

David Wadleigh	A member of, but not representing, Our Streets Out Choice Coalition concerned citizens group	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
----------------	--	--	----

Paul Langenwaller

n/a

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Katherine Stiteler		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Allen Boudreaux	bicyclists	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

K. Brad Ott	Myself	Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No
Katharine Faust		Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No

Eileen		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Mickey Hanning		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Adam Lownik		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Roberta McAlear		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Alexander Fleming		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Tim Eskew		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Hannah Ligon		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Joshua Teitelbaum		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Esteban Gil		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Naomi Jones	just me	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
-------------	---------	--	----

Arthur Leitell		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Susan Diehl		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No



Denise Davila		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Thomas Coates Welsh		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Karin Rohland

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Alan Delery

Self

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Rob Zrabkowski	Aurora Gardens Neighborhood Association	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Martha Griffin	No	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Paul Purpura

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Meagen Moreland

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Gala Daftary		Regular 34.CAL. NO. 33,588 - BY: COUNCILMEMBER GISLESON PALMER (BY REQUEST)	No
Lee Dupont		Regular 43.RESOLUTION -NO. R-22-48 - BY: COUNCILMEMBER KING	No
Jennifer Ellis		Regular 43.RESOLUTION -NO. R-22-48 - BY: COUNCILMEMBER KING	No

Jules R. cattie, III		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Paul Richard Jr	Self	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
scott eustis	self	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No



Bill Katzenmeyer

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Jeff Dye

Self

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Alyssa Lindrose		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Lilith Winkler-Schor		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Sally Lindsay		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Margaret Dufour	Self and spouse.	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
-----------------	------------------	--	----

Lester Leathem

Regular 43.RESOLUTION  
–NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Nikolas Klemme

Regular 43.RESOLUTION  
–NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Philip Kiefer		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Clare Daniel		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Nathan Donolli		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Gisele Schexnider		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Caitlin Cooper		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Sean P. Eagan		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Lawrence Michiels		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
James Goodwin		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Caleb Izdepski		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Phyllis Waiters

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No



Jeff		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
------	--	--	----

Christy Lynch

Huntlee Village Neighborhood  
Association

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Rita Hanson		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Melva Williams		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

mark rosenzweig		Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No
Ryan Marshall		Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No

Mary Preau	no	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Amelia Kyles		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Michelle Wax	self	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Megan O'Connor		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Catherine Murphy		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Michael Garver		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

ricky twiggs		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Dwan Adams	n/a	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No



Marilyn Ciolino		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Daina Purpura		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	Yes

EVANS THIBODEAUX

NO ONE

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Sandra Wadleigh	Algiers neighborhood and families who live on MacArthur for a better life environment	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
-----------------	---	--	----

Rose Edwards

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Paul Ignacio

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Gilbert Crowden		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Karen Preau		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Eric Gordon

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Jennifer Cavallari-Marshall		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Suzette Wilkinson		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

JoAnna Bannon		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Charles schully		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No



Emily Hadley		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Elaine White		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Amanda Stenson

My Self, Spouse, Children, Roomates

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Tara Tolford

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Blake Minnerly		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Dr. Victoria Dahmes		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Michelle Flemings		Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No
William knipmeyer		Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No
Helen Boyer		Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No
Jeff Brawner		Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No

Ann Le Blanc		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Angela Chalk		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Patricia Hayes		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Allene La Spina	Bike Easy	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	Yes

Bob Murrell		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Evan Conroy		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No



Robert Benitez		Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No
Ian Stern		Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No
Megan Volkmar		Regular 43.RESOLUTION –NO. R-22-48 – BY: COUNCILMEMBER KING	No

Anthony Sisco	Self	Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
John Parker		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Laurel Pang		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

Dan Favre

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Chris Parker

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Beverly Nevil

Regular 43.RESOLUTION  
– NO. R-22-48 – BY:  
COUNCILMEMBER KING

No

Sue Tart		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Carlos Stich		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Kevin Cox		Regular 48. MOTION – NO. M-22-56 – BY: COUNCILMEMBER MORRELL	No
Kevin Cox		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No
Grace Lewis.		Regular 43.RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING	No

<p>I am a property owner and 22-year resident, an active member of Our Streets Our Choice Coalition, a Neighborhood Leader from Aurora Gardens Neighborhood, Past and Founding President of Aurora Gardens Neighborhood Association and NOLA Civic Academy Graduate. I support the Councilmember King's resolution wholeheartedly as it would be the first opportunity for individual stakeholders who are not part of the cyclist lobby but are very much affected to be heard and considered. We are suffering harm daily from the impact to non-cycling stakeholders that existing bike lane designs have caused. Many of us have diverted to other roads for our commutes, but we are worried about the future plans to expand these same designs to every one of our major collector streets in Algiers. We deserve a place in the democratic process that so far has not taken place, due to the very active well-funded and nationally organized lobbying of the self-interested cycling activists and their often-misleading public relations campaign. Too many people who don't choose to live, work or go to school in Algiers have had an out-sized influence in forcing cookie cutter solutions from urban areas onto our suburban areas of Algiers where they are inappropriate for us. New Orleans of all US Cities needs to value the diversity of its different neighborhoods and resist making them all seem the same through centralized authoritarian planning efforts and lack of neighborhood collaboration.</p>	support	Algiers
--	---------	---------

I am writing in opposition to RESOLUTION – NO. R-22-48. The assertion that stakeholders were not actively courted for input or that the process for planning and implementing the bike infrastructure was not robust is patently false. The multi-year process is well documented in the public record and I encourage any counselor unfamiliar with “Moving New Orleans Bikes” and the “Bikeway Blueprint” to gain a better understanding of the vision embodied in this process. This resolution is superfluous, misleading, serves the limited interests of a few and attempts to supplant an inclusive democratic process.

I have cycled in Algiers for the past decade and since the installation of the bike infrastructure I spend more time on my bike, more time in parts of Algiers I’d never been to, spend more money in Algiers, and feel dramatically safer.

As such I ask all counselors to oppose this resolution.

oppose

Algiers

<p>As a longtime resident of Algiers I am APPALLED that Freddie King's first motion as a city council person is one that is seeking to remove all of the new bike lanes and make people LESS safe. Honestly, the fact that he would be bringing something to this meeting that could get people KILLED as his first act is so shortsighted and terrifying that the thought of him making any decisions for me as a resident of the city of New Orleans and district C makes me ill. I have been following the bike lane saga for months now. I went to some of the planning meetings. I went to one of the protests. Freddie King pandered to a small minority of people who believe that they are being terribly inconvenienced by these bike lanes to get elected. I'm sad to say that it worked for him. The vast majority of people (cyclist and non cyclist) know that bike lanes protect riders AND drivers. They keep everyone more safe. The fact that this man is willing to try and make things LESS safe for residents of this city blows my mind. I certainly hope the rest of the city council is a lot smarter than Freddie King and does the right thing by keeping protected bike lanes and allowing lower income residents and/or residents without private transportation the right to be safer and protected while trying to get to work and other parts of this city. KEEP THE BIKE LANES!!</p>	<p>oppose</p>	<p>Algiers</p>
<p>PUBLIC BIKE LANES SAVE LIVES. The public bike lanes in Algiers and throughout the city have made transportation by bicycle a safer alternative for New Orleanians - the benefits of which are many and wide-ranging, from reducing greenhouse gas emissions to keeping New Orleanians healthier - at relatively little cost or inconvenience to auto drivers. There is no good reason imaginable to remove the bike lanes we have. Please keep them at all costs - they are one of the few areas where our city's quality of life has improved in recent years.</p>	<p>oppose</p>	



<p>My name is K. Brad Ott. I live at 1132 Merrill Street in the Algiers Southlawn Subdivision. I am commenting regarding Regular 43. RESOLUTION – NO. R-22-48 – BY: COUNCILMEMBER KING. While I am urging passage of this resolution, I am also urging that it be amended to also include review and public hearings by the City Council's Public Works, Sanitation and Environment Committee as well as the Transportation and Airport Committee. The inclusion of these two additional committees I believe will more fully cover the environs covered with the placement and impact of bike lanes throughout Algiers as well as citywide. Quoting from City Council citations, The Public Works, Sanitation and Environment Committee in part "provides oversight of major and minor street projects, the street sign shop, pothole repairs, catch basin maintenance, parking services, and coordination of projects between the Department of Public Works and the Sewerage and Water Board." Likewise, the Transportation and Airport Committee in part, "reviews ordinances governing ground transportation and parking issues, including the requirements and rates of "for hire" vehicles" (e.g., pedicabs); "reviews regulations regarding parking, speed limits, and the use of public streets;" and "reviews ordinances and proposals related to public transit; and makes recommendations on these issues to the Council prior to its consideration of these matters." Any proposal calling for removal of protected bike lanes without offering safe and meaningful alternatives for the road safety they afford and access to residences, businesses, including grocery stores and restaurants, houses of worship, schools, and public institutions such as the New Orleans Public Library Algiers Regional Branch and the Algiers</p>	<p>neutral/support</p>	<p>Algiers</p>
<p>It is apparent that by introducing this resolution you do not care about the safety of your constituents whose primary mode of transport is by bicycle. Protected bike lanes are only a nuisance to drivers that want to make improper and illegal use of shoulders for their own convenience. I am appalled that your first priority is to allow our already notoriously bad drivers to put pedestrians and cyclists in danger. Don't move us backwards Mr. King! YOU ARE IN OFFICE TO REPRESENT YOUR CONSTITUENTS, NOT YOUR OWN ANNOYANCES OR PREFERENCES! Have you counted all the white bikes in this city??? Withdraw this resolution!</p>	<p>oppose</p>	

Please keep our bicycle lanes. I use them for commuting to work.	oppose	
Why would you, in your first meeting, do something to make the roads less safe for cyclists? We need more (protected)bike lanes, not less. And we need public campaigns to inform drivers of the laws regarding cyclings and the 3 feet they need to give when passing on any road.	oppose	
I would like to remind Councilmember King and the rest of the council that the improvements recently made to the MacArthur corridor with respect to bike lanes are designed with the safety of all road users in mind and were created with substantial community input. I would hope that we would not back track on the important work of creating creating a more safe and equitable transportation system for all New Orleanians. These lanes have allowed me and my family to use bikes to shop at Algiers plaza and will allow us to ride safely to the library when covid is less intense.	oppose	Algiers
Please, I beg you, do not remove the bike lanes! They are critically important to the many bikers in this community!	oppose	
Bike lanes save lives Mr. King.	oppose	
I object to this idea that bicycle infrastructure is in someone's way when in truth we adopted the complete street model which respects all road users and provides safe routes for all modes of travel. Instead of tearing down hard won resources, we must build for all children and adults a health and safe way to travel and recreate throughout New Orleans. This pandemic is proof that bicycling is a perfect way to travel, exercise, and enjoy being outdoors and socially distanced. I excuse the Councilmember for this error as he speaks for a very vocal minority of road users. Please table this idea permanently.	oppose	

<p>Safe, protected bike lanes are a critical part of complete streets infrastructure. The idea that we should remove bike lanes that our community needs is so misguided and just pure politics, pandering to motorists who don't care how many people die so they can save 5 minutes on their already short commute. We would *all* be safer with calmer traffic patterns, and the installed, protected bike lanes are needed for so many reasons. Please don't let a vocal motorist lobby kill the progress that has already been made.</p>	<p>oppose</p>	
<p>Please keep and expand bike infrastructure/complete streets throughout the city. Please be driven by data. The people support bike lanes. The data shows it. I urge you admonish any Councilmember who would seek to undo the great progress that's been made under the Cantrell admin by now suggesting the city turn around, waste money already well-spent on these bike lanes, only to now suggest on his first day on the job that we go back in time. That would be a ROYAL regression.</p>	<p>oppose</p>	
<p>Bike infrastructure is critical. Don't let loud busy-bodied and myopic NIMBYs dictate policy.</p> <p>The future of new orleans is on foot, bike, and mass transit, not cars. We must crush the car-centric world view that leads us further into dystopia.</p>	<p>oppose</p>	

This resolution asks that currently planned improvements to safe streets infrastructure and future possibilities be essentially tabled pending the input of “stake holders” with a specific requirement that they be “in each community.”

While it sounds like an obvious and common sense resolution calling for what should be (and frankly has been) the process on street development, there is more to this story.

The truth about the MacArthur area bike lanes is this:

The lanes basically (excepting a short skip down a sidewalk) connect the neighborhoods of Garden Oaks and others west of Holiday to the grocery stores. They also, by way of the pothole riddled, and therefore slow, safe, streets of Aurora connect the “Cut Off” to the same grocery stores. They connect Tullis, by way of Sullen to the grocery store. They connect Behrman to the grocery store. Those grocery stores are in a developed intersection that also includes pharmacies—pharmacies with vaccinations and test kits, in the middle of a pandemic. It is well over three and a half miles from some parts of the Cut Off, where not everyone has a working car, to the CVS. It is the same distance to stocked grocery stores. If you are willing to illegally hop on the sidewalk for just over two blocks, the bike paths can take you safely from downriver of Sullen to dialysis.

Aurora, where I live, is richer than most of the areas that the bike lanes extend to. An easy look at the medium income census

oppose

Algiers

<p>The implementation of the bike lanes on MacArthur Blvd has been executed without input from the people who live on MacArthur nor input from the people who use MacArthur the most. Even though there has been some appeasement for the people who live on MacArthur from Holiday to Kabel, the removal of a travel lane on MacArthur from Kabel to Woodland has put stress on traffic in that area to the point that emergency vehicles, delivery, trash, and school carpools have been impacted. Due to this, the side streets of our bedroom community, (of which some have been in need of serious repair for 2+ decades) are being used more by larger vehicles as well as commuters. Stakeholders other than New Orleans Eastbank Urban bicyclist lobby groups should have been in on the planning. The usage of this corridor by less than 15 bicyclists per week means that the impact to this neighborhood (including reduced property values) has been pushed by special interests who don't even live here.</p>	Support	Algiers
<p>I reside in Algiers and am affected by the current bike lane designs. I support Councilperson King's motion. Residents in the affected areas, no matter which part of the city, should receive adequate notice so they can participate in discussions as to what will work best in their neighborhoods. There is no cookie cutter solution as Uptown, Algiers, The East, Mid City, etc all have different needs and existing infrastructure. I am not opposed to safe lanes for bikes and motor vehicles, but the manner in which the lanes in Algiers were implemented was not inclusive of all residents needs and input. Thank you.</p>	Support	Algiers

<p>As a resident of Aurora West in the neighborhood directly impacted by the recent installation of the protected bike lanes, I support Freddie King and Resolution R-22-48.</p> <p>The city did not provide ample notification or accurate information regarding the installation of the bike lanes and their structure, specifically the removal of a vehicle lane of traffic. When Moving New Orleans attempted to engage the community after the installation, it was messaged to us that 8 cyclists a day utilize MacArthur Blvd. When compared to the 12-16,000 vehicle traffic this infrastructure overhaul is not justified. MacArthur is main arterial corridor of the neighborhood, one that provides emergency vehicle and evacuation access in addition to serving as a primary source of traffic for St. Andrew the Apostle School. The bike lanes now cause severe congestion and prohibit vehicle access daily when parents line up to pick up their children.</p> <p>The excessive bollard installation, which are not a right fit for the needs of our community, have turned a once scenic neighborhood into something akin to a landing strip that is constantly filled with trash and debris, without the means for maintenance.</p> <p>It is imperative that the city overhaul its engagement process surrounding the installation of bike lanes both in Algiers and throughout the city.</p>	<p>support</p>	<p>Algiers</p>
<p>As a parent and a daily cyclist, it is unconscionable that Council Member King is proposing to remove existing protected bike lanes in Algiers and make it harder for future bike lanes to be built in the city. Bike lanes save lives, increase property values and provide a safe transportation route for the large numbers of residents who do not own a car. Save our bike lanes and protect our children.</p>	<p>oppose</p>	

I understand there is a motion to remove bicycle infrastructure. As I write this, my hand hurts where I was struck by an SUV while biking 6 weeks ago (at Esplanade and Villere) inducing a concussion and broken bone/ damage to my hand. I don't know if bike infrastructure would have helped prevent my accident, nor do I think it alone will make New Orleans a safe place to ride a bike, but taking away existing infrastructure that I know people want doesn't make sense.

Riding a bike:

1. is physically healthy, and it doesn't cost a gym membership to pump your legs on the way somewhere you are going anywhere.
2. helps mitigate carbon emissions and climate instability by not burning fossil fuels
3. helps build community. When I ride my bike I see and stop and talk to my neighbors. I am more likely to stop at community events, partly because it is easy to pull over and lean my bike against something briefly; i don't have to find a parking spot big enough for a car and or stop in the street blocking traffic. One time while biking, I slowed to investigate some smoke I saw and it turned out a house was on fire. I banged on the doors and people came out of the other side of the double and we called it in.
4. is fun! New Orleans has a vibrant bike culture. We like to decorate our bikes and have fun with it. I think the a great public service would be to hand out free bike wheels lights, the kind with a rechargeable LED lights you can thread through the spokes. They are less than \$20 and even a person without a home could recharge it at/outside a library. This would help ensure more of our bicyclists are visible in the dark. Bike tours are an important part of tourism.

oppose

My name is Alan Delery. I live at 840 Opelousas Ave in Algiers. I am a life-long resident of New Orleans, growing up in Gentilly and moving to Algiers in 2001. I initially lived in Walnut Bend, off of Holiday, and MacArthur. I often rode my bike to family and friends from the Cut Off to Ferry landing in Algiers Point. Back then, there were few safe bike routes connecting all of Algiers.

Since then there have been incremental bike safety and infrastructure improvements, and I would like to see this continue, with public input.

I have much more I would like to say beyond this public comment but welcome the passage of this resolution. I ask for the opportunity to be included in future discussions to determine best practices for the continued growth of safe transportation for all.

I've attended other public forums, in the past year and didn't feel like they provided supporters of the Complete Streets bike network an adequate opportunity to be heard. These forums seemed more welcoming for those who wanted protected lanes taken down. Comment cards, including mine, were not read or addressed publicly and I don't know if they were shared with those in authority.

I appreciate the concerns of neighbors and friends who feel negatively impacted by the placement of some of the protected lanes and hope that consideration can be made without sacrificing the

oppose

Algiers



<p>The public comment process leading to the construction of protected bike lanes in Algiers was largely held during the early days of the Covid-19 pandemic. Most people were focused on keeping themselves and their families healthy and finding ways to keep their jobs or businesses functioning. This led to a complete underrepresentation of Algiers residents in the process. Most residents, even if they knew that the City of New Orleans was planning to install bike lanes, had no idea that it meant the elimination of car lanes on heavily trafficked streets like Gen. MacArthur and the loss of curbside parking on MacArthur and on Newton St. The installation of white bollards to protect the bike lanes also was an unwelcome surprise, since it is not esthetically in keeping with the neighborhood.</p>	support	Algiers
<p>I ask that the council support Freddie Kings Motion allowing individual stakeholders, namely Algiers Residents, rather than national biased cyclists' lobbyist to make decisions regarding our neighborhoods. These decisions regarding current and all future bike lanes should be decided by the tax-paying residents of these areas. This directly affects our insurance and house values, our commutes, and mobility in the community, therefore, we should have a say in what is being done to our streets! Please vote to pass Freddie King's motion today. Thank you Martha Griffin</p>	support	algiers

<p>I've been a homeowner in Algiers since 2003 and in Aurora West specifically since 2007. Since this is an Algiers-specific resolution (R-22-48), I urge the City Council and its Community Development Committee to focus on Algiers' needs as Mayor Cantrell's administration continues implementing its Moving New Orleans - Bikes plan. Clearly, we now have council representation that is doing just that. We are not Uptown or Bywater or Faubourg Marigny. We have different demographics and other needs.</p> <p>You're no doubt hearing from people who never visit Algiers but insist that it has protected bike lanes. My neighbors and I have heard it all since Spring 2021, when we began neighborhood online discussions about how Moving New Orleans - Bikes was being implemented in Algiers. Personal attacks, trolling, teasing on social media platforms, body shamed, demonized. We've heard it. We've documented some of it at <a href="http://www.ourstreetsourchoicecoalition.com">www.ourstreetsourchoicecoalition.com</a>.</p> <p>I do not oppose bike lanes in any form. I rode extensively all over this city when in my 20s. I still occasionally ride in my 50s. I know firsthand the hazards bicyclists face. Protected bike lanes are appropriate in some neighborhoods, not so much in others.</p> <p>When it came to deciding on which bike lanes should be installed on MacArthur Boulevard, the city had no data reflecting bicyclist usage. Residents heard from a non-city source that an average of eight bicyclists per day were counted, verses 12,000-plus motor vehicles. Instead, the city cites wreck and speeding data. So the city uses</p>	support	algiers
--	---------	---------

My family purchased our home in Algiers one year ago. We have two small children, and we are thrilled to see the emergence of protected bike lanes throughout our neighborhood. The area is safer for my family and we see it as a major step in the beautification of the West Bank. Additionally, my husband and I own a distillery in Central City. Protected bike lanes and safe transportation alternatives have a huge impact on our business. They bring more customers to our door, and improve the safety of our team and our guests. In the future, we hope to see more public education on the importance of complete streets as this work continues.

opposed

algiers

<p>Agenda #34</p> <p>I am opposed to parklets. I live in the French Quarter and the state of these parklets is awful. On some streets there are two in a row that consume most of the sidewalk, in addition, some of these businesses also have sandwich boards on the sidewalk. I have had to resort to walking my granddaughter's stroller in the street because it won't fit past the parklets. I don't understand why I, a tax paying resident, should have to put myself and my family in danger.</p> <p>Most of these parklets are unnecessary, as most of these businesses have a lot of seating inside that is not being used. Now that proof of vaccination is required to enter a restaurant, I can't see why they are needed.</p> <p>If we continue with this, there should be a limit as to how many parklets can appear on a block and they should be in the street, not on the sidewalks. Also, establishments that have patios or other outdoor seating should not be given a permit at all.</p> <p>Now to the esthetics of the adventure. Most of the ones on the street now are hideous. Since they were supposed to be temporary I get it but if they are going to be permanent, there should be as much care taken with their appearance as there is for the rest of the structures in the French Quarter. If we, the property owners, have to abide by VCC rules and guidelines, so should the parklets.</p>		
<p>I support Council Member King's Motion. I feel that not a sufficient cross section of Citizens opinions have been heard regarding the installation of bike lanes. More input from those living in the effected areas is needed.</p>	support	Algiers
<p>Please consider our unique neighborhood needs, we love pedestrians and bicyclist - and we love the idea of neutral ground/median bike/ walkways. Not this traffic inducing, road blocking hazard that has been given to us. Thank you</p>	oppose	Algiers

<p>Bikes make great things to ride to work or to a friend's house or party.</p>	<p>oppose</p>	
<p>Please continue to make Mike lanes a priority in our city. This is one of the necessary enhancements to compete with other cities.</p>	<p>oppose</p>	
<p>As a driver in Algiers, visiting relatives and friends with small children, I oppose any measure to remove the bike lanes, and hope to see more of them. I do not bike in Algiers much, but the measures have slowed down the car traffic, making me feel safer as I drive, particularly on MacArthur from DeGaulle to the WinnDixie past Holiday. There are fewer drivers who will race for position. I don't think many people in Algiers speed because they are late for an appointment, it's a family neighborhood. they speed because the streets are designed poorly. The effect that I hope to see is that more bike lanes will slow the traffic and make the neighborhood safer for walking across the street for or with small children. To visit the local playgrounds or the river, we have to cross either MacArthur or Gen Meyer. I hope that traffic can be slowed on these streets, as a driver and as a parent. According to the Louisiana complete streets policy, "Geometric design will be the primary tool to set appropriate speeds." So if the bike lanes are removed, they should be replaced with curb outs, speed bumps, islands, or other traffic calming measures to permanently slow down the traffic so people can cross the streets safely, and so that the traffic is quieter. When I was 16, I also sped down MacArthur, because I could, not because I had thought about it, or needed to. I don't think I would have done so if the street design had helped slow me down. Whatever happens with the bike lanes, please slow the traffic down. Please take these measures to make the neighborhood safe for us drivers and our kids.</p>	<p>oppose</p>	<p>Algiers</p>

<p>I am disappointed by the motion by Councilmember King to question the continuing need for protected bike lanes on certain streets in Algiers. "Individual stakeholders" AKA speeding motorists should not be able to override safe and protected bike lane designs and demand they be downgraded to nothing more than useless striping. I have watched the public discourse around the issue of bike lanes in Algiers and I have yet to see documented evidence of any significant negative traffic impacts. Please keep in mind that traffic calming around school zones was the INTENT of the projects, along with providing safe routes to school for children and more equitable transportation options for residents without a vehicle. Speed studies were conducted prior to construction which indicated that the vast majority of drivers were exceeding the speed limits. Pushback from those same speeding drivers should not be weighted equally against the interests of vulnerable roadway users who also have trips that they would like complete safely. Safer streets, just like seat belts, speed limits, or any other public safety measure, are not always popular but they are essential to save lives. No one's life should be devalued in the face of someone else's minor and/or imagined inconvenience.</p>	<p>oppose</p>	<p>Algiers</p>
<p>I support the expansion and continued maintenance of bicycle lanes throughout the entirety of the City. Automobile traffic in our City causes substantial damage to physical property and infrastructure and poses great risk to public safety, health, and welfare. Major cities throughout the world are pursuing policies of removing personal automobiles from city centers to improve air quality, public health, and overall quality of life. New Orleans has a climate change goal of reducing driving in the City by 50% by the year 2030 and must take aggressive action if it is going to achieve this goal. Expanded bicycle infrastructure and aggressive policies to promote bicycle and other sustainable forms of transportation (walking for example) are necessary to help achieve these goals. I encourage the City to target and re-engineer high-risk intersections to improve safety for all users of the road.</p>	<p>oppose</p>	

<p>Protected bike lanes are so important for the safety of bikers - both recreational bikers, which may be children or families, as well as commuters. Many people use these lanes to commute and if they are not protected or are removed, cyclists will be biking in the street, which will be both incredibly dangerous to the cyclists as well as inconvenient for drivers. Maintaining and expanding the bike lane network in Algiers and the greater New Orleans area is crucial to having a bike-friendly region where transportation is safe and accessible to all. Further, more needs to be done to improve safety and awareness of traffic laws and bike lane etiquette - for both bikers and drivers. This could be accomplished by increased signage and visibility paint in the bike lanes.</p>	<p>oppose</p>	
<p>I am commenting today in honor of Carl Odoms, the bicyclists who was hit and killed by a car on August 27, 2020 in Algiers at Gen. De Gaulle Drive and Westbend Parkway. Had the bike lane and crossing improvements been implemented on time and as planned, Mr. Odoms would have had a safer crossing and perhaps would still be with us today. Instead, I pass the ghost bike memorial his family made for him every time I drive to work. If this this council chooses to stall safety improvements for bicyclists, pedestrians, and public transit riders, you are choosing to risk the loss of beloved residents to senseless death.</p>	<p>oppose</p>	<p>Algiers</p>
<p>The bike infrastructure in its current form helps create harmony in the streets! Drivers don't like bikers, and visa versa. Bike travel is the way of the past and the future, and supporting this reality will make for a more sustainable and efficient balance of transportation access. I applaud the work being done to protect all folks using the streets, especially efforts to protect bicyclists from the dangers of collision. Biking is one of the most affordable, healthy, and sustainable methods of transit in the world! Let's prioritize those aspects and set up the infrastructure to support bicyclists and keep drivers safe in their own lane. Thank you!</p>	<p>oppose</p>	

<p>I am a resident of Algiers since 2009, moving here from Marrero. I love my neighborhood and was really excited when the bike lanes were put in. I use the bike lanes regularly and I am thankful they are protected, as that is truly the only way I feel safe biking on the street.</p> <p>I am really confused by the vocal group against the bike lanes, none of their issues are valid:</p> <p>Parking - parking is actually better now, there is more room to park away from the travel lane - parking was always next to a travel lane, even before the bike lanes, now there is just more room to park than before.</p> <p>Traffic - I live on the corner of MacArthur and Herald. I travel MacArthur daily by car and occasionally by bike. I have experienced no traffic back ups or parking issues since the bike lanes were added, living on the road that some complain about.</p> <p>There was NEVER a need for 4 lanes of traffic on MacArthur. Many of those complaining just want to use our road as a cut through, which is not appreciated by those who live on the street like me. The speeding prior to the bike lanes was out of hand.</p> <p>Barriers - I don't understand the complaint about the barriers - they are truly the only way to keep drivers out of the bike lane.</p> <p>The new bike lanes are a wonderful additive to the community. It allows for exercise for many and needed travel lanes for those without cars. I see bikers using it daily, I am one who uses it often myself. I also see joggers using it which is great too. The protection barriers are needed. I have been nearly struck by cars several times</p>	<p>oppose</p>	<p>Algiers</p>
---	---------------	----------------



<p>Does everyone in the city have the right to travel freely from one location to another? Are those who do not have the resources/ability to use a motor vehicle have the same rights as those who drive motor vehicles, or are they somehow less important? Are they less valuable to us?</p> <p>This is a question of EQUITY in any circumstance. It is especially so in regard to this resolution. As a society, we have become so focused on driving from place to place and making that faster and easier. What has that achieved? Further marginalization of those who cannot participate. About 1 in 5 New Orleanians do not have access to a car. How do they get around? By walking, riding bikes, taking transit. Which one of those three modes of transportation can be held up as even sufficient, much less exemplary? Not one.</p> <p>Over the past few years, we have seen a commitment from our government to provide equal opportunity to ALL road users. Complete Streets that take into account the needs of EVERYONE who needs to travel are safer for everyone. Citizens should not be penalized for choosing a mode of transportation that doesn't fit the mainstream. Neither they nor those who are trying to make a difference by not using a car be penalized, harassed, threatened by motorists, or marginalized by those who feel that everyone but motorists ought to get off of "their" roads. The roads are not the property of motorists. They are common ground for all who want to move from place to place. ALL are entitled to use them, and to choose the best mode of transportation for themselves.</p>	<p>oppose</p>	
<p>Protected bike lanes are absolutely needed. There are enough problems with trying to get around this city without a car that you don't need to be considering further damaging the few paths that encourage it. I personally nearly got hit by a truck while riding my bicycle to the levee earlier last year, reckless drivers are everywhere and bike lanes help them to pay attention and give way to pedestrians and cyclists.</p>	<p>oppose</p>	

<p>Writing in support of the city's bike lane outreach and rollout, and in opposition to this resolution. So much time and effort has gone into soliciting community input on these lanes. Just because a few people are angry about them does not mean that they don't have community buy-in, or that people didn't spend hundreds of hours door knocking and canvassing to solicit that input. But beyond the completely disingenuous argument that the city didn't have a "robust review process" for the current rollout, (dozens of community meetings! over more than a year!) the central point is that these lanes make ALL OF US safer. I don't deserve to die as I bike to the grocery store because someone doesn't like the way that bollards look on the street. Our lives are worth more than your convenience.</p>	<p>oppose</p>	
<p>As a resident of Algiers, I am writing in support of the protected bike lanes. My family and I make regular use of those lanes and we believe they are important to the health and safety of residents of Algiers. We need more of them, not fewer.</p>	<p>oppose</p>	<p>Algiers</p>
<p>Resolving to side against progress and remove the safety infrastructure on our streets is nothing but reactionary, and therefore a reckless decision. The initiative to improve our streets by making them safe for cyclists and motorists alike has been in motion for months, and the decision was backed by conclusive data and cumulative experience by experts who understand the immense benefit that traffic calming can have not just for safety, but smarter development, economic equity, and yes, even improved traffic congestion. I urge the opposition, who largely did not participate when the community agreed upon these street improvements, to try and understand the long-term benefits of this initiative. Should we iterate and improve upon these changes, if we know of better ways to reach our goal? Of course. Should we remove our hard work because a vocal minority is uninformed? Of course not.</p>	<p>oppose</p>	<p>Algiers</p>

<p>As a home-owner of MacArthur Boulevard, I witness first-hand and endure the results of the bike lanes installed last spring. During previous meetings, residents have been explained that this measure was partly taken in order to reduce a speeding problem on the boulevard, yet, there has never been any speed enforcement beside the police car that no longer parks by my house during school zone hours. So why haven't we had cameras installed at the traffic light like elsewhere in the city?</p> <p>Furthermore, after 8 months since the bike lanes were installed, I still do not see any increase of bicycle traffic. Yes, an occasional rider, sometimes going against traffic or riding out of the bike lanes is a regular occurrence. If initial communication would have reached me about it, I most certainly would have attended any and all meetings, but residents have not been properly informed and the very few who did unanimously report that their comments, if they could make any, were not recorded.</p> <p>This process does not represent what our city is about!</p> <p>My home has a single car driveway with only one parking spot in front, which means that for less than 8 riders a day on a major thoroughfare, I cannot park more than one car. We now own 2 cars, and I wonder how I will ever resale my home without street parking. At a meeting in May, we asked the City representatives about potential loss of property value, were told after an obvious moment of surprise: "I'll have to get back to you about this", and never received any answer since.</p> <p>On a daily basis, I struggle to leave my driveway as cars parked next-door block the view on incoming traffic now that they are in the lost</p>	<p>support</p>	<p>Algiers</p>
<p>Bike lanes are essential for vulnerable road users and offer an alternative, economical and healthy form of transit or, at least, make that alternative safer. They need to be kept, improved, and expanded upon. Not removed.</p>	<p>oppose</p>	
<p>I wish to state that because of the improvements to the bicycling infrastructure of New Orleans, I have been made to feel extremely safe cycling in and around the city. I personally feel the continued use and improvement of secure bike lanes would benefit not only it's citizenry, but visitors to the great city.</p>	<p>oppose</p>	

<p>The Algiers bike lanes are poorly designed and were implemented without due process. And after installation, our city leaders admitted they were wrong. These bike lanes create more unsafe conditions than before they were installed. All bike lanes need to be better designed and have far more input from the public. Thanks!</p>	<p>support</p>	<p>Algiers</p>
<p>Last year, there were rallies in Algiers at which some members of the public objected to bike lanes and advocated their removal. The impact upon citizen safety of removing bike lanes would be deadly, especially when considering the present lack of traffic enforcement. Ghost bikes are ubiquitous across the city. Some opponents of bike lanes complained they were not informed of these developments; I attended at least two well-publicized public meetings/presentations regarding the bike lane proposals in Algiers. I'm supportive of addressing residents' cosmetic issues with the bike lanes, as long as any proposed measures do not reduce safety.</p>	<p>oppose</p>	
<p>While I commute by vehicle to work, I support expanding, enhancing, and safeguarding bike lanes and pathways within and connecting the many neighborhoods of this city.</p>	<p>oppose</p>	

As a homeowner in the Huntlee Village neighborhood since May 2006, I have experienced first hand the results of installation of those bike lanes through a process that did not contact the people on the streets that it directly affected. Now, it affect me indirectly on my route to the grocery, library, and visiting friends in this neighborhood. From everything I have seen and read most of the positive comments are coming from people who do not live in this neighborhood. We the people who live in this neighborhood are silence because of these loud groups that are trying to silence those it directly affects because they are selfish, and self serving for the seven, yes seven bike riders I have seen since those bike lanes were installed and guess what they were not in the bike lane and they were going against the traffic. Algiers, the forgotten community do the right thing and make our bike lanes look like uptown New Orleans. Give us the same respect and consideration you give them before you try to make West Bank look like a ghetto.

support

Algiers

As I resident of Aurora West, who travels MacArthur Blvd. daily, I support Freddie King and Resolution R-22-48.

MacArthur Blvd. is primarily residential and doesn't warrant protected bike lanes which are better suited for commercial areas. The residents of the area must have input into a redesign that is a right fit for our community.

Rather than seeking input from the community for infrastructure changes that directly impact residents, it seems that the city has pandered to a small lobbyist group of cyclists. Individuals who do not reside in Algiers should not have such a heavy influence when it comes to changes within our neighborhood.

It has been messaged to us by Moving New Orleans that the roadway changes have been put in place not for the benefit of cyclists, but to "calm traffic". Driving MacArthur several times a day, I can attest to the fact that people have been driving more aggressively and I have witnessed more accidents than prior to the bike lane installation.

Real and meaningful community engagement MUST be a part of city planning when it comes to such large-scale changes. The city needs to do a better job in working with the community.

support

<p>The bike lanes on MacArthur were implemented with very little input from citizens as was apparent through two, large bike lane configuration protests and numerous signs (Our Streets Our Choice) posted through the area. Additionally, citizens handed out flyers to give people an opportunity to voice their displeasure. Everyone was glad to see that we were out there looking out for them.</p> <p>Another Algiers resident and myself walked the entire length of MacArthur and interviewed approximately 30 residents. None were in favor of the configuration nor the top down approach.</p> <p>Numerous citizens were concerned for their safety for the following reasons</p> <ol style="list-style-type: none"> <li>1. opening their car doors into a traffic lane for themselves as well as their children</li> <li>2. vulnerability of being stuck away from their home camera systems absent curbside parking</li> <li>3. potential carjackings now that there is one lane hedged in between a neutral ground and parked cars</li> <li>4. robberies,</li> <li>5. backing out of their driveways</li> <li>6. evacuating for hurricanes</li> <li>7. ability of emergency vehicles to access neighborhoods</li> </ol> <p>Additionally, most were in consternation there is so little bike traffic to justify the loss of a lane of travel. It would have been better if the</p>	<p>support</p>	<p>Algiers</p>
--	----------------	----------------

<p>Regarding bike lanes in Algiers.</p> <ol style="list-style-type: none"> <li>1. I think the bike lanes that were implemented this past year are poorly designed and the white sticks standing up are very trashy looking. I pretty much share the views with the homeowners and all residents who have expressed opposing views regarding implementation and design with lack of community input in earlier meetings.</li> <li>2. Since the bike lanes have been installed, I noticed that it does not appear that a street cleaning truck has passed by to clear the garbage and rocks and overgrowth of grass from the curb, or other miscellaneous debris from the new bike lanes. (They are filthy and unsafe) This is not safe for a bicyclist.</li> <li>3. I have no aversion to sharing the road with bikers. In fact I would like to ride my bike down General DeGaulle to Rouses and back (from Tall Timbers sub division). However, people drive way too fast on General DeGaulle and I would not feel safe biking down that street and it lacks sidewalks. I'm asking that if you carry on with the bike path plan that you please consider putting a wide bike/walking lane down the middle of the green space on General DeGaulle and not in the road, which is already falling apart and developing potholes after the fix in 2017.</li> <li>4. I would not have known how to fill out this form electronically or what any of these motions or resolutions stood for if a citizen would not have shared it on the Nextdoor app.</li> </ol> <p>Thank you for your time and thank you for your service.</p>	<p>support</p>	<p>Algiers</p>
<p>The design of the barriers separating bike, parking and traffic lanes is an eyesore. Please replace that configuration with something that is safer and more practical and attractive and allow residential input. Thank you.</p>	<p>support</p>	<p>Algiers</p>



<p>Although I do not live in Algiers, this motion is still relevant to me as a New Orleans resident. A lot of travel crosses between neighborhoods, so it's important that bicycle infrastructure improvements happen citywide. Piecemeal infrastructure of limited use, if a ride that begins on a safe bike lane has to cross or end on a dangerous high-speed road. As more bike lanes and paths are created, the cumulative effect is not additive, but exponential. On the other hand, if specific neighborhoods lack safe biking routes, that hurts not only riders from that neighborhood, but also those heading to that area as a destination, or passing through that area to get where they are going. I support safe bicycle infrastructure city-wide, and oppose any neighborhood attempt to "opt-out" in favor of car-only transportation.</p>	<p>oppose</p>	
<p>I support bike lanes and ALL traffic calming elements on neighborhood streets.</p> <p>We build our streets like drag strips and then wonder why they get used like drag strips. You can't fix this through enforcement alone. We need forward-thinking design. Bike lanes are a relatively inexpensive piece.</p> <p>I know people complain MacArthur is slow. Good! It should be. There are schools and residences there. They can take DeGaulle if they want speed.</p> <p>While we're at it, I'd love some speed humps on Berkeley to slow that mess down.</p>	<p>oppose</p>	

<p>I am a resident of Algiers, live a few houses off of MacAuthur and use the street regularly. I am also an avid bike rider, so I understand the need for a bike lane...BUT, we already had one that served its purpose adequately!! There are very few bike riders on MacAuthur on a regular basis and absolutely not enough to justify what has happened to our street. Taking away a lane, making residents park in the middle of a street, and erecting hideous bollards has caused numerable problems to emergency vehicles, city workers trying to cut grass, garbage collectors and St Andrew carpool parents, not to mention it looks like an airstrip! Please listen to us and come see for yourself and witness (and experience) what we are talking about! Thanks!</p>	support	Algiers
<p>As an Algier's resident for almost four years I was never made aware of the city's plans to put bike lanes on MacArthur. If I had known, I would have absolutely voted no on such an unsightly and unnecessary addition to our neighborhood. The city needs to do a better job with including residents in these type of decisions. I am not against bike lanes but it would only make sense to put them in places where they would actually be useful. Where are the studies that show the necessity of such an addition in the Aurora West neighborhood? How does the need of a RECREATIONAL bike path for a few cyclists supercede the need of commuters who use MacArthur to evacuate for hurricanes, go to work/school, hospital, and other important destinations? The bike lanes need to be removed and MacArthur should return back to its original state.</p>	support	Algiers

<p>I live near MacArthur. We need these bike lanes reconfigured or removed for multiple reasons: The people that live on MacArthur have an unsafe parking situation especially the elderly and parents with children. I've seen parents juggling traffic with toddlers while dealing with groceries. I personally avoid driving there anymore if I can help it. I fear being trapped and car jacked in the new single lane format. I've never even seen a bicyclist there since they were put up.</p> <p>Also, the turn lane on Holiday to General DeGaulle was taken away. Every day there is turn traffic to get onto General DeGaulle. This wasn't planned well. I have also witnessed so much debris over the last year in the bike lanes, one questions if they are usable. Let me reiterate once again, I have never seen a bicyclist utilizing these bike lanes, please consider at the very least re-configuring if not removing them altogether.</p> <p>Thank you for your consideration, Michelle Wax</p>	<p>support</p>	<p>algiers</p>
<p>As a resident of District C, I am strongly opposed to this resolution. It is not fair to sacrifice the safety of one group for the convenience of another group. Bicyclists have a right to the roadway as much as cars do, but the number of bicyclist deaths has shown that the roads are hostile to cyclists. They need protection. In my own experience, I have nearly been hit and injured many times on my bicycle, mostly because there are dangerous areas with no egress for bicyclists. The bike lanes do not connect, so bikes are forced into dangerous situations. We need to expand the bike lanes, not remove them. If we slow the progress of bike infrastructure because it is "annoying" for drivers, we will be sacrificing people's lives. Is the convenience worth it?</p>	<p>opposed</p>	

<p>Hello Mr. King,</p> <p>I, as well as my surrounding neighbors, have been ignored in 'due process' with the latest, yet not greatest, lane configuration on MacArthur Blvd in Algiers/Aurora region.... Kabel to Woodland. We see 1% of cyclists on this Avenue, if that much. City Blocks&gt;&gt; Woodland to Kabel to DeGualle to Gen. Meyer has approximately 10 operating businesses. Fast food and gas? Why is this prime cyclist property? We have a beautifully paved levee for leisure. This region of Aurora IS NOT A BUSINESS AVENUE. We have NOTHING here any longer that can justify road elimination. To cage out residents from their own home front property is criminal. And to my understanding, the cage wants to narrow to include Woodland and General Meyer. WHY? I could understand if we were Algiers Point, Uptown or the CBD, where there are quaint coffee shops and proprietaries of a unique and/or pleasurable destination. Is it really necessary to ride a bike to get fast food and petrol? This particular area has nothing but ragged pothole streets that never get addressed. What is the ultimate goal? Who will rebuild anything in this city toting materials on a bike? I am hoping that you are able to see us as we are. We are very unique, yet ignored by Orleans Parish.</p> <p>Thanks for hearing me.</p> <p>Catherine Murphy Resident - Aurora Algiers</p>	<p>support</p>	<p>algiers</p>
<p>I do not own a car and use my bicycle as my primary form of transportation. When I travel through the city, I just want a path that is safe and is complimentary with all other vehicles. Removing bicycle lanes is forcing bicycle riders to travel in the same lanes with cars. The car drivers don't want to be blocked by slow moving bicycles and bike riders don't want to risk their lives on the street getting honked at, cut off and sometimes run down. With all the existing streets we have I'm sure there is a way to set up a network of connecting bike lanes that will not interfere with cars. I am hoping the council can continue progressing our infrastructure into a complete system that does not ignore a smaller party but can include all.</p>	<p>oppose</p>	

<p>Bike lane's: these bike lane's are ugly and they collect trash, they make Algiers look like a dump. these bollards need to be removed When I see bike's they are riding in the street not in the bike lane's. Bike lane's should have been put on the neutral ground and not on the street's. Who ever design this no clue what they were doing. try and get it right !!!!</p>	<p>support</p>	<p>algiers</p>
<p>There are many things to be divided over but the safety of our citizens is not one. Solving for Complete Streets policy/practical solutions that affect the community requires intentional consideration and there are many stakeholders beyond cyclists or bikes at stake here. Well-designed street infrastructure provides equitable access to the roads and aids the effectiveness of multi-modal transportation options. In addition, our small businesses are supported by increased foot traffic, people with disabilities have adequate space and signage to operate motorized chairs or access to ADA compliant walkways, a decrease in pedestrian fatalities due to poor city planning areas, increased opportunities for community members to engage in outdoor wellness activities, decrease in harmful environmental emissions with fewer motorists, and less stress on our streets.</p> <p>Supporting various types of transportation methods beyond motor vehicles increases access to the city for tourism, conventions, and large-scale public events. We have to understand it's not just about bikes. Supporting the work of Complete Streets and safer streets for all including motorists should be a part of safe-driving incentives. We will continue the work of educating and listening to our community to solve for a solution that provides safe and equitable transit options without the stigma of utilizing public transportation life-saving infrastructure. It's good for business and our health as a thriving community. Let's work together! Thank you for your consideration.</p>	<p>oppose</p>	

<p>I am disappointed in how the bike lanes have been implemented in Algiers particularly on MacArthur Blvd. I drive this daily and the loss of one lane is only the start of the problem. The bollards are ugly and diminishes the beauty of the neighborhood. I feel sorry for those residents who live along there. How disappointing it must be to have the city destroy your property value and force you to park in the middle of the road. In addition, there are so few bikers using the lanes. I truly hope the council finally listens to the people of Algiers and undoes this mess. Restore MacArthur to the beautiful boulevard it was.</p>	support	algiers
<p>I am a resident of New Aurora and I do not support the current configuration of the bike lanes in Algiers or the installation of bollards across our area. The protected bike lanes are not suited or necessary in Algiers. We are a suburban area where people ride bikes in their neighborhoods for leisure, not commuting. The bike lobby has claimed this project is for transportation “equity” and traffic calming, neither of which are addressed with protected bike lanes. Equitable transportation solutions in Algiers would be addressed with more frequent and reliable bus service in the area. The “traffic calming” is a myth and the plethora of bollards and cement curbs has caused confusion and aggression among some drivers. As a resident who has lived in the area since 2003, and travel MacArthur daily, I’ve seen the confusion and experienced the aggression. On an esthetic level, the bollards and cement curbs are an eyesore and have destroyed the look of our neighborhood. Every neighborhood is different and a one size fits all approach does not work. I support bike lanes that fit our area, such as shared driving and bike lanes, dedicated striped lanes and bike paths such as the one on the levee. If those work in other areas of the city, with much heavier bike traffic, they will work in Algiers. I ask the council to stop all bike lane related work in the area until input from actual Algiers residents is collected and used to redesign the plans to fit Algiers.</p>	support	algiers

BIKE LANES IN ALGIERS

Who stands to gain from the poorly conceived bike lanes design?  
I spoke to several cyclists this week on Berkley dr. between Eaton and Kabel dr. I asked them why they were not utilizing the "Protected Bike Lanes ". They told me they were dangerous and often too cluttered to navigate safely. Berkley provided a pleasant riding experience.

Who stands to Gain?

The affected residents detest the design. They have railed against them but apparently... No one is listening. The design has taken away a driving lane. It has caused residents to have restricted access to their vehicles and made it unsafe to enter or exit their vehicles.

Who stands to gain?

Certainly not the Bicyclists, who were the very people it was intended to serve. Certainly not the residents whose lives have been severely disrupted. Question comes to mind... Why put such an ill conceived design in an area where it is NOT NEEDED and most assuredly NOT WANTED? Then the CITY tells the Residents who complain, in effect, to go sit in the corner and Shut Up. We know what is Best for You. I live on Berkley dr. and resent someone who doesn't live in the area telling me what's good for me. I believe I can determine that for myself.

WHO STANDS TO GAIN?

support

algiers

<p>I'm asking you to support Freddie King's resolution on the agenda 1-20-22, No. 43, which is to be voted on.</p> <p>It requests that stakeholders need to provide input regarding the continued need for protected bike lanes on MacArthur Blvd in Algiers and other streets under planning for bike lanes in Algiers. It also provides for a more robust review policy for current and future bike lanes Also the resolution provides for a report back to the council with recommendations within 6 months .</p> <p>The Algiers community was taken by surprise when the configuration of bike lanes were created on MacArthur and a driving lane was eliminated. The city claims meetings were held prior to the existing bike lanes being created and that meetings were held to allow residents to give their input. In fact, when residents attended these meetings they were not given opportunity to give their input. Instead, when called upon the presenters listened without commenting and then went on to other business ignoring the concerns voiced. It was merely meetings to tell those present what was being done. It was not announced that one of the two driving lanes on each side of the neutral ground would be lost Until now all all the influences that went into the design of bike lanes and the removal of vehicle travel lanes and parking from Algiers arterial roads have come from cycling advocates and their national lobbying organizations. Freddie King's resolution, if passed gives, affected Algiers residents, motorists, homeowners and other road users a chance to be officially heard and their concerns considered by the city.</p>	support	algiers
---	---------	---------



<p>The bike lanes are not safe. There are car wrecks happening daily because people are extremely impatient with “follow the leader” line for cars that they are running red lights at the intersection of Holiday and MacArther. Cars are speeding at ridiculous rates. Tonight a man in a wheel chair was riding his wheel chair in the car lane (8pm) by the post office...several cars almost hit, because he was not visible. People are speeding and becoming more aggressive on street. I’ve had a couple incidents where I was going about 5 miles over the speed limit and a car was behind me blowing his/her horn. I was scared...I was scared to go faster because there was a light up ahead and didn’t want them to force me to pass it or get out of the car and attack me. They didn’t stop they just flew past me next to me in the turning lane section with the red light and all.</p> <p>My poor kids were in the car one night and we almost hit a bike rider who chose to ignore the bike lane and ride in the middle of the street so freely he was casually riding in and out of the lane. The person didn’t have anything flashy or light on them and in a instant I had to slam on my breaks, the bike rider didn’t flinch or move to the side, he kept riding in the middle of the street. It isn’t fair to homeowners who pay taxes to have those hideous bollards in the front of their property and it’s a safety issue having to park away from their home. If it’s a woman or child there are safety risk getting out in the street, not to mention an inconvenience when they have a lot of stuff to bring in their home from the car. The dangerous intersection of Kabel and MacArther that suddenly ends a lane is very scary. Please make the neutral ground green space available for these bike lanes. It would bring Algiers up to par with the push for climate change and</p>	<p>support</p>	<p>algiers</p>
<p>New Orleans needs safe streets FOR ALL. I ride my bike everyday to get to work and back home again, and utilize the various infrastructure, including the Lafitte Greenway, to navigate the city safely. I can't believe that anyone can consider the removal of already-constructed bike lanes an improvement to our fair city. It goes against all reason.</p>	<p>oppose</p>	

<p>I would like the City of New Orleans to revisit Bike lane design on Mac Arthur. We understand every neighborhood is different and Algiers is no different. We would like to have the Bike Lanes design that exist on Canal Blvd where Oak trees are lines across streets like Mac Arthur. We want vehicles park next to the curb and no white bollards in front of homes are driveways making Mac Arthur look like an air strip. We have held meetings with over (350) residents dissatisfied with this design and process costing one elected official a seat on the council because she ignore her resident. This design is unacceptable. Again we are not against Bike Lanes just this ugly street design. I sent photos to all Councilmembers of Mac Arthur and Canal Blvd &amp; Jewel street they are night and day designs.</p> <p>We look forward to working with DPW on this project.</p> <p>Gilbert Crowden  President  Tall Timbers Owners Assn</p> <p>Thanks</p>	<p>support</p>	<p>algiers</p>
<p>Bike lanes on MacArthur are a disaster, especially at school pick up times at St Andrew . Please reconfigure and get feedback from residents before new construction of these lanes .</p>	<p>support</p>	<p>algiers</p>

Algiers is an Island like community, cut off from the rest of New Orleans. This unique situation calls for Algiers to be self sufficient in areas such as emergency response. Given that Algiers is kidney shaped and wedged against the Mississippi River on the North and West sides, our boulevards are essential for emergency response vehicles to arrive in a timely manner. The restriction of any boulevard will greatly reduce response time putting lives and property in danger. Not only does restricting the flow of traffic affect safety, it also has a negative impact on attracting new businesses to our area. It is no secret that the Algiers bike lane project has been a disappointing failure. I ask the new Council to use their good judgement and put a halt to this project until a safer and more useful solution can be agreed upon.

support

algiers

<p>I oppose removal of bike lanes in my district, particularly along MacArthur, and I strongly support the addition of and upgrades to protected bicycle infrastructure.</p> <p>Potected bike lanes are among the bare minimum in basic safety infrastructure in a well-functioning city. They are standard safety equipment--like life vests on a vessel, or seatbelt requirements in cars--whose incorporation into daily life we must all accept and learn to adapt...and we *will* adapt. Navigating bike lanes and traffic-calming measures will eventually become commonplace and a matter of muscle-memory.</p> <p>Resistance to these basic safety measures (for which there is a preponderance of statistical data to support their efficacy in reducing injury and death), is irrational and emotion-driven with little basis in fact. It is the reactionary plea of the impatient and comes from exactly the same place as do the emotions of the motorist who rides the shoulder at the I-10 Claiborne split all the way to the front to cut everyone off at the very end. Bike lanes protected by bollards are necessary for precisely the same reason: motorists simply don't care (or don't care to be vigilant) about respecting bicyclists or any variable they see as a delay or obstacle in the heat of the moment when they are driving.</p> <p>To remove or downgrade bike lanes in response to irrational, emotion-based pleas from impatient motorists is to regress into the archaic. Functional, progressing institutions don't uninstall basic,</p>	<p>oppose</p>	<p>algiers</p>
<p>I live close to MacArthur Boulevard and this is the route I use everyday to leave my home. My children ride their bikes to school and so obviously their safety is a major concern for me. I do believe we do need bike Lanes that protect our bike riders but what we currently have on MacArthur it's not designed properly for s residential area nor does it give bikers the safety that it is supposed to. It causes traffic and unnecessary burden to residents on this corridor who have lost parking.</p>	<p>support</p>	<p>algiers</p>

<p>Your constituents support safe bike infrastructure! We do NOT want the bike lanes in Algiers removed! So many New Orleans residents don't have cars and rely on bikes as their primary form of transit. They deserve safe bike lanes. Don't let a small, vocal group of people concerned about aesthetics dictate the safety of an entire city. We need bike lanes!</p>	<p>oppose</p>	
<p>It is disappointing that Councilmember King has proposed this resolution without reaching out to any advocates of equitable transit, surviving family members of dead cyclists, or even the city itself. Particularly, it is especially disappointing that he has ignored the attempts of community advocates to speak with him about his concerns and present their case. It is disappointing that such proposal has happened so quietly, with so little time for the community to weigh in. It is disappointing that Cm King took advantage of Bike N Vote to promote his campaign.</p> <p>The city faces a lot of issues: housing, crime, poverty, covid, hurricane resilience, and so on. It is curious that this tops the list for the Councilmember.</p> <p>These protected bike ways were promised by the City, after a drunk driver drove into the bike lane on Endymion night, 2019, killing two and changing the lives of dozens. Like almost half of all cyclist fatalities, the driver fled the scene (or tried to). We needed a protected bike lane on that night. Those two individuals killed, David Hynes and Sharree Walls, were two young residents who brought talent, energy, promise, and joy to this city. We lost two incredible assets that night - how many have we lost overall? How many were in Algiers? As someone who has tallied every single bicycle death since 2014, I can tell you that the answer to both questions is a lot.</p>	<p>oppose</p>	

<p>Algiers has made great progress in creating safe routes for all. These paths that separate bikes from dangerous drivers are critical for residents to safely get to work, to the store, to school, and to parks and other recreation. Nobody in foot or bicycle deserves to be killed because they were forced in front of a speeding driver distracted by their phone. Please help make the city safer for its most vulnerable by adding more safe routes for bicycles and families. Busy streets here are dangerous enough without taking away the few safety improvements we have seen for bikes and pedestrians. Thank you.</p>	oppose	
<p>I support Resolution No. R-22-48 by Cm King. It is essential that there be communication between the residents and the Council</p>	support	algiers

I am a resident of Algiers, I live on Bristol Place off of MacArthur BLVD. Our household consists of 5 people and between us we work 7 jobs. We drive daily to Bell Chasse, Gretna, French Quarter, Metairie. We cannot bike to work nor would we want to, and several are not physically able. The traffic lane reconfiguration with Protected Bike lanes on MacArthur was poorly designed and poorly executed not to mention unwanted and unneeded. Bike lanes existed before the redesign, they were safe and accessible for the small number of cyclist in our community. The city's own statistics used to justify these changes show 8 bikes vs 12000-16000 cars daily on General MacArthur and very few accidents involving cyclists. A questionable benefit to less than 1/2 a percent of the population cannot justify the expenditure and the harms being inflicted on the majority of the population by the curent configuration

The current configuration of General MacArthur was Imposed upon our community without regard for our needs or benefits and without input from residents most directly impacted. Community outreach consisted of zoom meetings populated by people living elsewhere, outside activists, groomed local bike advocates and lots of photo ops. Plans underway will further disrupt our neighborhoods, remove even more of lanes major roads in Algiers, Woodland, Holiday, General Meyer, General Degaulle. AND STILL there has been no meaningful attempt to work with the community or engage with us or seek our input.

support

algiers

I am a 19-year resident of New Orleans who has never owned a car, and frequently works in Algiers. I travel by bus, ferry, and by bicycle, have been hit by a car twice while I was legally and carefully riding on streets that lacked dedicated bike infrastructure, so can attest to the continued need for protected bike lanes on certain streets in Algiers. I support the City's recent efforts to develop a safer, lower-stress bike network that emphasizes protected bikeways, which have been shown through ample research to provide tangible safety benefits for all road users. While I agree with Councilmember King's notion that the City should commit to data-driven planning and systematic evaluation of all its investments, I believe it is misguided and highly inequitable to weight the opinions of a few entitled drivers and homeowners over the rights of all New Orleanians to travel our streets safely.

oppose



<p>As a resident of Algiers, I wish to register my strong support for the recent addition of bike lanes in the area and for continued development of a robust system of bike transit in the future. My family and I all use these lanes weekly, if not daily. They have made biking on Newton St. in particular much safer and more practical as a means of transportation.</p> <p>Algiers has long suffered from partial isolation from the rest of NOLA, due to more limited access to public transport connecting us to the east bank. Bike lanes can be an important part in helping lower income individuals conveniently access public transit, not to mention their environmental benefits in reducing pollution.</p> <p>Recently, I witness more people, esp. young families, moving to Algiers every day, reclaiming blighted lots, investing in the community, starting small businesses. As substantial data demonstrates, a more walkable and bikeable community will only help continue this trend, to the betterment of all Algiers residents.</p> <p>These lanes can also help draw tourists to cross on the ferry with rental bikes (or blue bikes at the ferry landing) and increase patronage of local Algiers businesses in a significantly wider radius from the ferry. Removing these lanes, because some drivers are reluctant to share the road, especially when we have some of the widest, most open, and lightly trafficked roads in the city, would be a tragic, short-sided mistake. Thank you for your time.</p>	<p>oppose</p>	<p>algiers</p>
<p>I support Councilmember King's proposal.</p>	<p>support</p>	<p>algiers</p>

<p>I oppose the bike lanes in my neighborhood, the restriction for me to turn right onto Mac Arthur from Holiday is my right not me having to go to the light turn into the on coming traffic and almost having a accident simply making a Turn it's frustrating and therefore I ask that this ERRONEOUS PROBLEM be returned to it's normal flow of traffic before this hectic discussion without my input came to life</p>	<p>support</p>	<p>algiers</p>
<p>As an avid bike rider I am pleased to see the development of a well thought out bike infrastructure in New Orleans. However the design of maccauthor is a travesty. It over designed and unneeded. And most of all, unwanted. It does absolutely nothing to enhance or improve our neighborhood.</p>	<p>support</p>	<p>algiers</p>
<p>Agreed residents should have input on bike lanes. It is an inefficient use of resources to install Bike Lanes that are rarely used on heavily-traveled streets. Alternate routes for bicyclists should be found for their safety and to keep traffic flowing smoothly.</p>	<p>Support</p>	
<p>I live in Algiers, a three minute walk from MacArthur according to Google maps. I regularly drive down MacArthur and almost every time, see people parked in the marked bike lanes. This is part of the reason people don't use the bike lanes properly. Most of the time it's people who live on the side streets who illegally park in the lanes. Please look at the original study for the lanes. Part of the initiative was to slow the traffic as we had the majority of the users speeding, some going over twice the limit. Thank you for your time.</p>	<p>oppose</p>	<p>algiers</p>

<p>I live very close to MacArthur and the bike lanes. I have lived in the same house since 1977. I love Algiers, but, what is happening is not in the best interest of the community. I am out on the streets. There might be one bike on the bike lane. Occasionally, I see one or two people walking the lane. This has been one of the worst things that has happened to our community. I turn off of MacArthur to Hyman multiple times a day. It is a real problem, because everybody races to get ahead of people when the road turns to one lane. I will say, you did have the merge lane extended past Kabel and a turn lane put in to turn on Hyman. But, overall, I am very disappointed in the loss of a lane on MacArthur. I hope you consider very seriously to turn MacArthur into two lanes on each side again. There are so many things we need in Algiers other than bike lanes taking over roads</p>	<p>support</p>	<p>algiers</p>
<p>As a cyclist, pedestrian and driver. I support protective bike lanes for the following reasons: As a cyclists protected bike lanes does it jobs by protecting cyclists from aggressive and speeding drivers. Cycling is a good form of exercise for residents. This state has high incidences of hypertension, obesity and diabetes. All of these diseases are manageable with light to moderate exercise. As a driver clearly defined protected bike lines helps to protect drivers from unforeseen accidents, reduces fatalities and slows traffic, so that the roads can be shared between cyclists, pedestrians and drivers. I request this council to support protective bike lanes and to make New Orleans, like so many cities across this country, a bikable, walkable, safe streets community.</p>	<p>oppose</p>	

<p>I am a resident of Algiers. I know that some others will talk about the bike lane design project and how it does not fit our community need. It has been described as a gift to Algiers. Its design has aesthetically ruined a boulevard. It has not made traffic safer. Cyclists are almost never seen in the bike lanes. McArthur Boulevard has no retail from Holiday to Woodland. Not a lot of destinations of interests to cyclists.</p> <p>I want to address the lack of transparency and lack of real community input in the design of this project in my community. At the table are cyclist groups. We have heard about trips to Europe to study the issue. We have heard about a City grant to a cyclist group involved with the projects from the beginning. They are almost it seems quasi governmental in their influence. What is lacking is a legitimate outside study, real residents at the table and real attempts to talk to the community and listen. There has been a lot of defensive responses to our questions and petitions. I see such defensiveness as indication that community objection has struck a nerve and it should do so.</p> <p>The gift to Algiers would be to really engage with us, do real outreach, do real surveys of need, design a plan distinct for us and look at the gift list of priorities we want and need so desperately. Make us feel part of New Orleans and eliminate the dream expressed by some to make us part of Jefferson Parish</p>	<p>support</p>	<p>algiers</p>
<p>Bike Infrastructure benefits everyone, and not just people on bikes. It truly makes it safer for people walking, and people driving too. While not all designs are perfect, the goal of making it safe for folks to make it from point A to B, is key. We're already a leading example of why a protected bike network is beneficial, and it is important that we acknowledge the voices of folks who have benefited from the new bike lanes, and not just the voices of those who complain about them.</p>	<p>oppose</p>	

<p>Please do not support this terribly reactionary measure. The aesthetics of affluent neighborhoods should not matter more than the safety of children &amp; adults who use bicycles. There was a participatory effort to engage these neighbors, and they chose to ignore it and use their influence and money to get what they want instead of engaging their neighbors in good faith. This measure is wasteful and antidemocratic.</p>	oppose	
<p>I am in strong support of protected bike lanes throughout the city. They are a critical component of complete streets by providing safe routes for users of all ages and abilities to reach destinations without fear of injury. I regularly use a bike to get to work or run errands, and nearly every time I encounter dangerous and life threatening situations with aggressive and speeding drivers.</p> <p>I urge the Council to advocate for the expeditious completion of protected bike lanes. Do not delay these important safety upgrades with more studies and further reviews. Instead, let's build the planned system as fast as possible. Let's start making it safer and easier for all people to get around, particularly vulnerable users on bikes.</p>	oppose	

<p>Members of the City Council,</p> <p>The city's current plan regarding bike lanes is responsive to citizens' needs. In fact, I urge you to create more protected bike lanes and do so with all swiftness. Resolution 43 only serves to delay needed infrastructure.</p> <p>Why? First, protected bike lanes increase property values because they create an inviting streetscape for residents to walk through. Second, protected bike lanes help to reduce reckless driving without traffic enforcement because barriers increase drivers' situational awareness. Most importantly, protected bike lanes reduce deaths by providing for a clearly bifurcated lane for bike traffic.</p> <p>I live by a protected bike lane on Marconi Dr. I only wish that more residents had the amenities that my neighborhood has.</p> <p>Very Respectfully,</p> <p>Robert Benitez 839 Louque Pl, New Orleans, LA 70124</p>	<p>oppose</p>	
<p>Why would you want to remove the bike lanes that were recently created? These lanes keep riders safe. They also encourage bike riding, leading to less use of fossil fuels that harm our environment, less traffic, and potentially a healthier populace. We should be expanding and adding more bike lanes, not trying to remove them. Bike lanes are progressive, while removing them is a return to the conservative status quo.</p>	<p>oppose</p>	<p>algiers</p>
<p>This city needs increased bike infrastructure. We have a responsibility to keep our bikers safe, and I know I would bike more if I felt that my life was not in danger due to distracted or angry motorists.</p>	<p>oppose</p>	

<p>Please consider that cyclist pay taxes just as motorists do. Therefore consideration should be given to their ability to safely travel on city streets. Best, AJ Sisco</p>	<p>oppose</p>	
<p>I have driven the length of MacArthur almost daily in 2021 on my way to work uptown.  Speeding and light running were endemic along the corridor. I was rear ended by one such speeding driver. They effectively totaled my car.  I have found traffic to be slower, AND SAFER FOR IT, since the road was restructured.</p> <p>The changes to MacArthur should not be undone, unless some other feasible method to reduce speeding can be proposed.  Given the disposition of NOPD as just discussed, we should leave the changes until there is manpower for traffic enforcement.  This will also allow time for collection of data that can be used to objectively judge the changes.</p> <p>Thank you.</p>	<p>oppose</p>	<p>algiers</p>
<p>I work in Aurora Gardens off Woodland weekly, and the traffic slowing measures/bike lane on MacArthur have made the traffic much less terrifying. I have only ever seen traffic back up around school pickup times, and I think that this can be resolved by Councilmember King and DPW engaging with schools to improve their dropoff/pickup plan.</p>	<p>oppose</p>	

Safe & accessible streets benefit everyone in New Orleans in myriad ways - public health, equity, economic opportunity, quality-of-life, and more. Bikeways are an important part of making streets safe & accessible for all. Of course, we don't need bikeways on every street, and there has been an intensive, community-engaged process to choose where they are being placed in New Orleans. In 2018 & 2019, there were many public meetings hosted by the City to develop a bikeway blueprint. As the plan moved into implementation, there has been intensive outreach efforts and many more public meetings. The public engagement process around bikeways has been and continues to be more advanced than just about any other public engagement process in the City... definitely more involved than any other sort of engagement around street improvements.

I fully support a connected and protected bikeway network throughout New Orleans, and I applaud the City's current efforts and encourage y'all to keep going!

oppose



<p>I am writing to express my support for infrastructure that physically serves to slow traffic. If that infrastructure incorporates pedestrian islands and curb extensions to protect pedestrians, all the better. If that infrastructure incorporates protected bicycle infrastructure, again, good.</p> <p>There is no debate that lowering traffic speeds decreases braking time, increases response time, and, if an accident still occurs, reduces the force of impact.</p> <p>There is also no debate that traffic enforcement has proven insufficient in preventing traffic injuries. We must support DPW in making changes and we must give those changes a fair chance.</p> <p>I see a lot of disingenuous criticism of MacArthur being made. My grandmother lived just past Woodland on Gen Meyer. I'm all too familiar with the historic degree of speeding that occurred along that corridor. I'm familiar with just how frequently accidents occurred. MacArthur was not safe and changes were needed.</p> <p>Maybe these changes won't work out, but the investment has been made and the only prudent course is to give time for a real study of the impacts to be done.</p>	<p>oppose</p>	
<p>I pick up my grandchildren every school day from St. Andrew carpool on McArthur. Since the installation of the bike lanes, there is often stand-still traffic in both lanes because of parked cars that require us in the carpool to get into the far left lane. This prolongs the wait both for us and for the cars in the left lane who are not carpooling. In addition, we have to wait for Amazon delivery trucks, mail trucks, and today, even the garbage truck. What a thoughtless "improvement"! In addition, it is extremely rare, even in nice weather, to see the bike lanes being used by cyclists. What is good for some areas is not only annoying, but also hazardous for McArthur.</p>	<p>support</p>	<p>algiers</p>

<p>I live in the MacArthur area and used to drive on the street frequently. Not any more. I am all in favor of bike lanes but the configuration on MacArthur is dangerous and unsightly. All other bikes lanes around the city have parking at the curb and bike lanes next to that. In addition, due to the design, we lost a lane of traffic! I have not seen that anywhere else. We need a change. Thank you.</p>	<p>support</p>	<p>algiers</p>
<p>I work in Algiers and rely on the bike Infrastructure that exist there to get around. It is important to me and I would love to see more of it.</p>	<p>oppose</p>	
<p>Very concerning New Orleans is considering a retreat on our shared streets master plan.</p> <p>This proposed ordinance to remove bike lanes in Algiers sends a very poor message and is poor public policy that will not promote public safety and wellness.</p> <p>We win together and not by petty fighting over the public right of way usage!</p>	<p>oppose</p>	
<p>I accidentally left my public comment for item 48 that was intended for item 43. Could the clerk read my comment submitted electronically regular 48 intended for regular 43. Thank you</p>		
<p>DO NOT REMOVE BIKE LANES.</p>	<p>oppose</p>	