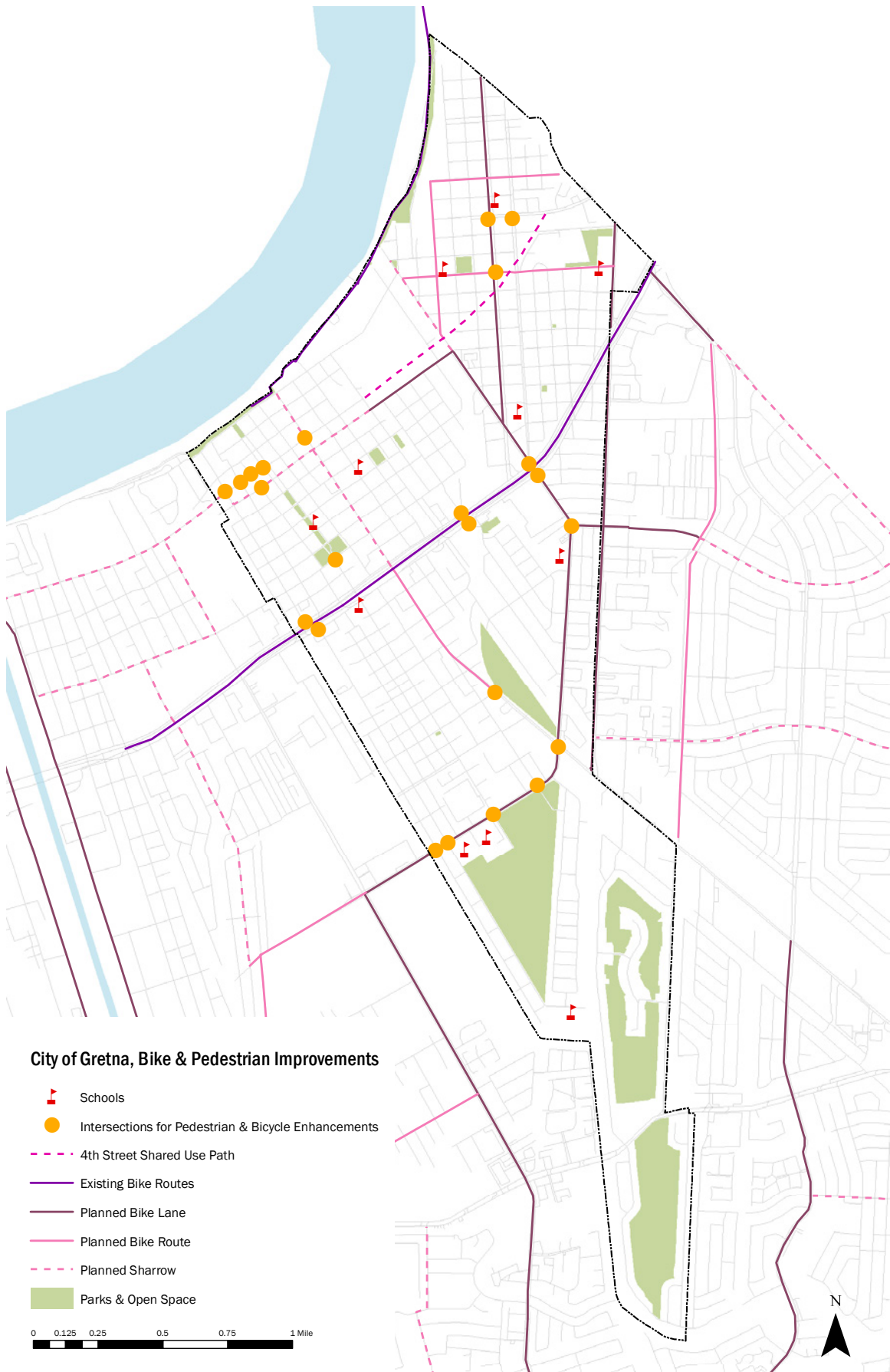


Figure 5.28: Bike and Pedestrian Improvements

RECOMMENDATIONS

1. TRAFFIC COUNTS

Facility-specific traffic counting programs are designed to provide the site-specific traffic statistics needed for roadway improvement and planning studies. They are also used to collect the detailed data needed to design, implement, and refine traffic operations plans (e.g., traffic signal timing). Well-designed facility monitoring plans are fundamental to the effective management and operation of roadways. Traffic counting is performed to collect data that describe the use and performance of the roadway system. Traffic data and information are needed to assess current and past performance and to predict future performance. It is recommended that the City of Gretna conduct traffic count studies on roadways where bicycle infrastructure is proposed. The volume of traffic, along with available right-of-way space, will aid in determining which bicycle facility is appropriate in certain areas. The study of the focus should be on the following roadway corridors:

- *Franklin Avenue between Stumpf Boulevard and the Parish Line*
- *Gretna Boulevard between the Hero Canal and Stumpf Boulevard*
- *Lafayette Street between the Westbank Expressway and 1st Street*

2. COMPLETE STREETS & ROAD DIETS

Throughout the comprehensive planning process, making the City of Gretna more pedestrian and bicycle friendly was one of the most requested items during public workshops. The area that was most frequently requested for improvement was under the Westbank Expressway. This large barrier divides the City in half, making it difficult to transverse unless in a vehicle. The environment under the Expressway could be greatly improved by using design principles from Complete Streets policy.

Complete Streets are streets that are designed based on the concept that all user groups are equal and accounted for in a safe and comfortable manner. This means that streets are designed not solely for the purpose of moving vehicles, but also for pedestrians and bicyclists of all ages and mobility levels. The principles of Complete Streets allows for citizens to become more mobile, therefore improving the health of the community while also reducing traffic, and reducing greenhouse gas emissions.

The majority of Gretna's neighborhoods were laid out on a grid. This makes it easy to implement Complete Streets that improve walk- and bikeability, by adding or improving sidewalks, intersection ramps and marking, and adding appropriate bicycle markings and infrastructure when necessary.



Figure 5.29: Complete Street Rendering which Incorporates Pedestrian & Bicycle Infrastructure as well as Stormwater Management Facilities; Image Courtesy of NACTO Urban Street Stormwater Guide

The City should adopt a Complete Streets policy, which would require all roadway projects to consider whether to incorporate enhanced bicycle and pedestrian facilities into the project. While not every street may warrant a separated bike lane, it is important for the City to consider these multi-modal ways of transportation as the age of car ownership are dwindling.

Another principle of Complete Street policies is right sizing streets, or road diets. This is the idea that streets were previously designed to handle a larger volume of vehicles, and the lane numbers may no longer be relevant. It is also common practice for cities to use highway design standards on their streets if they do not have their own design guidelines. This can lead to wider than necessary lanes, which cause vehicular traffic to move at higher speeds.

Overly designed streets can be retrofitted to reduce lane widths and repurpose or eliminate unnecessary travel, turn, and parking lanes altogether. Repurposing this space in the right-of-way can make the physical environment more pleasant and improve pedestrian safety. The installation of green infrastructure facilities, such as street basins or bioswales, into road diets can also reduce localized flooding.

There are a number of thoroughfares in Gretna that can be targeted for road diets, including the entire Franklin Avenue corridor as well as Gretna Boulevard from Belle Chasse Highway to the Hero Canal. Conducting traffic counts would provide information on whether these streets warrant the reduction of vehicular travel lanes.

3. ROADWAY DESIGN GUIDELINES

Roadway design guidelines are typically created by municipalities to ensure that new or reconstructed streets are consistent throughout their jurisdiction. These guidelines set standards for roadway components such as curb heights, intersection radii, lane widths, and paving materials. It is common practice for cities without their own design guidelines to use state highway guidelines. This often causes roadways to be constructed with lanes that are excessively too wide for the anticipated local volume of traffic, allowing motorist to travel at high speeds.

The City of Gretna currently does not have roadway guidelines; therefore, it is recommended the City creates them. These guidelines should be used by the Department of Public Works when doing roadway reconstruction and/or repair. The guidelines should be based on the functional classification system,

focusing on arterial, collector, and local roads. These design guidelines should be used in conjunction with the recommended Complete Street policy for Gretna, and each street should be evaluated for bicycle and pedestrian infrastructure enhancements. The design guidelines should also incorporate stormwater management facilities where appropriate or required, to provide a reduction in localized flooding, as determined by a Stormwater Management Plan. For more information about Stormwater Management Plans, see [*Element 6: Infrastructure*](#).

GOALS

Goal 1: Promote safe transportation for all users by providing adequate, accessible facilities and clear, distinguishable routes for all modes.

Objective 1.1:

Develop a safety improvement plan on the local road network that uses reported crash rates, crash types, frequency, and other available data to prioritize enhancements.

Objective 1.2:

Ensure that walking and biking are convenient and safe modes of transportation within and between neighborhoods.

Goal 2: Develop a multimodal transportation system that cultivates economic development, growth, and resiliency.

Objective 2.1:

Invest in projects that improve freight movements and take truck traffic off neighborhood streets.

Objective 2.2:

Focus on the resumption of the Gretna-Canal Street ferry service.

Objective 2.3:

Integrate existing JeT and RTA transit services to promote its long-term viability, its route expansion, and its mission to provide public access.

Objective 2.4:

Study opportunities for revenue capture to offset operational costs of new transportation services.

Objective 2.5:

Implement the bicycle infrastructure network proposed in the Jefferson Parish Bicycle Master Plan.

Goal 3: Create safe and attractive connections between neighborhoods.

Objective 3.1:

Design and implement pedestrian and bicycle connections across the Westbank Expressway, Stumpf Boulevard, and Belle Chasse Highway.

Objective 3.2:

Improve vehicular, pedestrian, and bicycle connections between neighborhoods south of the Westbank Expressway.

Objective 3.3:

Improve pedestrian and bicycle routes between residential areas and parks.

Goal 4: Adopt and implement a Complete Streets policy.

Objective 4.1:

Develop roadway design standards incorporating Complete Streets principles.

Objective 4.2:

Mandate that all new transportation projects accommodate all users, including pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles.

Objective 4.3:

Improve street connectivity with the intent of creating a comprehensive, integrated, connected network for all modes.

Objective 4.4:

Establish that Complete Streets solutions will complement the context of the community.

Goal 5: Create a plan to improve street infrastructure based on need and available funding options.

Objective 5.1:

Create street design guideline standards for the City.

Objective 5.2:

Complete a full conditions inventory of the street network.

Objective 5.3:

Select and implement roadway overlay and rehabilitation projects.

Objective 5.4:

Improve intersection safety that incorporates Complete Streets principles, especially at major intersections.

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