



# CITY PARK

CONSERVANCY

## **Public Meeting #2**

### **December 6, 2023**

The second public meeting for the City Park Master Planning process was held at Warren Easton Charter High School. At this meeting, the results from the first survey were shared and the Project Team garnered input from the public on potential improvements to how visitors get to City Park (Access) and how they move through the Park safely (Circulation), as well as introduced the concept of The Wooded Island.

These improvements could include adjustments to roadways, bike lanes, and pedestrian paths, as well as to the connectivity of the north and south sides of City Park.

The format for the meeting was “Open House” style – allowing guests to arrive at any time and to come and go as they pleased. The Project Team facilitated six stations that covered different topics and enabled multiple opportunities for discussion and feedback, including:

1. **Online Survey #1 Results:** Results and key takeaways from our first survey through infographics.
2. **Improve Access to the Park:** Understanding how visitors currently get to the Park (driving, public transit, biking, walking) and will highlight initial opportunities to improve access.
3. **Make Safe Ways for Pedestrians and Cyclists:** Analyzing the existing circulation network (roads, bike paths, and pedestrian paths) in the most historic areas of the Park south of I-610, creating safer biking and pedestrian experiences as well as a more efficient and intuitive roadway system.
4. **Create New Visitor Experiences:** Introduce improvements to the visitor’s arrival experience and a new promenade that will prioritize wayfinding, comfort, and safety for visitors.
5. **Create New Park Connections:** Existing circulation networks (roads, bike paths, and pedestrian paths) within the Park and introduce three different schemes that rethink the circulation networks to expand engagement with the Park’s landscapes.
6. **The Wooded Island:** Introduce The “Wooded Island” which, as proposed in the original 1933 Master Plan, was a central destination for City Park surrounded by the waters of the bayou. It is currently a challenge to access, but it could provide

an immersive experience of native Louisiana landscapes that would only otherwise be experienced outside of the city.

Below you will find questions by the public at the second public meeting submitted via comment card or feedback board. Additional information will be shared in 2024 as it relates to public input from the second public meeting.

**What about no cars in the Park? Maybe on certain days at least as an experiment.**

(Comment Card)

- That is an interesting thought and something that can be considered for certain areas of the Park as we develop the Master Plan. However, City Park is 1,300 acres so there is a significant distance between Park amenities. This usually requires some sort of micromobility or microtransit service(s) to safely access, which is something that we are considering. In addition, some vehicles may need Park-wide access to allow opportunities for those who are disabled, are carrying out deliveries, service trips, or other similar functions, or have other genuine needs for vehicle access. Any circumstances where we're considering no cars in the Park will need to identify special paths for circulation to serve these users and their special needs. A lot of the mobility and access needs will depend upon the (re-)programming of Park amenities and facilities.

**Why didn't you exaggerate the vertical scale on the "model"? Clearly, a 1:2, 1:5 and 1:10 would have been better.**

(Comment Card)

- Models are a very large part of how MVVA explains planning and design ideas to a wide range of community members and collaborators. We feel that accurately representing an existing site is important to communicating those ideas. Increasing the height without proportionally enlarging the whole (already large) model could be misleading.

**A lot of people park here for access to the Park. All these people walking. Where are they parking?**

(Feedback Board | Station: Make Safe Ways for Pedestrians & Cyclists | Roosevelt Mall)

- Many visitors park along Roosevelt Mall to access a multitude of City Park amenities including NOMA, Louisiana Childrens Museum, baseball fields, Tad Gormley Stadium, the Practice Track, and the Greenway trail system. They park along Roosevelt Mall (both sides of the road) for a few reasons: Its shade is practical in the warmer months, it is a central location between multiple Park attractions, and it's on a direct path from one of the Park's main vehicle entrances (the Esplanade Avenue corridor). This location enables quick access to these facilities and amenities. This will continue to be a

consideration as we develop the Master Plan and study changes to programming and facilities, as well as new mobility connections within the Park. Ultimately, we would like to advocate and design for a “park once” mentality and provide support facilities for mobility options like micromobility, microtransit, bikeways and pedways.

### **Where is Grow Dat Youth Farm?**

(Feedback Board | Station: Create New Park Connections | Prompt: What do you like about Meander/Splay/Spine? Is the Meander/Splay/Spine your preferred option?)

- The Create New Park Connections feedback boards reflect conceptual ideas related to access and circulation and are not representative of all existing programming within the Park.

### **What does "major" mean?**

(Feedback Board | Station: The Wooded Island | Prompt: Do you think that it is important to develop a major public destination for City Park north of I-610?)

- By a “major” park destination, we mean an accessible, popular, or must-visit area that contributes to the identity of the entire Park. It is an area that can orient visitors and become the basis for a full day at City Park.
- In the case of The Wooded Island, a more accessible natural exploration area could create a new center of activity north of I-610. This would introduce a wider range of visitors to a currently underused area and turn exploring immersive native ecosystems in a “park within a park” into an emblem of the City Park experience.

# CITY PARK MASTER PLAN - PUBLIC MEETING #2

## CREATE NEW VISITOR EXPERIENCES

This station introduces improvements to the visitor's arrival experience and a new promenade that will prioritize wayfinding, comfort, and safety for visitors.

## THE WOODED ISLAND

This station introduces the "Wooded Island" which, as proposed in the original 1933 Master Plan, was a central destination for City Park surrounded by the waters of the Bayou. It is currently a challenge to access, but it could provide an immersive experience of native Louisiana landscapes that would only otherwise be experienced outside of the city.

## CREATE NEW PARK CONNECTIONS

This station shows the existing circulation networks (roads, bike paths, and pedestrian paths) within the park and introduces three different schemes that rethink the circulation networks to expand engagement with the park's landscapes.

## MAKE SAFE WAYS FOR PEDESTRIANS & CYCLISTS

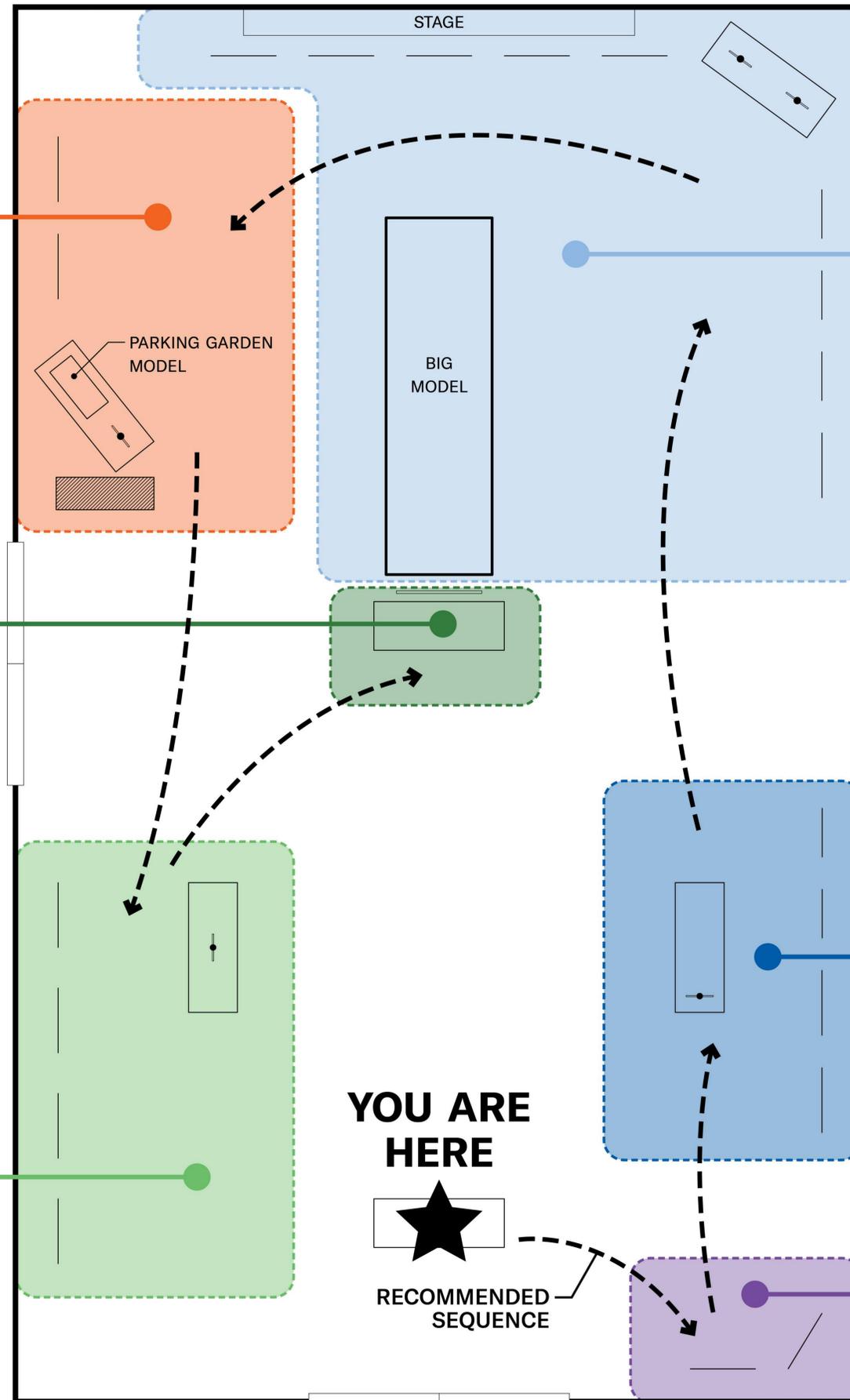
This station focuses on analyzing the existing circulation network (roads, bike paths, and pedestrian paths) in the most historic areas of the park south of I-610. It also identifies opportunities to create safer biking and pedestrian experiences as well as a more efficient and intuitive roadway system.

## IMPROVE ACCESS TO THE PARK

This station focuses on understanding how visitors currently get to the park (driving, public transit, biking, walking) and highlights initial opportunities to improve access.

## SURVEY RESULTS

This station displays the results and key takeaways from our first survey through infographics.

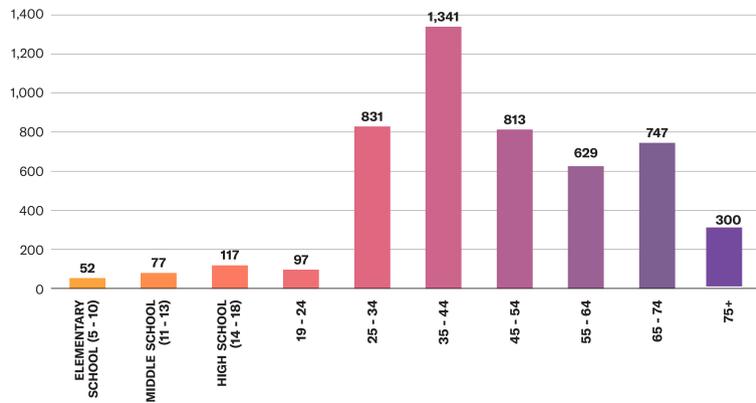


# SURVEY RESULTS

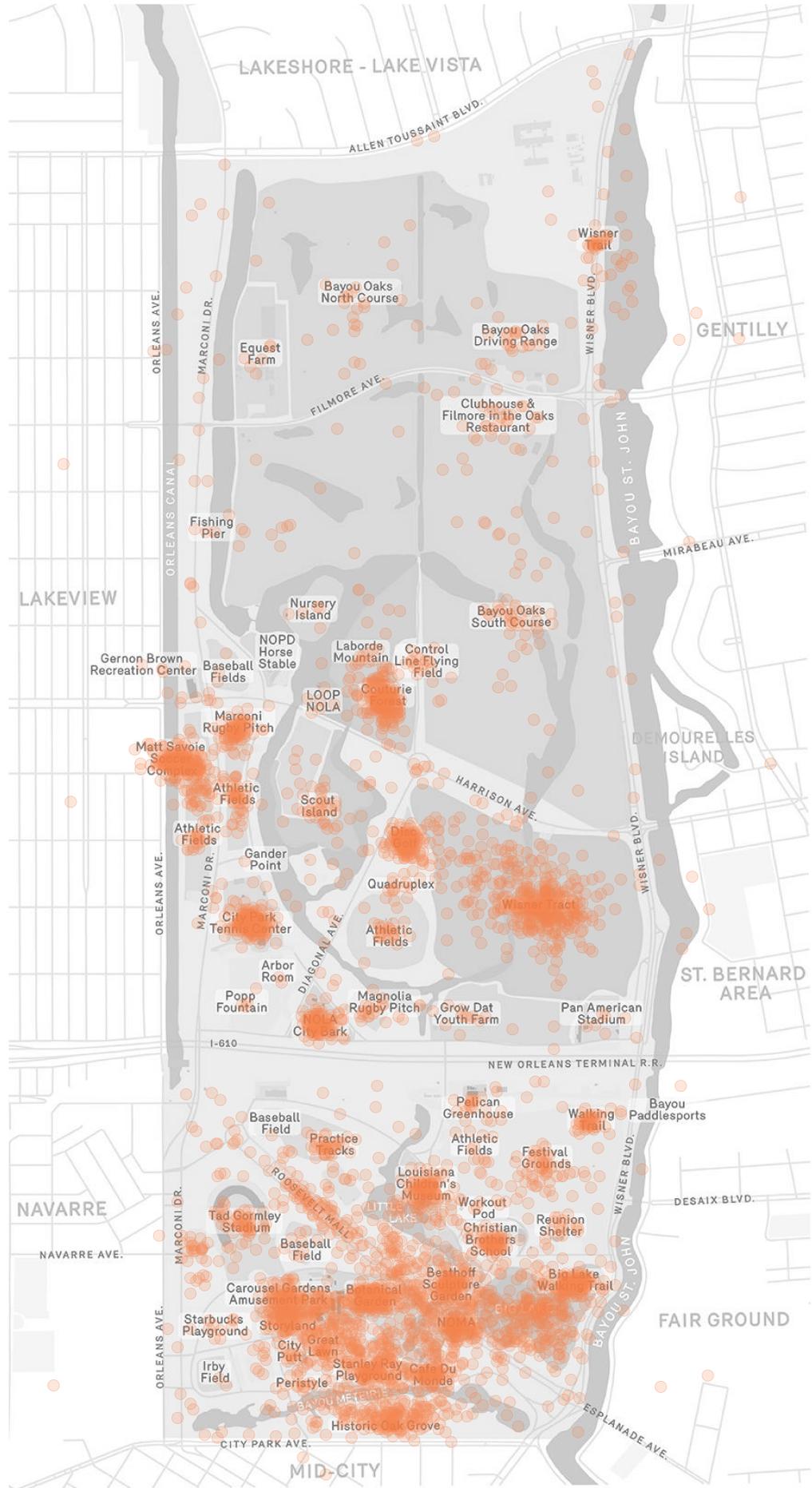
## Respondents Information and Current Park Use

**5,004** TOTAL RESPONSES

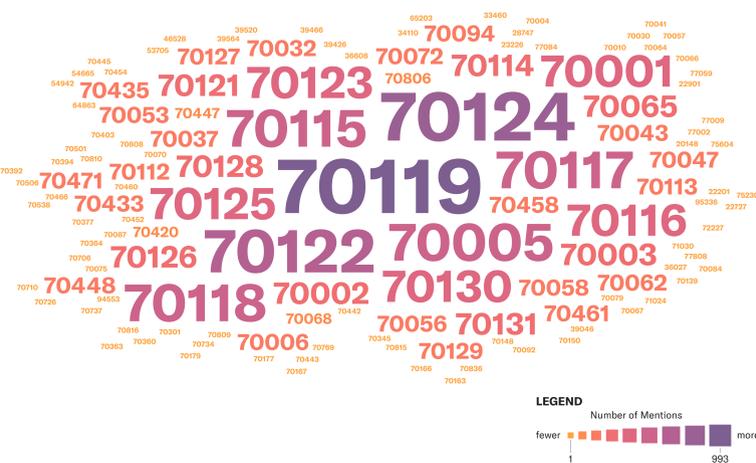
### AGE GROUPS:



### CURRENT PARK USE HEAT MAP:



### ZIP CODES:



# SURVEY RESULTS

## Image Preference and Comments

**Image 1 (Top Left):** A family sitting at a picnic table. **Comments:** "There is no landscaping in sight, and this design is not appealing because of the benches, tables, and benches. It would rather be surrounded by grass and trees." **Engagement:** 320 likes, 416 thumbs up, 150 thumbs down. **Key Words:** GATHERING, COOKING, TRASH MANAGEMENT, FAMILIES, SMOKES.

**Image 2 (Top Middle):** A person climbing a rock wall. **Comments:** "This could be good for all ages and possible indoors for year round use." **Engagement:** 140 likes, 306 thumbs up, 220 thumbs down. **Key Words:** CLIMBED WALL, EXERCISE, LOVE THIS FOR ALL AGES, WOULD BE FUN, SHADE.

**Image 3 (Top Right):** A person on a skateboard. **Comments:** "Despite the concrete, everything else is nature and the trees/greenery should be more areas for kids to skate!" **Engagement:** 243 likes, 281 thumbs up, 137 thumbs down. **Key Words:** SKATE PARK, IN NATURE, WOULD BE GREAT, YOUTH, TOO MUCH CONCRETE.

**Image 4 (Middle Left):** A person on a bicycle. **Comments:** "I like how this is in the woods and also has a sense of adventure and intrigue to it. Kids can make up so many stories playing here." **Engagement:** 125 likes, 477 thumbs up, 403 thumbs down. **Key Words:** NATURE, SHADE, WOOD FEATURES, OUTDOOR EXPLORATION, GETTING LOST.

**Image 5 (Middle Middle):** A person on a bicycle. **Comments:** "The nearest sand volleyball courts is in nature. This would be a nice addition to City Park and maybe promote regular use." **Engagement:** 220 likes, 615 thumbs up, 205 thumbs down. **Key Words:** BEACH VOLLEYBALL, SAND, WOULD BE GREAT, YOUTH, DIFFERENT, EVENING USE.

**Image 6 (Middle Right):** A person on a bicycle. **Comments:** "Low it, but you have to have more restroom facilities to do this (not just for the park but more garbage cans)." **Engagement:** 54 likes, 436 thumbs up, 397 thumbs down. **Key Words:** COMMUNITY GATHERING, PICNIC, EVENING, WELL LIT, FOR ALL AGES, OUTDOOR MOVIES.

**Image 7 (Bottom Left):** A person on a bicycle. **Comments:** "I love this environment, especially the wide pedestrian path on the left but the rock river doesn't feel very New Orleans." **Engagement:** 101 likes, 795 thumbs up, 752 thumbs down. **Key Words:** ART, EXISTING SCULPTURE GARDEN, OUTDOORS, FAMILY-FRIENDLY.

**Image 8 (Bottom Middle):** A person on a bicycle. **Comments:** "I like the peacefulness, the lush greenery, and the water feature." **Engagement:** 74 likes, 859 thumbs up, 890 thumbs down. **Key Words:** EDUCATIONAL OPPORTUNITY, LEARNING ABOUT NATURE, ACTIVITY FOR KIDS AND FAMILIES, IMPORTANT FOR ALL.

**Image 9 (Bottom Right):** A person on a bicycle. **Comments:** "I really like how there are several swings. The present swings are either broken or have only two or three for years. More people would be able to go on if there were more and I love the layout of how it's arranged." **Engagement:** 161 likes, 546 thumbs up, 301 thumbs down. **Key Words:** MANY SWINGS, FUN, FOR KIDS AND FAMILIES, LACK OF SHADE, INDUSTRIAL.

**NOTES:**

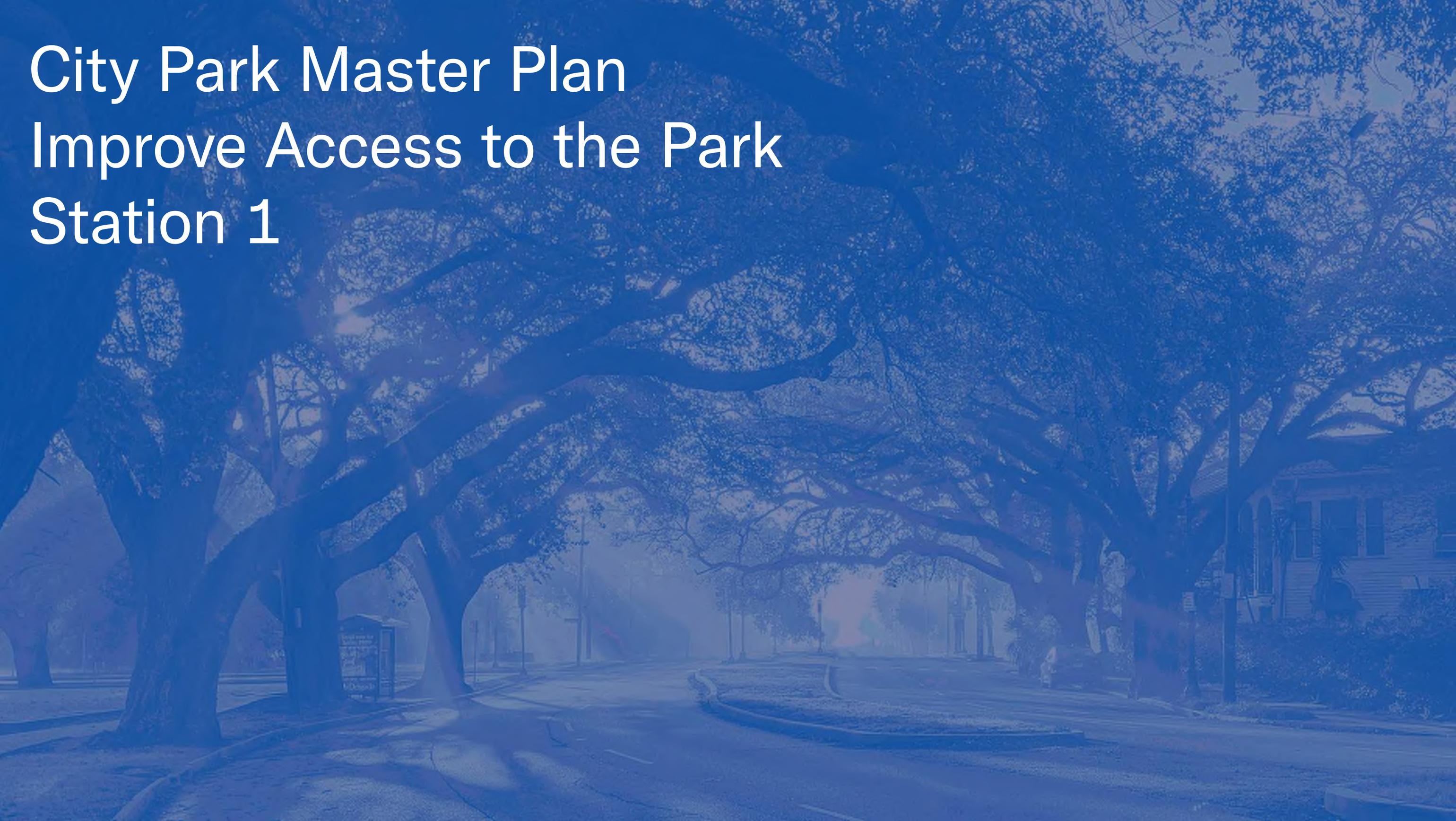
1. Size of each image reflects public interest.
2. Stars (★) Identify the top 3 images.

- IMAGE CATEGORIES:**
- Nature Activities
  - Play
  - Action Sports
  - Athletics
  - Event & Gathering Spaces
  - Gardens & Green Spaces

# City Park Master Plan

## Improve Access to the Park

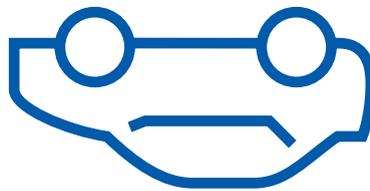
### Station 1



# Improve Access to the Park

## Driving Access to City Park

Driving Access to the Park

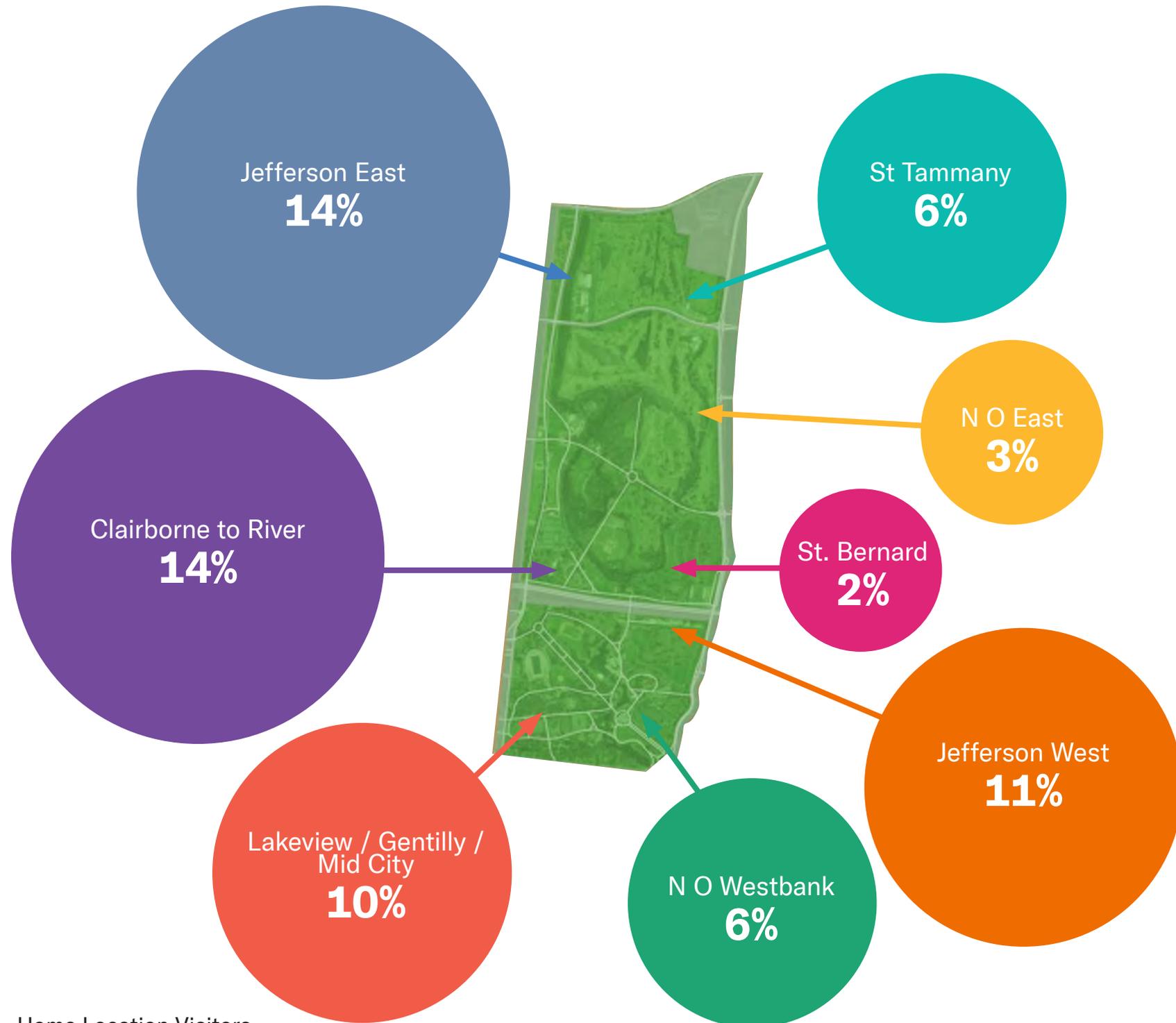
A simple line-art icon of a car, viewed from the front, centered within a white rectangular box.

Safety Challenges for Getting to the Park

A line-art icon showing a car with a person falling from the front. The car is at the top, and a person is falling downwards from the front of it. Dashed lines indicate the path of the fall.

Walking, Biking & Transit to the Park

A line-art icon showing three modes of transport: a person walking, a bicycle, and a train. The person is at the bottom, the bicycle is in the middle, and the train is at the top.



### Travel Patterns

#### Local:

About one-third of City Park's visitors come from Orleans Parish.

#### Regional:

Area visitors likely use the interstate network (I-10 and I-610) and its access points.

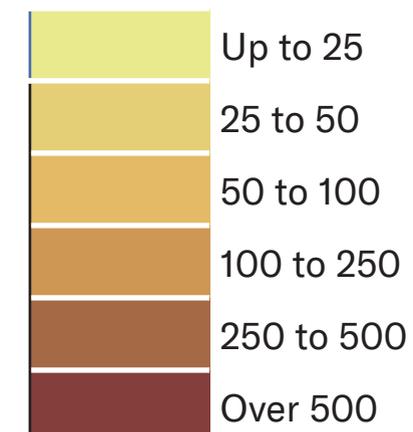
### Travel to City Park Today

Visitors come from all over, but especially from adjacent neighborhoods

Gentilly and east neighborhoods: less travel demand

Mid-City and Lakeview: more travel demand

Trips to CP per Square Mile

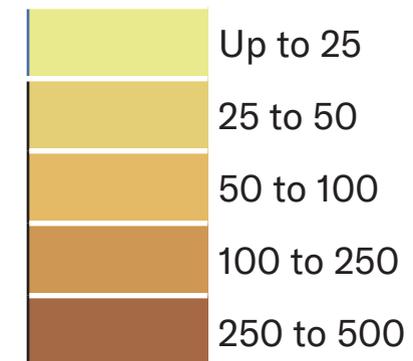


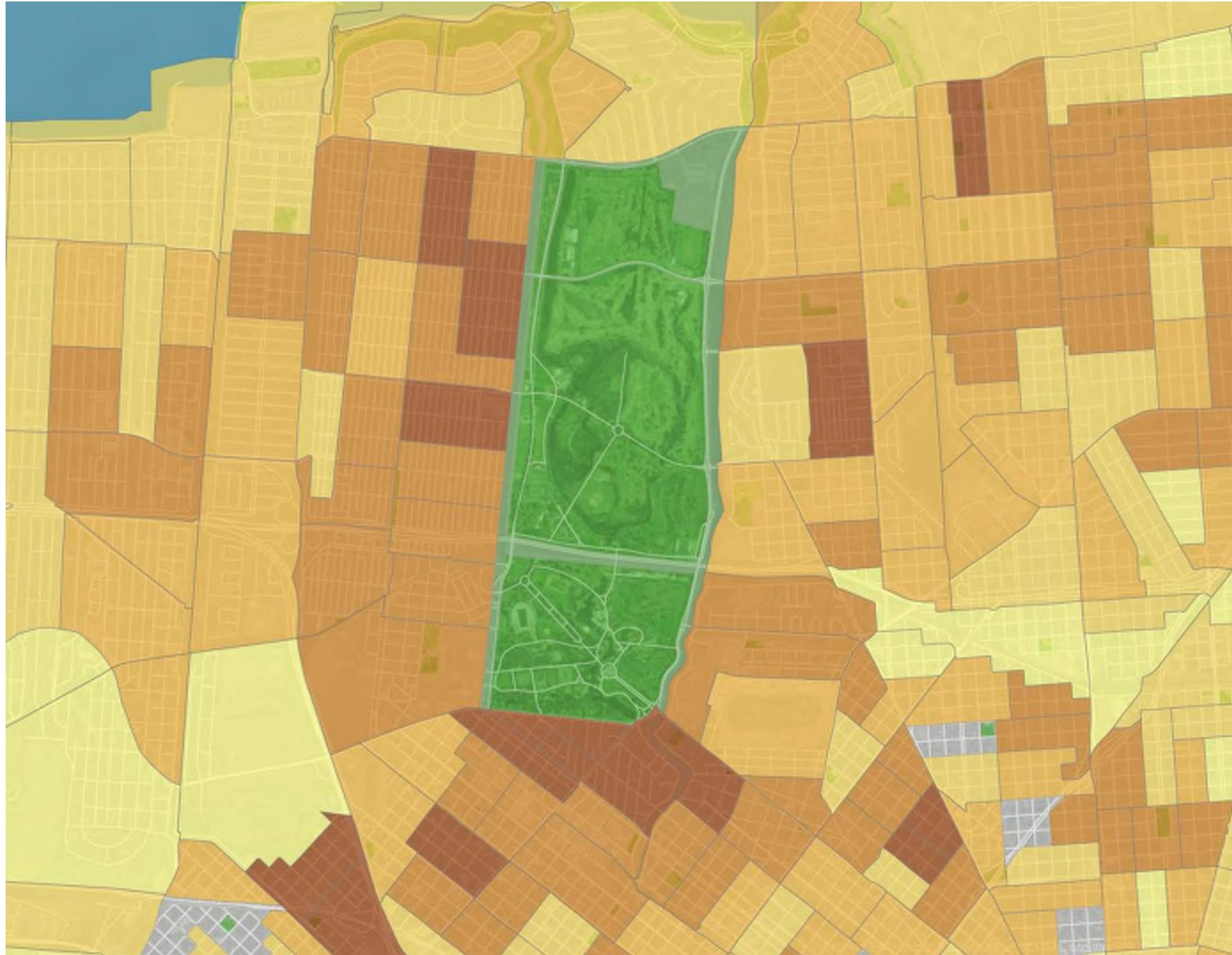
### Travel to City Park Today: Auto Trips

These patterns appear smaller even when considering only the visitors who drive and park



Trips to CP per Square Mile

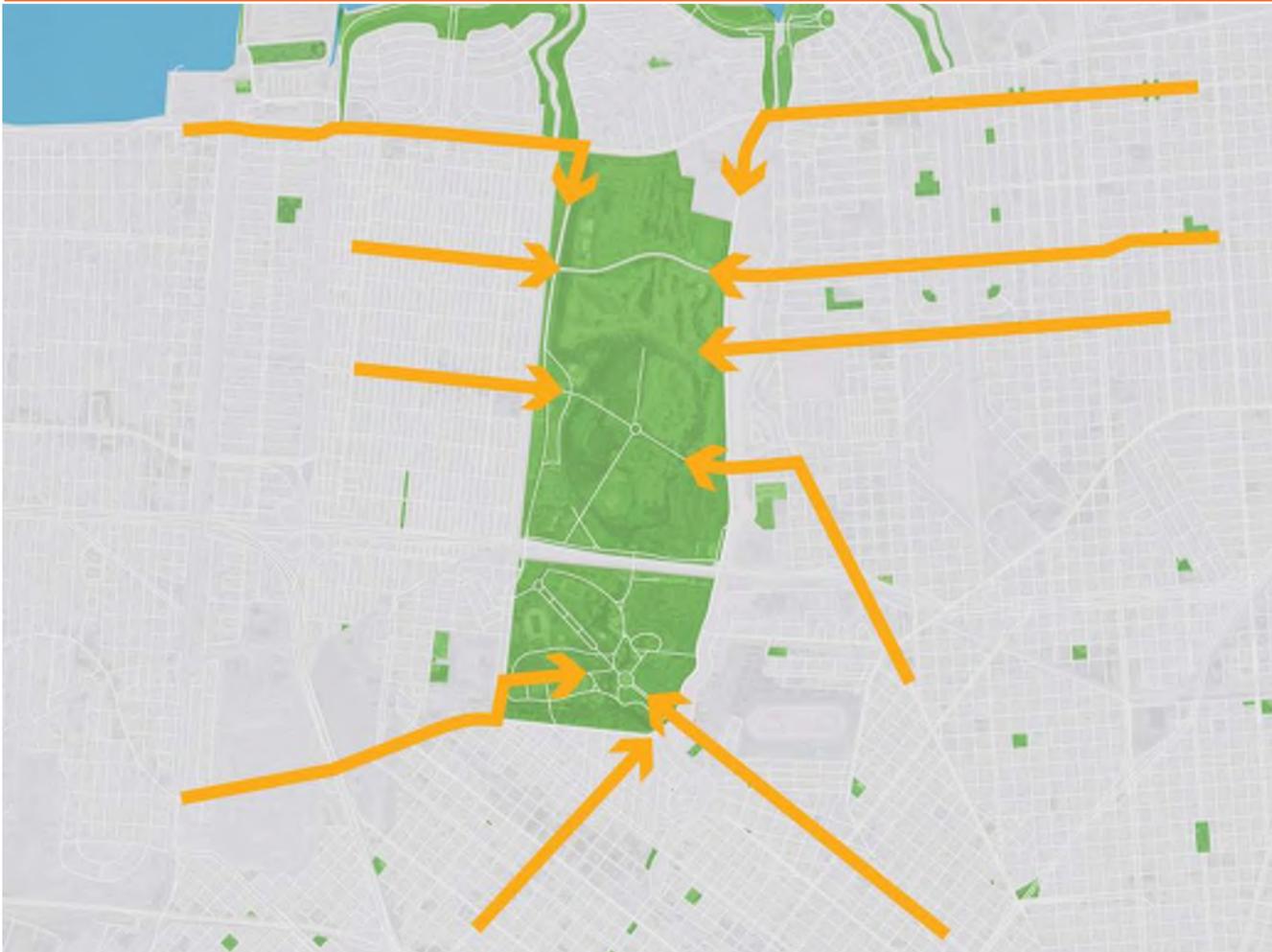




City Park's adjacent neighborhoods have the greatest concentration of visitors, yet many of them are still driving.

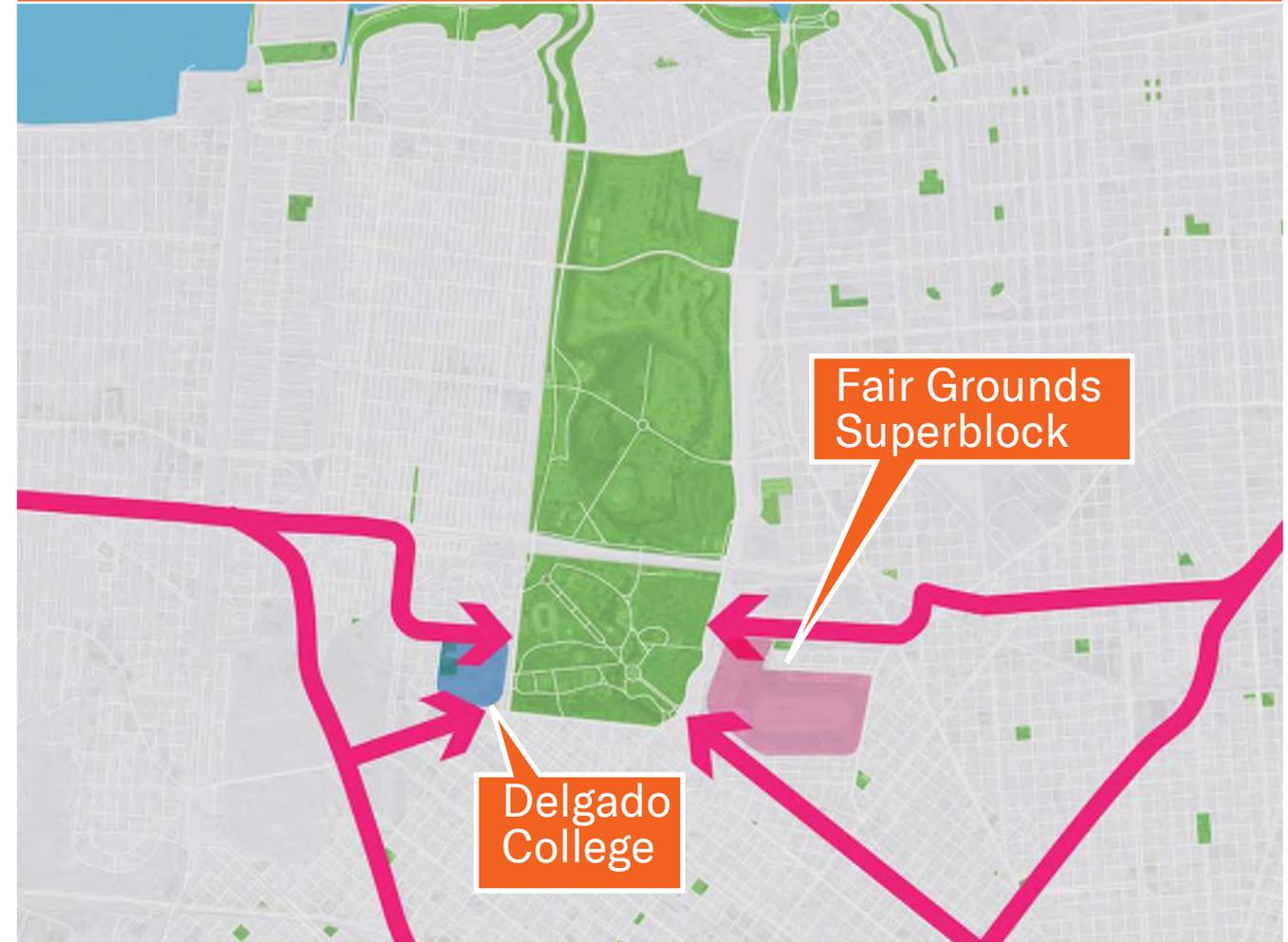
### Local

Local access is easy. New Orleans residents have numerous options for access.



### Regional

Freeway access is constrained. Visitors rely on local network and south intersections.



# Improve Access to the Park

## Driving Access to City Park



**Regional:**  
I-10/I-610 facilitate any crosstown movements in NOLA.

**Local:**  
Local collectors convey traffic south because of numerous barriers including the canals and bayous.

# Improve Access to the Park

## Driving Access to City Park

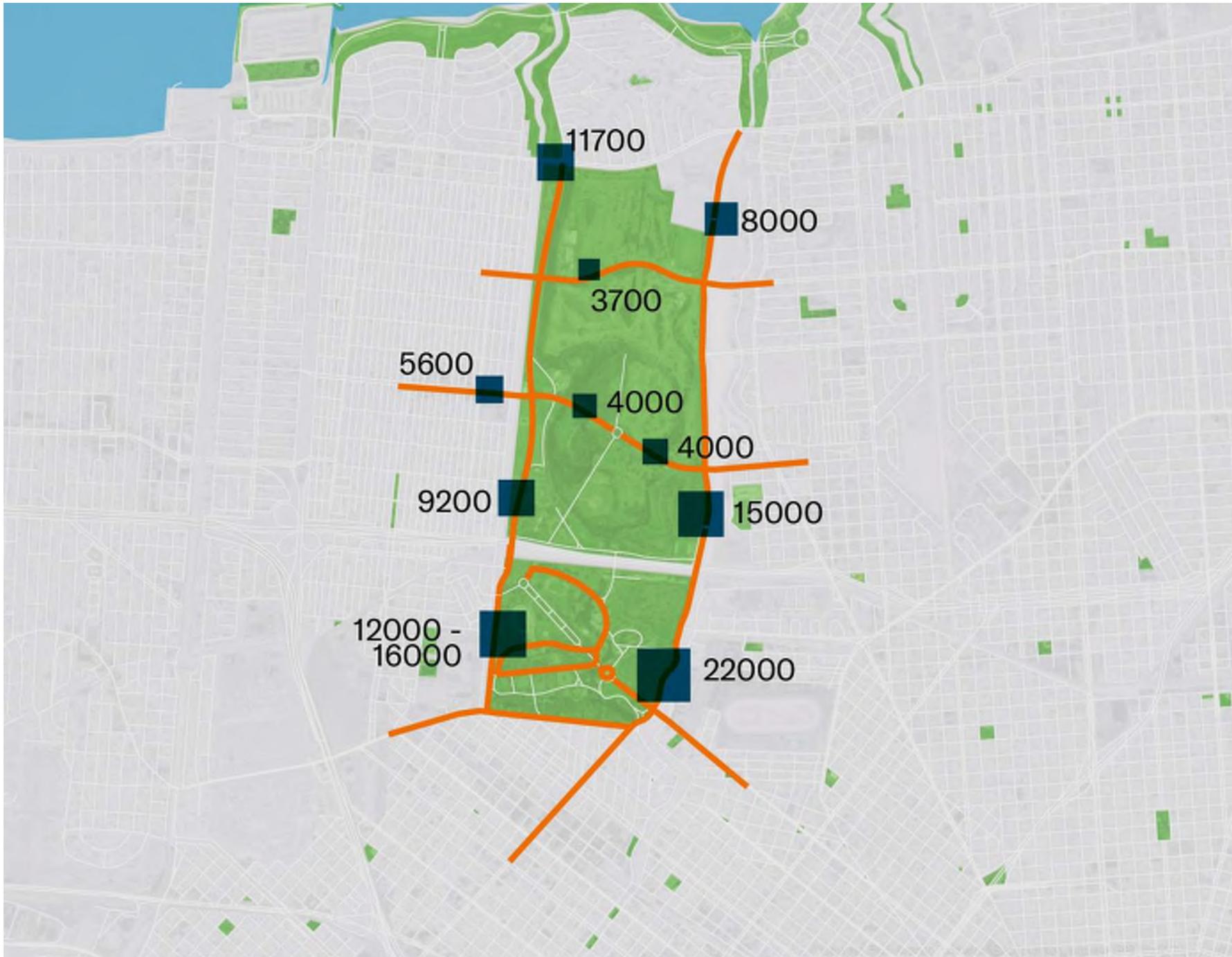


# Improve Access to the Park

## Driving Access to City Park



As many as 40% of visitors use the southwest entrance alone.



### What can different street widths carry?

Two lanes

can comfortably carry



**12,000 - 15,000 vehicles per day**

Four lanes

can comfortably carry



**25,000 - 28,000 vehicles per day**

# Improve Access to the Park

## Driving Access to City Park



### Current Traffic Levels Today: Key Roads are Overdesigned

Marconi north of I-610: 9,000 vehicles per day in four lanes.

Wisner: 15,000 vehicles per day north of I-610, 22,000 vehicles per day south of I-610, all in four lanes.

# Share your Input with Us: Driving Access to City Park

## Master Plan Study Finding

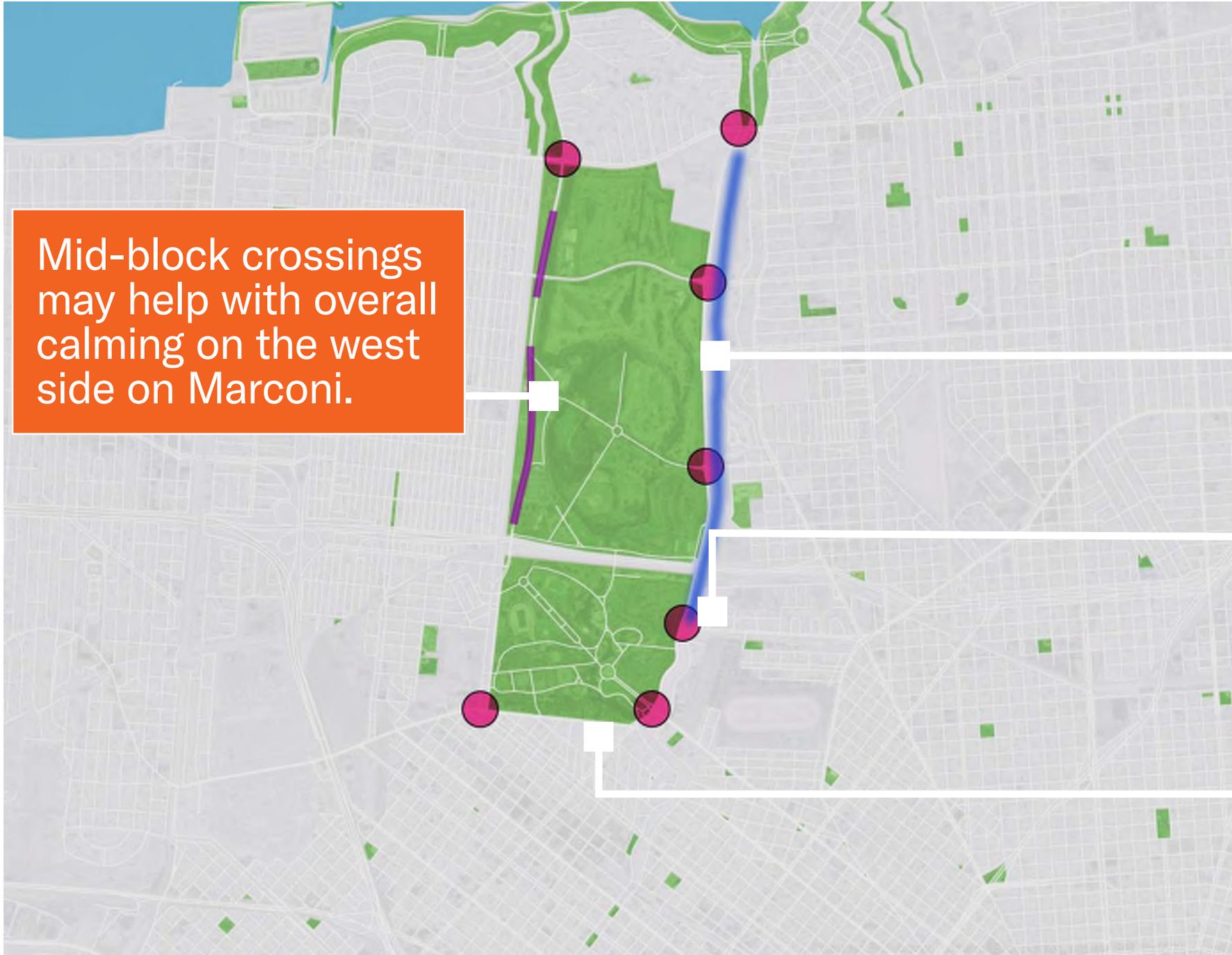
Traffic volumes do not exhaust most streets' capacity.

Access to the park is heavily oriented to the south.

## Opportunities

The streets can serve more than just cars. **How would you like to see streets provide better park access?**

There is potential for other entry points. **How would other park entry points align with your travel through the city?**



Mid-block crossings may help with overall calming on the west side on Marconi.

### Intersections and Entry Points

Bayou St John - Limited opportunity for added pedestrian crossings into the park from Wisner.

DeSaix Boulevard bridge currently being replaced (City).

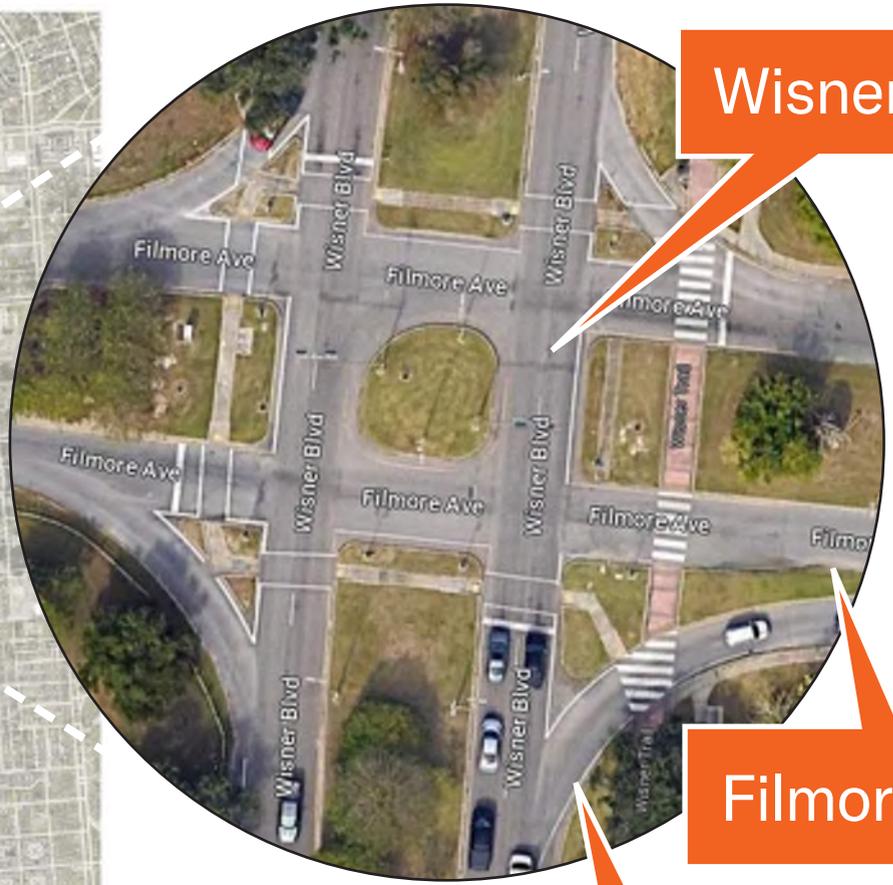
Main Historic Entry to the Park from City Park Ave does not have a signaled crosswalk and is a missed opportunity for better access to the park.

# Improve Access to the Park

## Safety Challenges for Getting to the Park



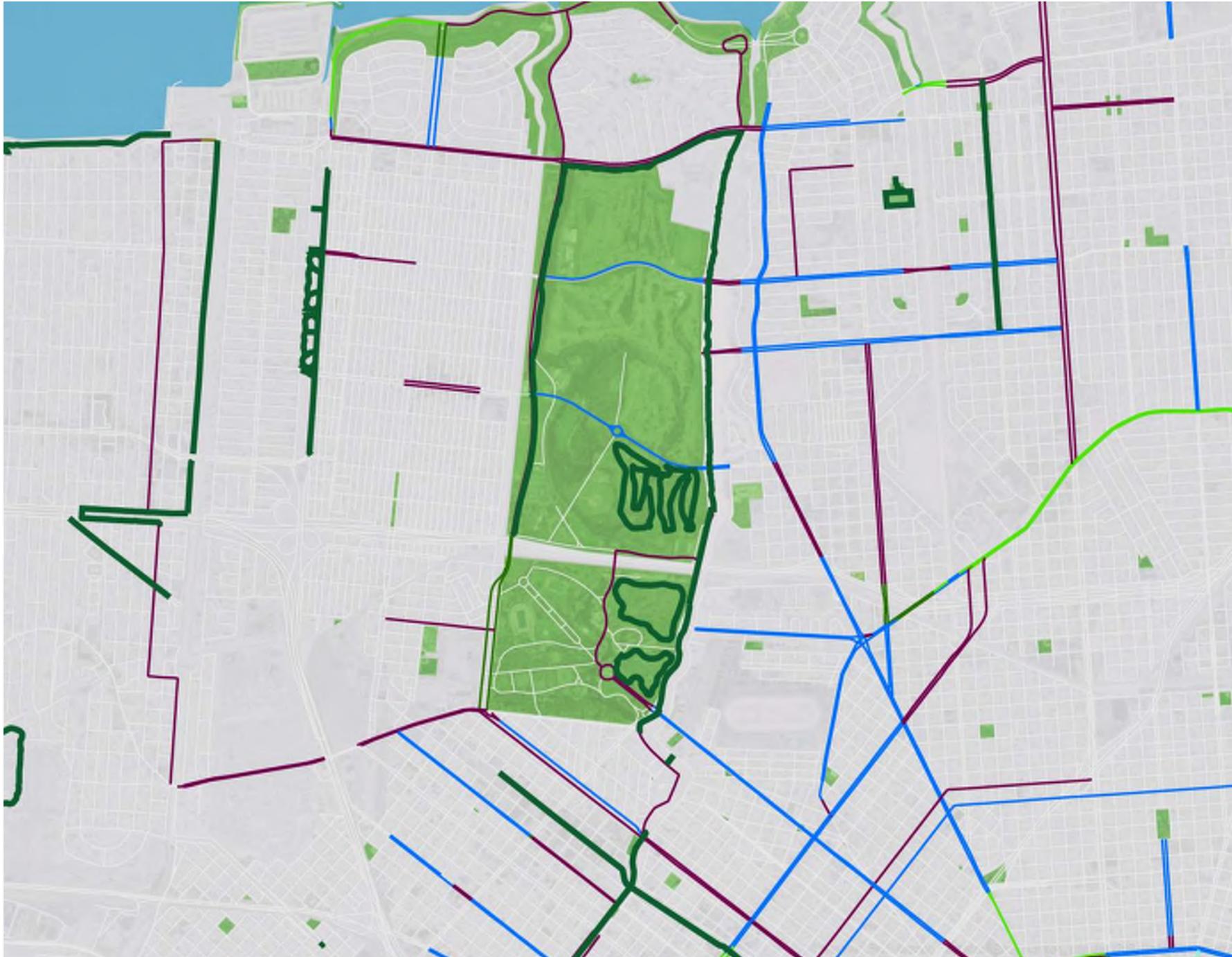
Entry points cater to vehicles.



Wisner ~14k/day

Filmore ~4k/day

Free-flow right turns are convenient for cars but dangerous for other modes.



### Existing Trails with On-Street Bike Network

The city bike network does not extend significantly into the park.

### Bicycle Route Network

- Trail
- Dedicated Bike Lane (not protected)
- Dedicated Bike Lane (protected)
- Bicycle Boulevard

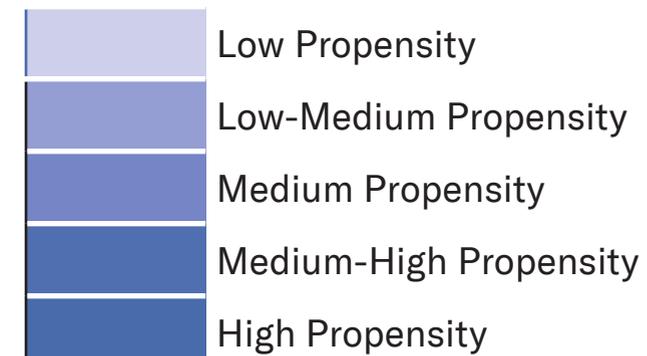


### Transit Service Propensity (New Links)

Given the scale of the park, it is a missed opportunity to not have better transit access in this area. Parks do not satisfy what typically justifies transit service being provided.

**Lower Propensity:** Lower density, greater vehicle access, less employment.

**Higher Propensity:** Overlap of housing, jobs, demographic factors.





### Transit Service Prior to New Links Operations Analysis

Service reductions have happened around the northern periphery.



While there is transit access to the park today, it is not central to the main systems of Jefferson and Orleans. Could this be a place for the two to connect?

# Share your Input with Us: Multimodal Circulation

## Master Plan Study Finding

Regional travel patterns are not as 'regional' as they suggest. Everyone still seems to come in through a small number of points.

Desire for bicycle access to the park, even on secondary corridors

## Opportunities

Intersection footprints can be narrowed/reduced. What are your common entry points to the park? Any others that would be convenient?

Upgrade connecting streets including the connection to the Lafitte Greenway

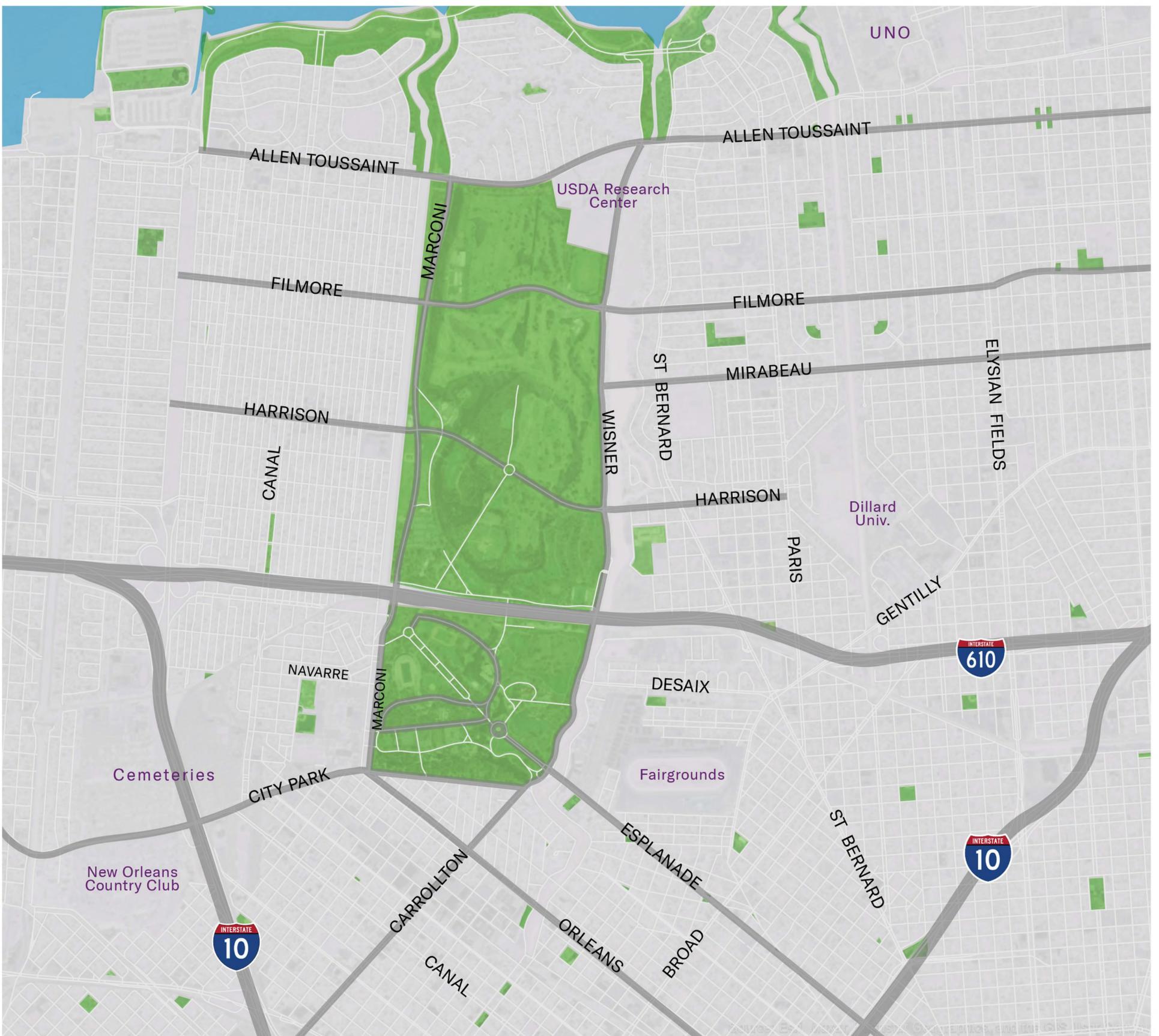
## Driving Access to the Park



## The streets can serve more than just cars. How would you like to see streets provide better park access?

Place a dot or tape on locations where you see improvements are needed, using the colors below. Dots and tape may overlap!

-  Redesign the street to serve other forms of travel
-  Provide more direct entry points into the park
-  Improve signage and wayfinding to guide users to the park



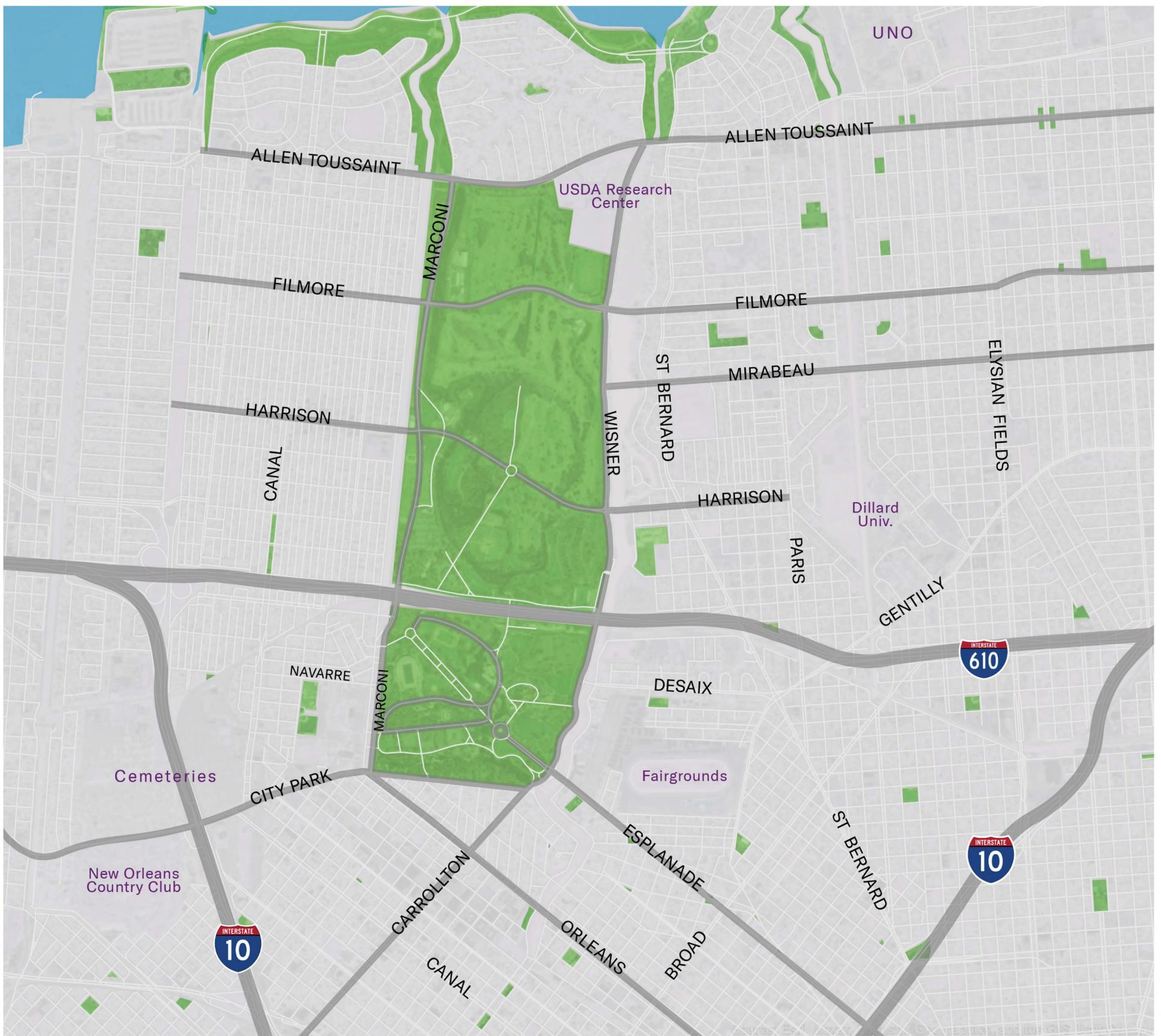
## Safety Challenges for Getting to the Park



## What kinds of safety improvements would make the park easier or more desirable to access?

Place a dot on a location on the map where you see improvements are needed, using the colors below. Dots may overlap!

-  Make the pedestrian crossings shorter and simpler
-  Traffic control (like traffic lights or stop signs) to make it safer to walk through
-  Traffic control (like traffic lights or stop signs) to make it safer to drive through





**Walking, Biking & Transit**

**What are your paths of circulation within the park, if you visit more than one location?**

Draw these routes on the map using the colors below.

-  Driving between destinations
-  Using another means of travel between destinations

**What are your preferred routes for getting to the park without driving?**

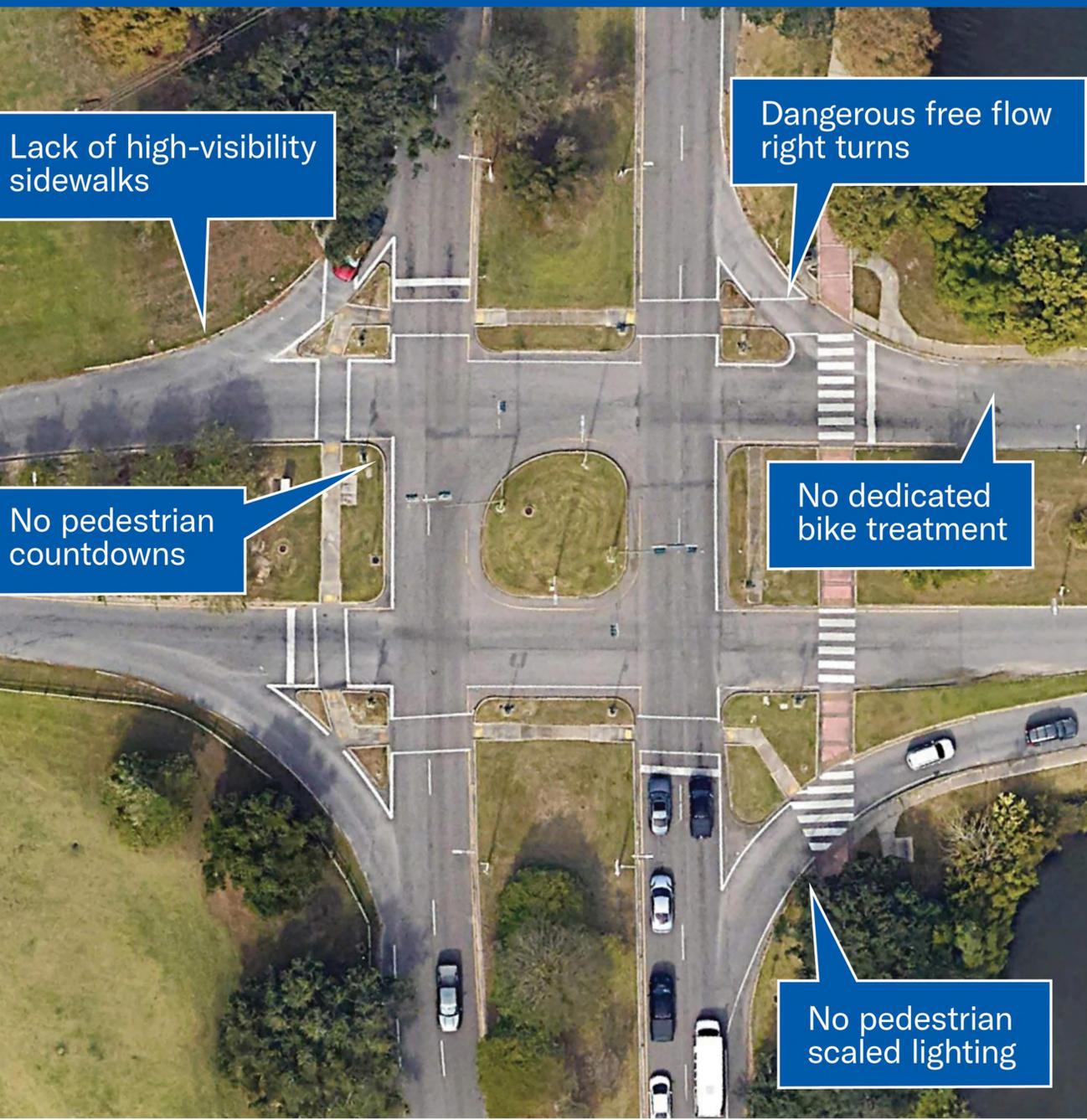
Draw these routes on the map using the colors below.

-  On foot (walking, running)
-  By bicycle or other two-wheel travel
-  On public transit
-  Some other way

# Filmore Ave - Safe Intersection Design

Prototype

## Before



## After



# City Park Master Plan

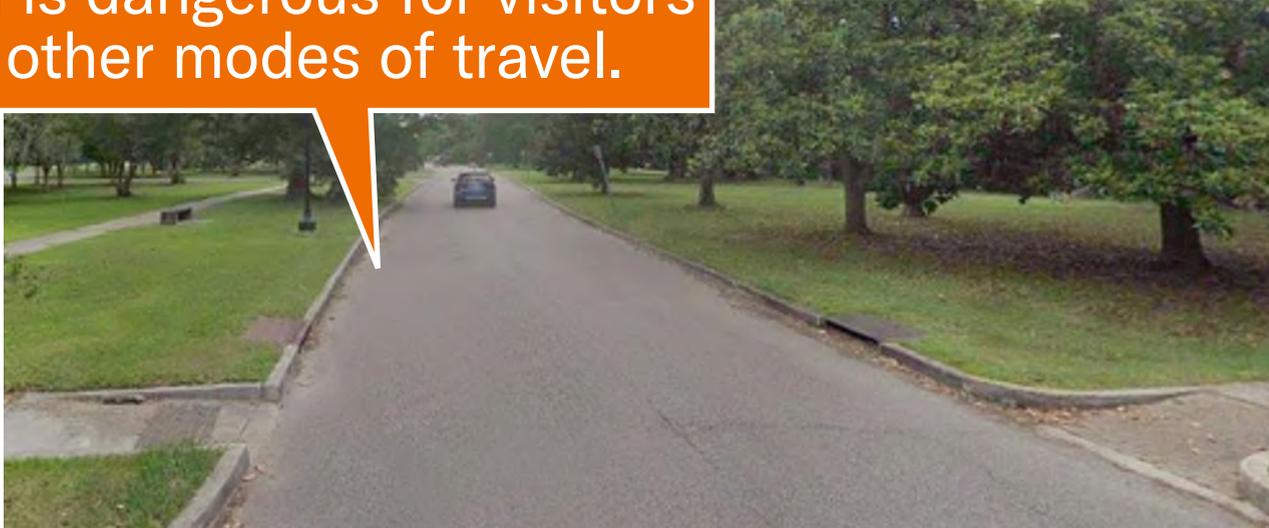
## Make Safe Ways for Pedestrians and Cyclists

### Station 2 - Part 1



# Make Safe Ways for Pedestrians and Cyclists

Entry points cater to vehicles, which is dangerous for visitors using other modes of travel.



Parking is unmanaged and wayfinding is confusing.



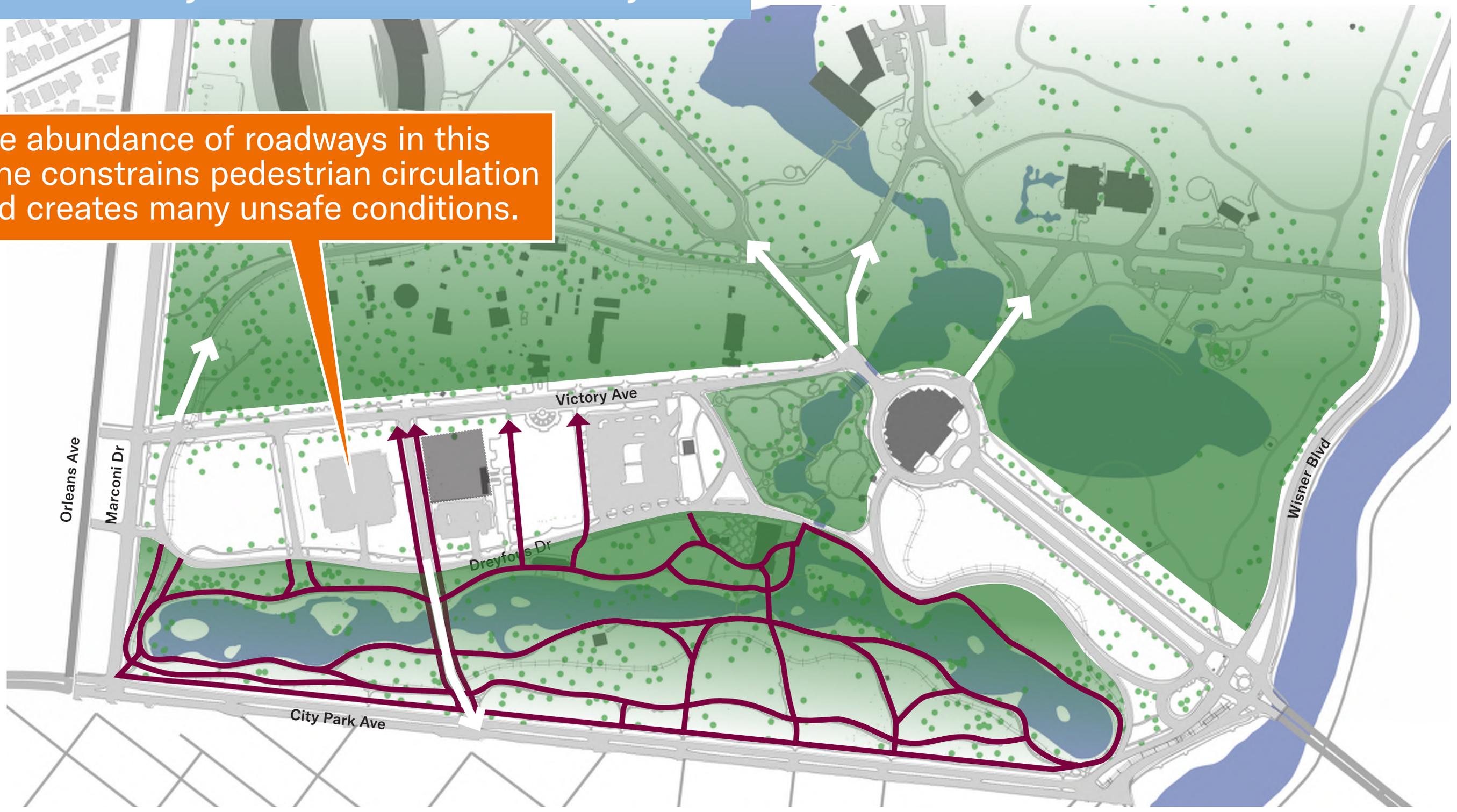
Walkways & bikeways are inconsistent and poorly maintained.

Traffic and circulation are inefficient and unorganized.



# Make Safe Ways for Pedestrians and Cyclists

The abundance of roadways in this zone constrains pedestrian circulation and creates many unsafe conditions.

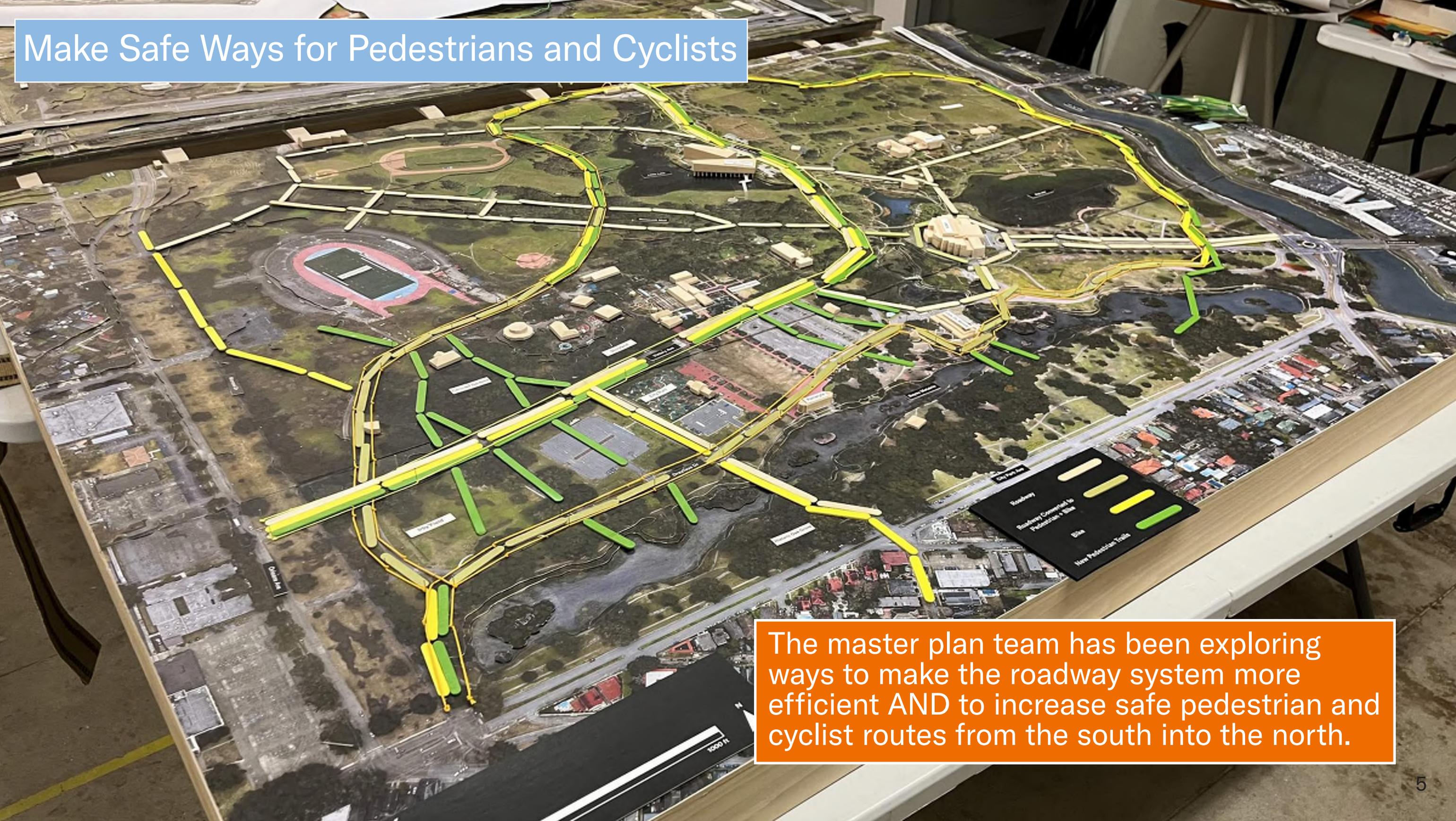


# Make Safe Ways for Pedestrians and Cyclists

Fenced attractions and Big Lake further constrain pedestrian and cyclist movement to the north into shared roadways.



# Make Safe Ways for Pedestrians and Cyclists



The master plan team has been exploring ways to make the roadway system more efficient AND to increase safe pedestrian and cyclist routes from the south into the north.

# Make Safe Ways for Pedestrians and Cyclists

Multi-use trail (ped/bike)

Park Promenade

Improved external connections

Existing  
New Pedestrian Trails  
New Pedestrian Trails

1000 ft

# Make Safe Ways for Pedestrians and Cyclists

A one-way road, two lanes wide, does not dissuade driving through the park at high speeds.

No crosswalk

Existing

# Make Safe Ways for Pedestrians and Cyclists

Parking lots lack any spatial orientation and feel like the end of the park.

Traditional globe lights illuminate the roadway, but the light levels are not high enough to properly cover the pedestrian paths.

Drain inlet to piped stormwater system

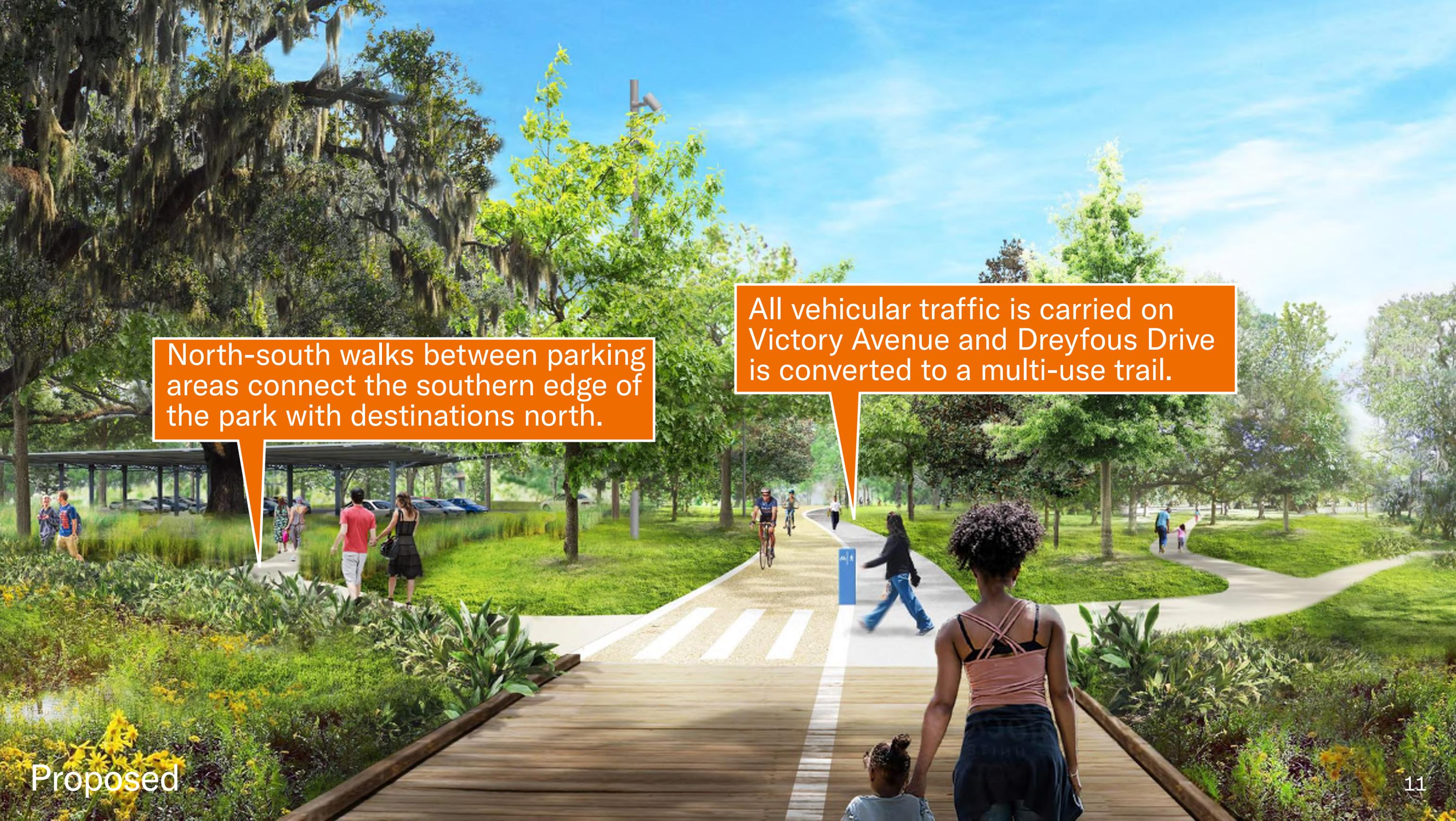
Existing



Existing



Proposed



North-south walks between parking areas connect the southern edge of the park with destinations north.

All vehicular traffic is carried on Victory Avenue and Dreyfous Drive is converted to a multi-use trail.

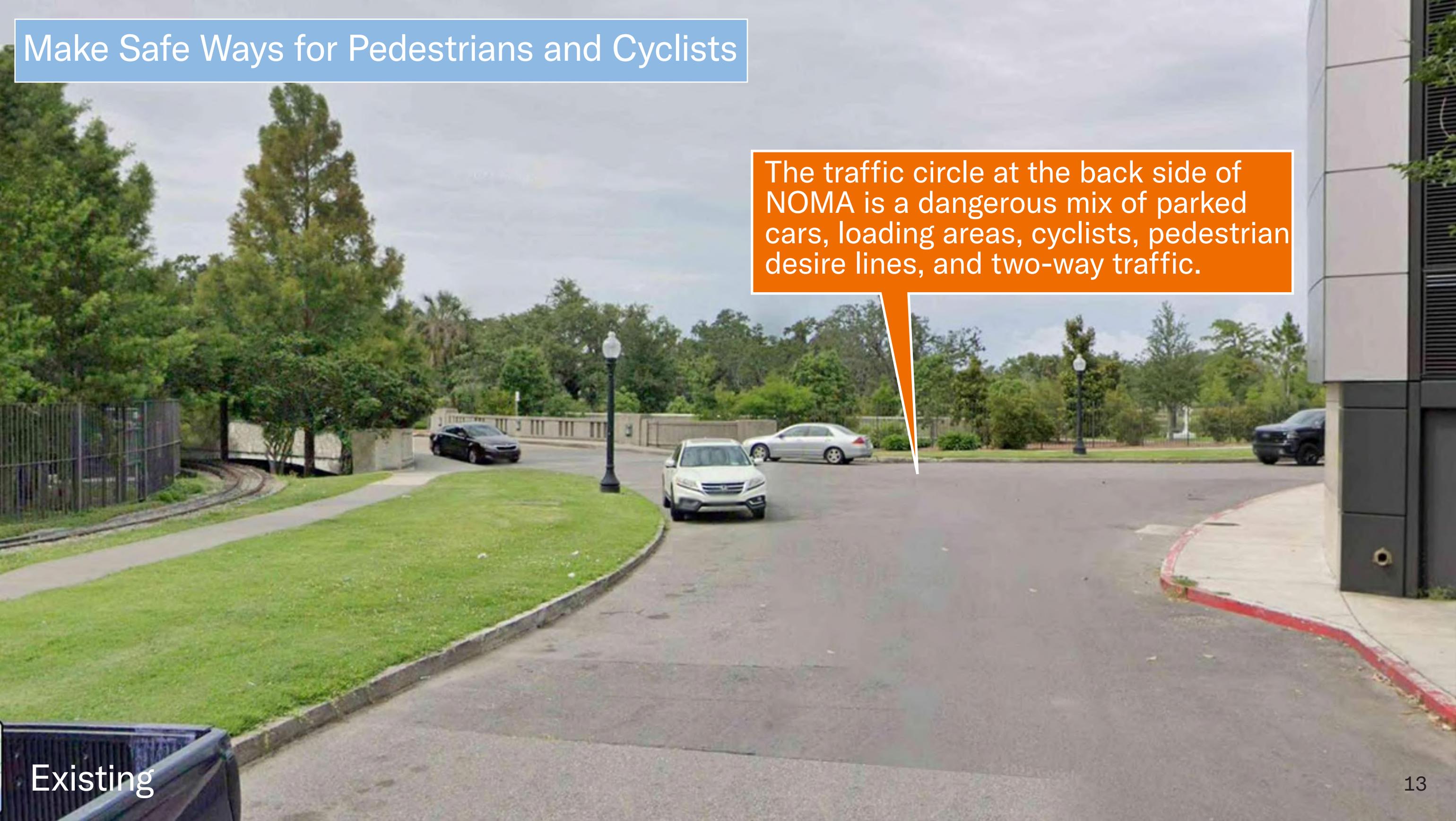
An architectural rendering of a park. In the foreground, a wooden boardwalk with a white stripe runs from the bottom center towards the middle ground. To the left of the boardwalk is a wetland area with various green plants and a small stream. To the right is a paved path with a white stripe, where a woman in a pink top and dark skirt is walking away from the viewer, holding the hand of a small child. Further down the path, a person is walking, and a cyclist is riding. The background is filled with lush green trees and a clear blue sky. A parking lot with several cars is visible in the distance on the left. Two orange callout boxes with white text are overlaid on the image. The first callout box points to a tall, thin light pole. The second callout box points to the wetland area.

High-mast light poles illuminate parking areas and pathways with better distribution.

Linear wetlands absorb runoff from parking lots and filter it before it enters the lagoon.

# Make Safe Ways for Pedestrians and Cyclists

The traffic circle at the back side of NOMA is a dangerous mix of parked cars, loading areas, cyclists, pedestrian desire lines, and two-way traffic.



Existing



Existing



Proposed



All vehicular traffic is carried on roads to the side of Little Lake and a multi-use trail connects to the park areas in the north.

The bridge over Little Lake and the back of NOMA become a pedestrian plaza.

# Make Safe Ways for Pedestrians and Cyclists

Parking currently dominates the character of the historic mall.

There are no pedestrian activities supported here despite the bounty of shade.

The long, straight, and wide one-way road becomes a speedway.

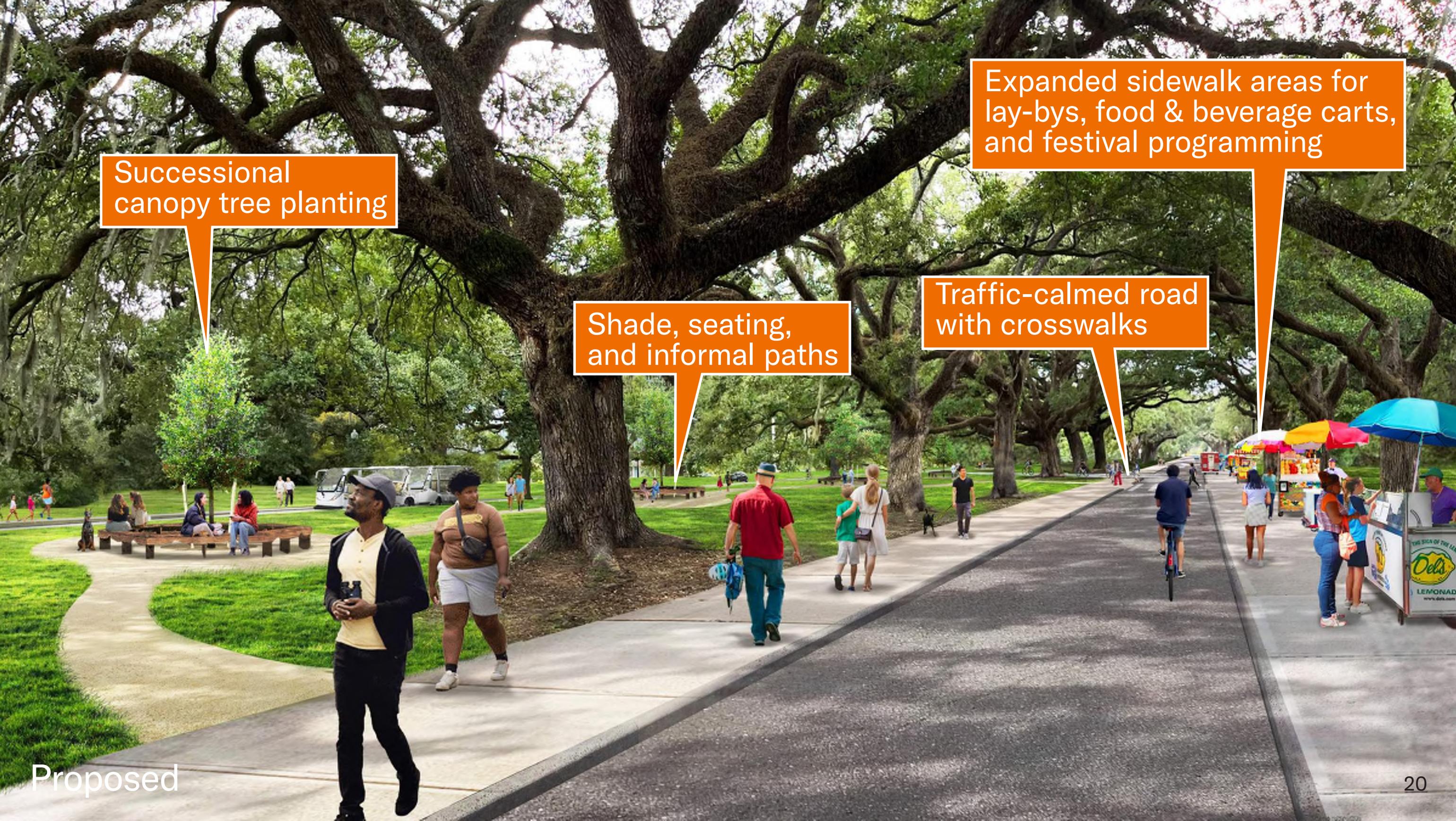
Existing



Existing



Proposed



Successional canopy tree planting

Shade, seating, and informal paths

Traffic-calmed road with crosswalks

Expanded sidewalk areas for lay-bys, food & beverage carts, and festival programming

Proposed

# Make Safe Ways for Pedestrians and Cyclists

Screening planting at parking creates poor visibility

No accomodation for cyclists or crosswalks

No curbs and insufficient pedestrian paths

Existing



Existing



Proposed

The Park Promenade creates space for all modes of travel, acting as a park circulator that connects park destinations to each other and to parking areas.



Proposed



A series of restroom and visitor support structures would be coordinated with the promenade.

Tabletop or safe-harbor crossings for pedestrians will slow vehicular traffic.

Entrances to different features within the park are connected to the promenade.

Proposed

Improved lighting, visitor support, and nearby activity will make for a safer environment for walks and bike rides in the cooler evening hours.



Proposed

# Make Safe Ways for Pedestrians and Cyclists

The steep slope of the road draws attention to the underside of the highway.

The entry into the north side of the park feels pinched.

Low point beneath the train bridge

Existing

# Make Safe Ways for Pedestrians and Cyclists

The margins feel like a “no-mans” land.

Inadequate accomodation for cyclists and pedestrians

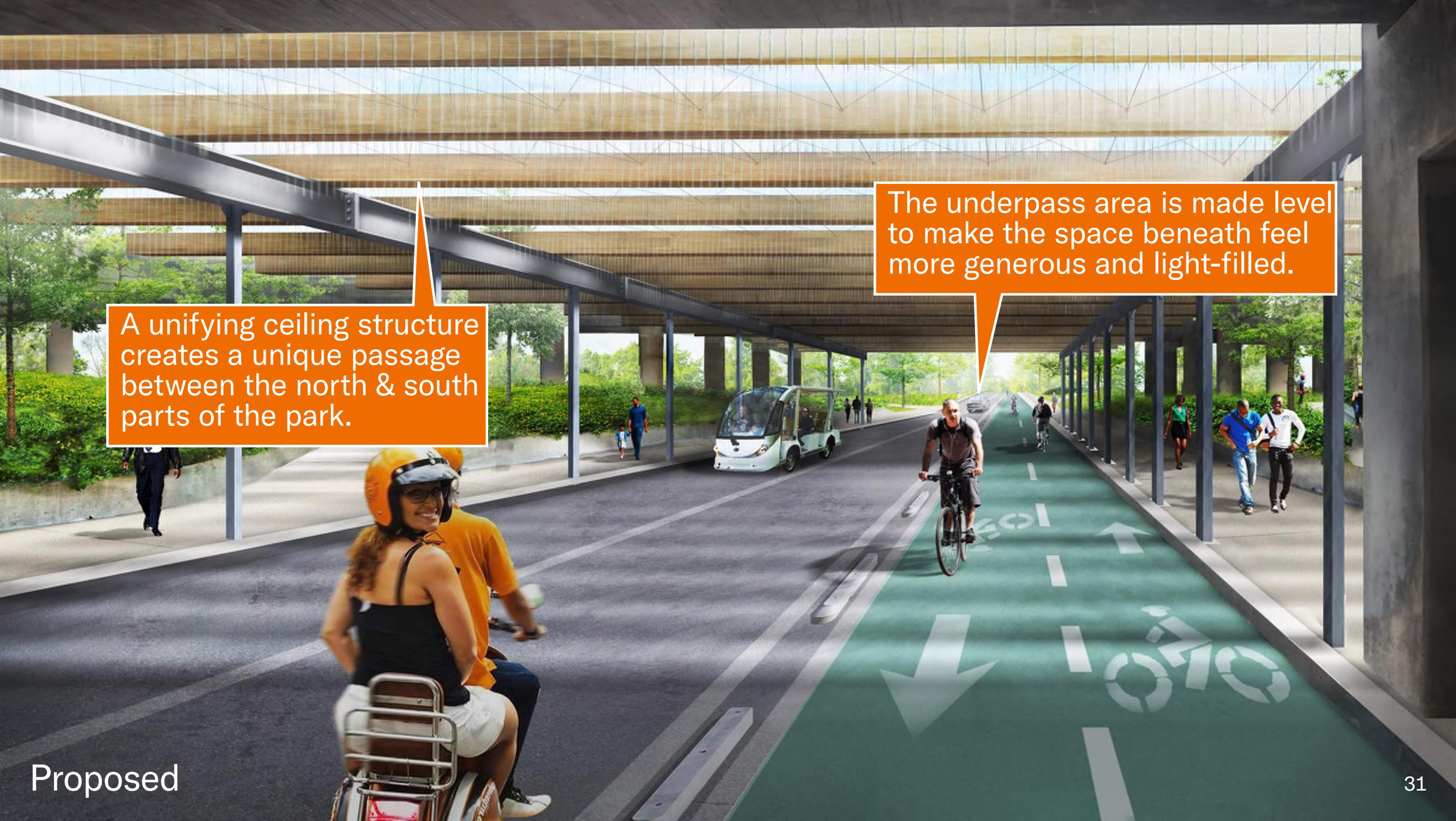
Existing



Existing



Proposed



A unifying ceiling structure creates a unique passage between the north & south parts of the park.

The underpass area is made level to make the space beneath feel more generous and light-filled.

An architectural rendering of a modern transit station at night. The station features a prominent ceiling structure composed of numerous vertical, illuminated rods that create a shimmering, light-filled canopy. The station is divided into lanes for different modes of transport: a car lane on the left, a motorcycle lane in the middle, and a dedicated green-painted bicycle lane on the right. The bicycle lane is marked with white arrows and bicycle icons. People are shown walking on the sidewalks, riding motorcycles, and using a skateboard and bicycle. The overall atmosphere is vibrant and futuristic.

At night, the ceiling structure supports a spectacle of lighting that becomes an exciting draw.

Proposed

# City Park Master Plan

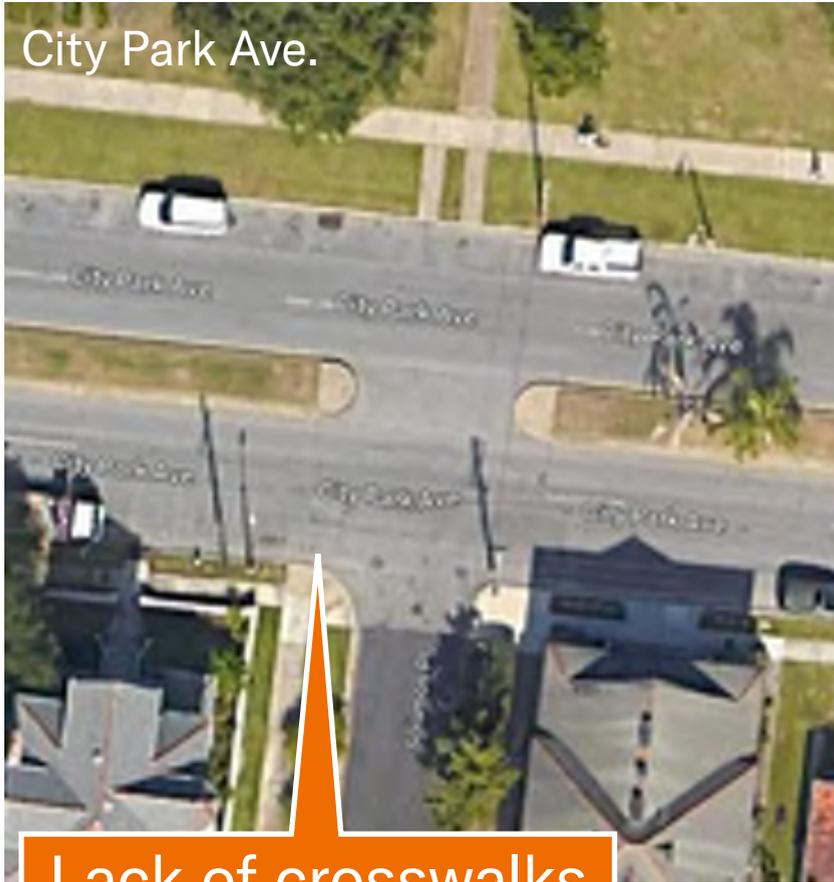
## Make Safe Ways for Pedestrians and Cyclists

### Station 2 - Part 2

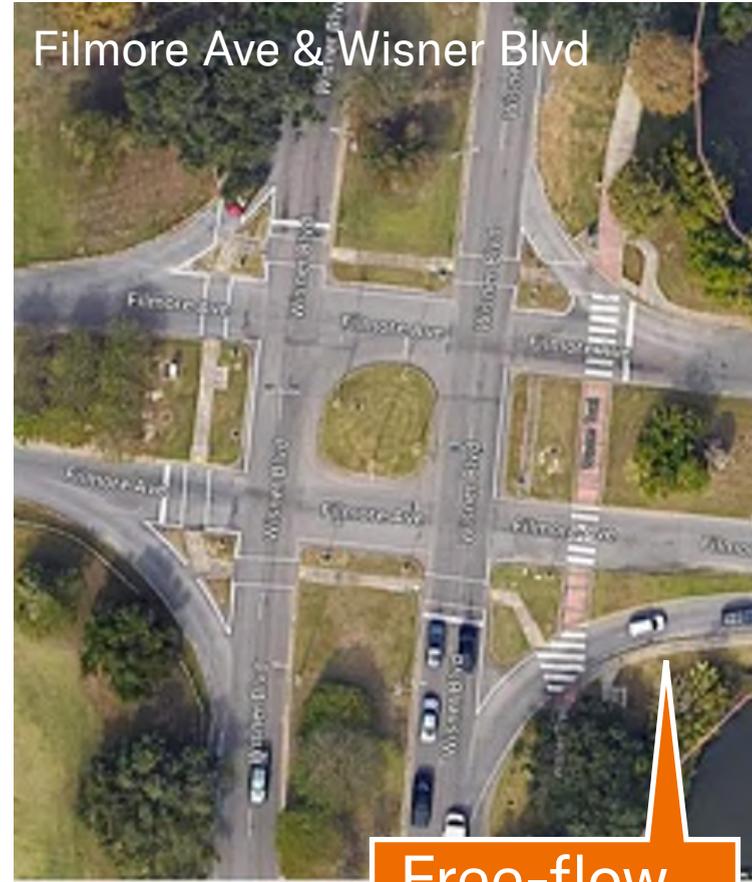




1. Traffic and circulation are inefficient and unorganized



Lack of crosswalks



Free-flow right turns



No curb ramps

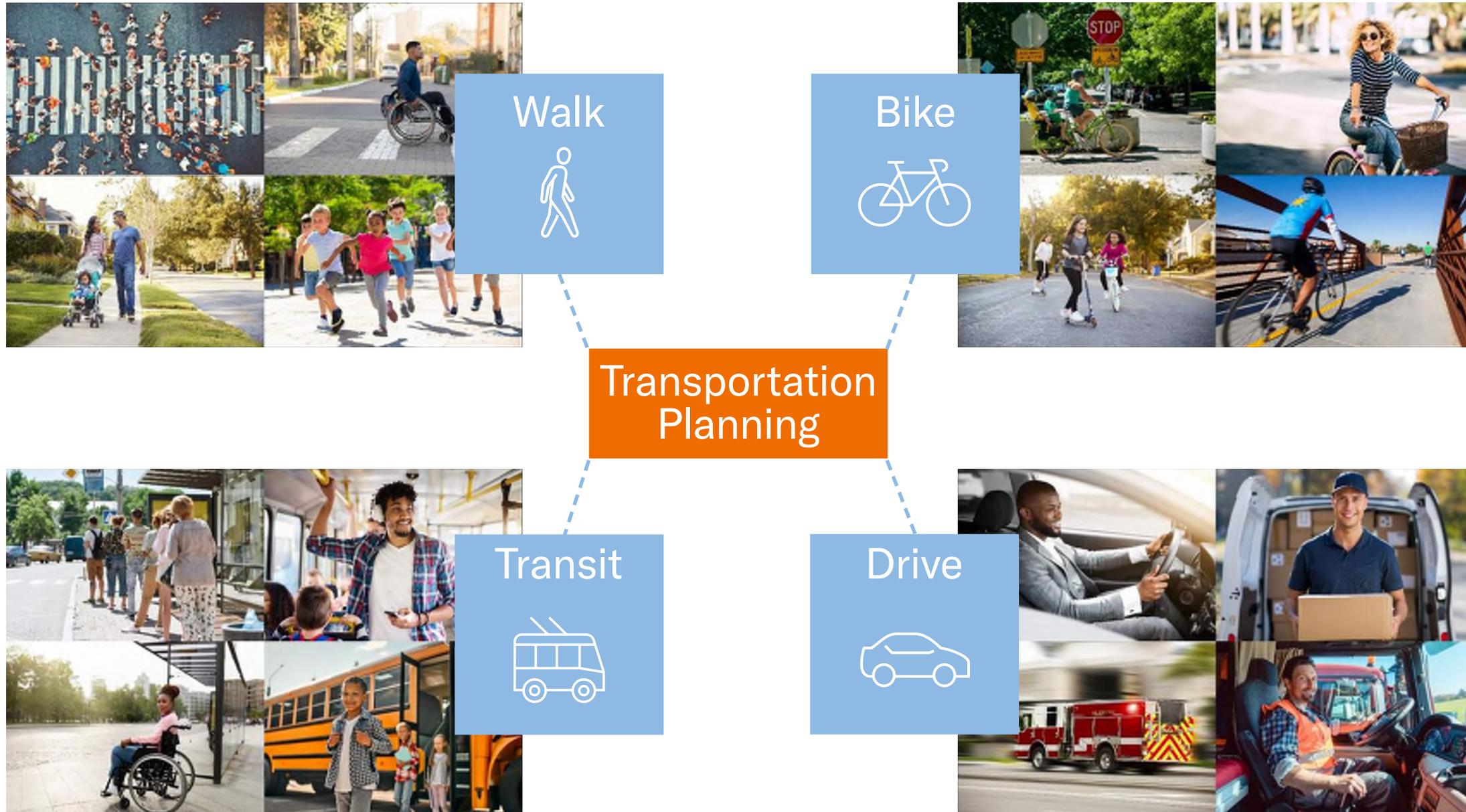
2. Entry points to the park cater to vehicles and are dangerous for other modes of arrival



3. Bikeways and pedways in the park are inconsistent and poorly maintained

# Make Safe Ways for Pedestrians and Cyclists

# Planning for all Modes of Transportation



## Who are we planning for?

- network for all forms of mobility, not just recreation
- local vs. community-wide
- everyone is a pedestrian at some stage of the trip!



# Make Safe Ways for Pedestrians and Cyclists

# Planning for all Modes of Transportation

Connected networks  
(pedestrians, bikes,  
transit, cars)



### Along the street:

- sidewalks
- shared-use paths
- greenways/trails



### Across the street:

- intersection treatments  
(ADA curb ramps, crosswalks)
- signalized intersections  
(Pedestrian countdowns)
- midblock treatments  
(Pedestrian hybrid beacons (PHBs),  
refuge islands)



### Shared street:

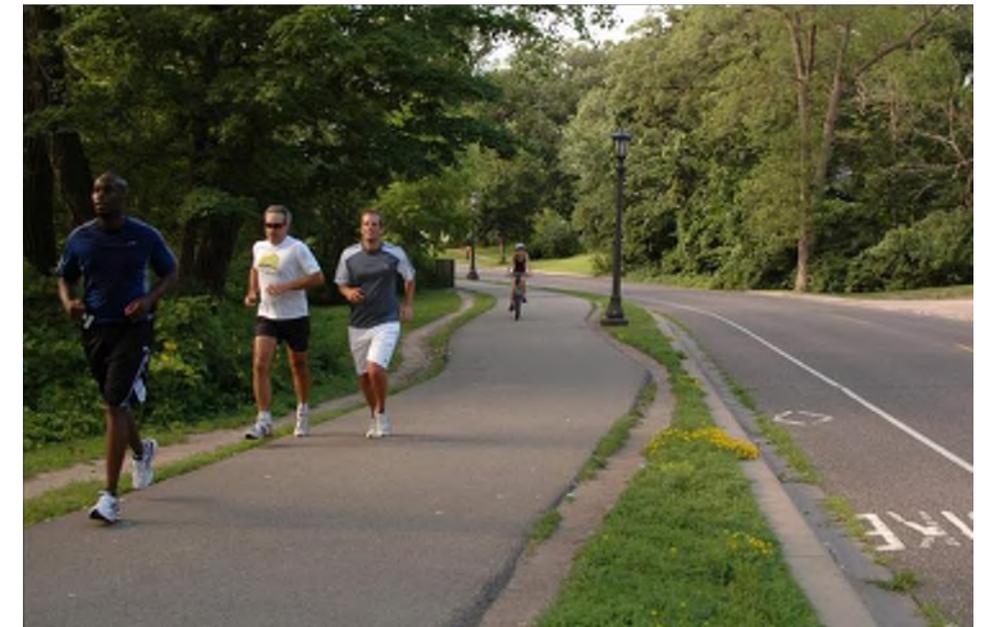
- shared lane markings
- bike boulevards

### On street:

- paved shoulders
- traditional bike lanes
- buffered bike lanes

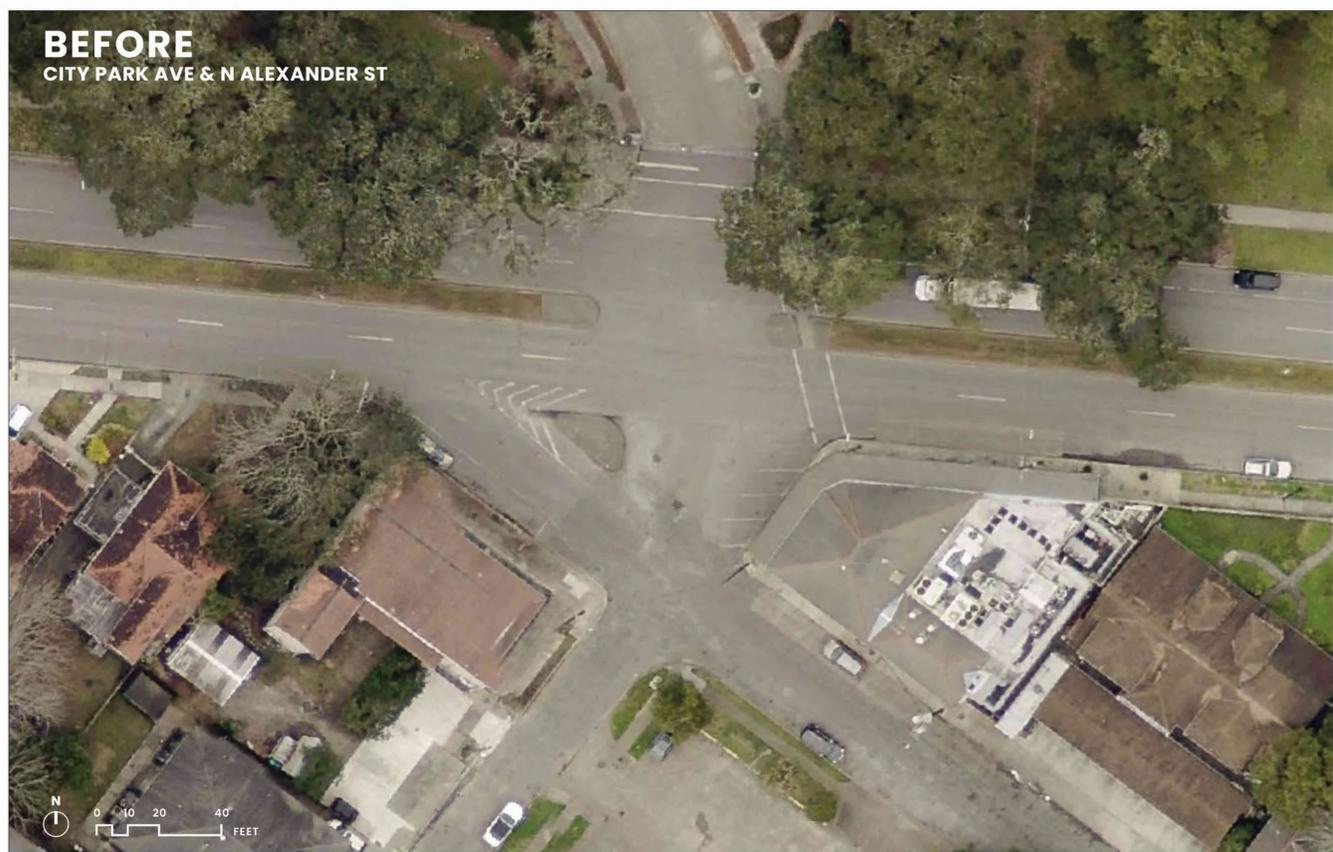
### Separated:

- between the curb:  
bollards/medians
- above the curb:  
side path
- shared-use path  
(greenway)



# Lafitte Greenway Trailhead

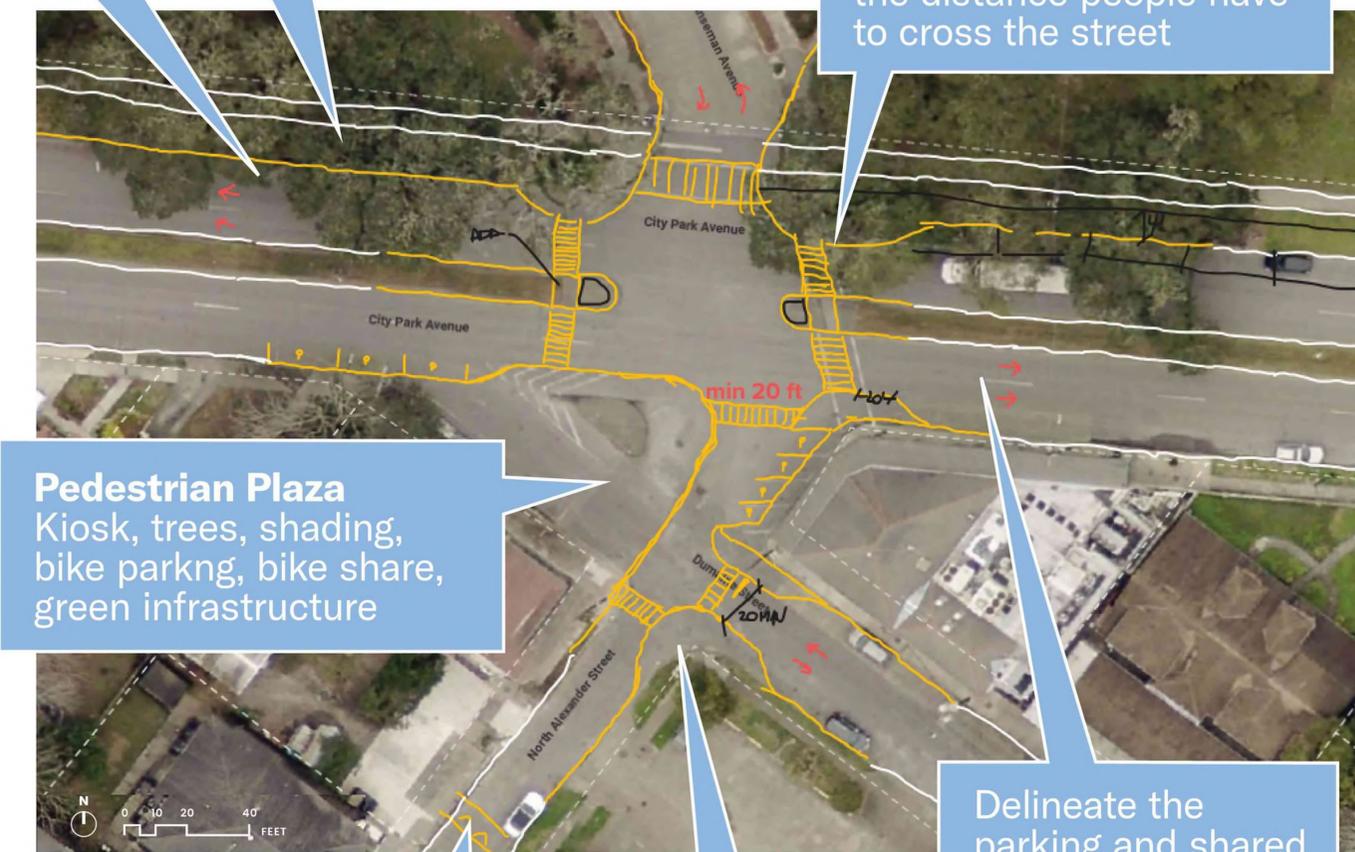
at City Park Ave & North Alexander St



Proposed shared-use path

Existing sidewalk

Curb bumpouts to narrow the distance people have to cross the street



**Pedestrian Plaza**  
Kiosk, trees, shading, bike parking, bike share, green infrastructure

**Traffic Calming**  
Speed hump or raised crosswalk

Curb bumpout

Delineate the parking and shared use path, 10 ft and 4 ft buffer

# Lafitte Greenway Trailhead

at City Park Ave & North Alexander St



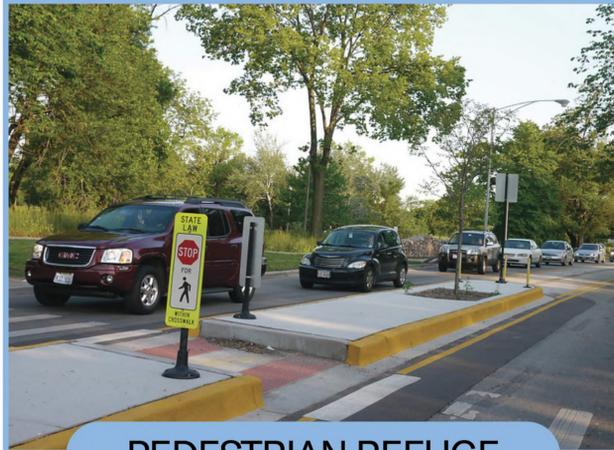
# VISUAL PREFERENCE SURVEY : PEDESTRIAN

## PICK YOUR TOP 3

Which of the following pedestrian treatments would you like to see?  
Pick your top 3 choices from the options below and place a dot



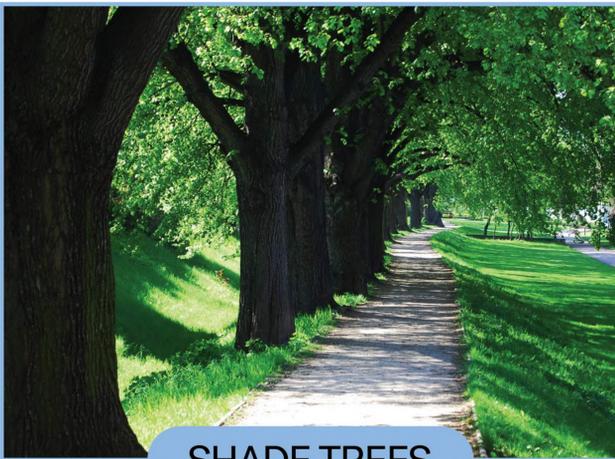
CURB EXTENSIONS



PEDESTRIAN REFUGE



MIDBLOCK CROSSING (RRFB)



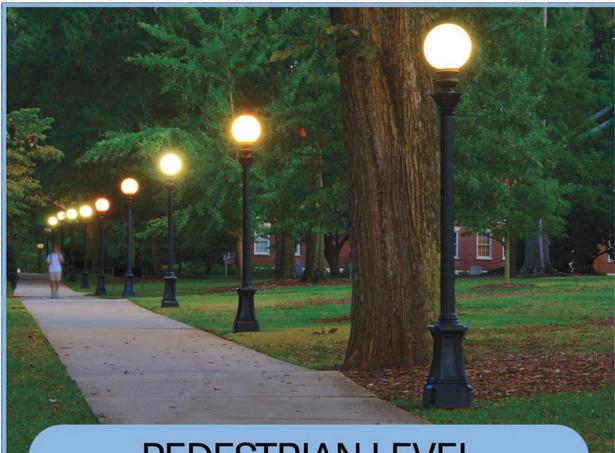
SHADE TREES



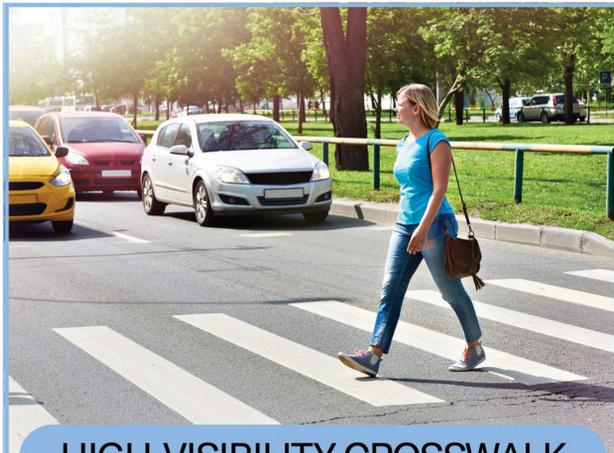
SIDEPATH



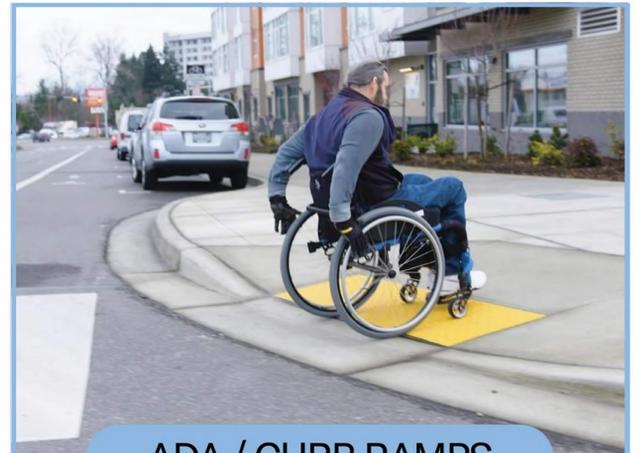
PAINTED CROSSWALK



PEDESTRIAN LEVEL



HIGH-VISIBILITY CROSSWALK



ADA / CURB RAMPS

# VISUAL PREFERENCE SURVEY : BICYCLE

## PICK YOUR TOP 3

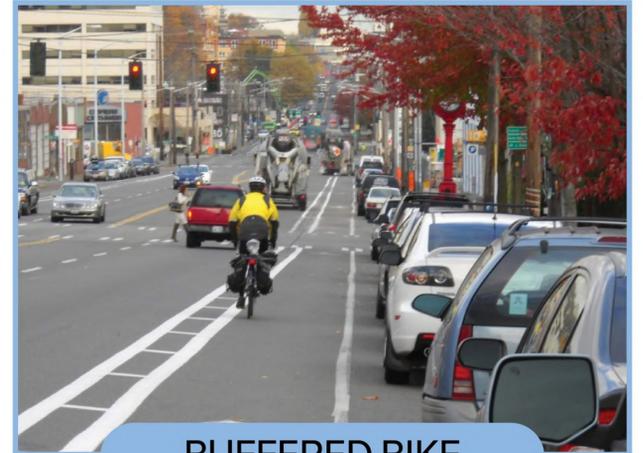
Which of the following pedestrian treatments would you like to see?  
Pick your top 3 choices from the options below and place a dot



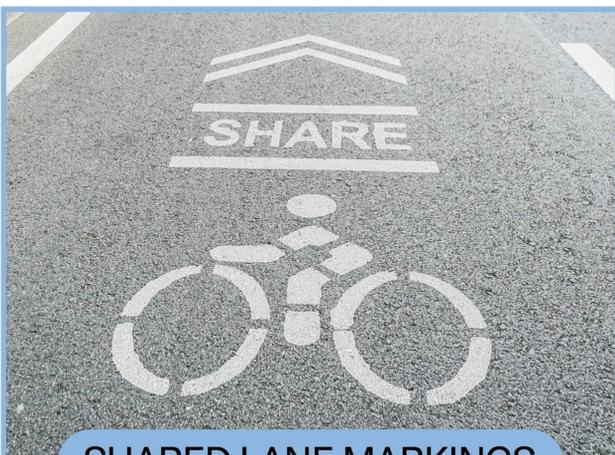
STANDARD BIKE LANE



PROTECTED BIKE LANE



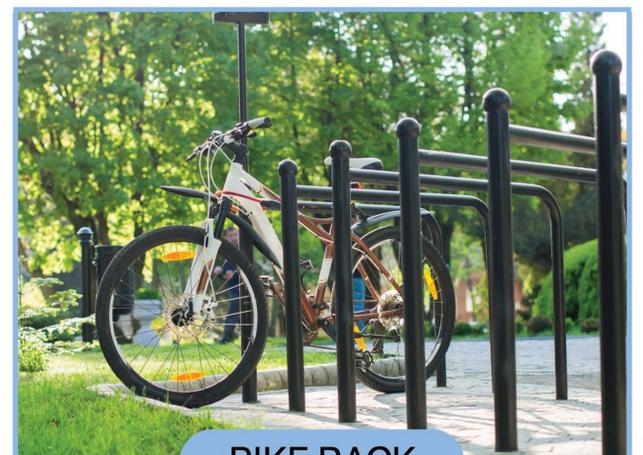
BUFFERED BIKE



SHARED LANE MARKINGS



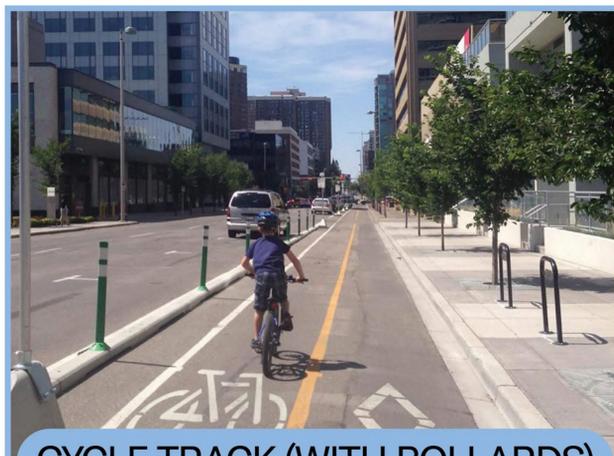
BIKE BOX (INTERSECTION)



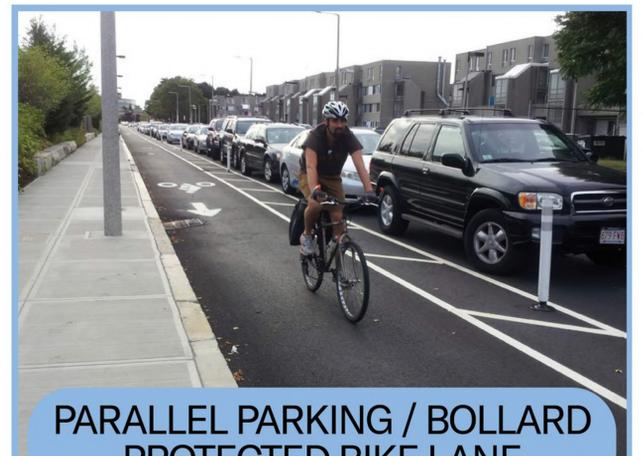
BIKE RACK



CYCLE TRACK  
(WITH PROTECTIVE ISLAND)



CYCLE TRACK (WITH BOLLARDS)



PARALLEL PARKING / BOLLARD  
PROTECTED BIKE LANE



# City Park Master Plan

## Create New Visitor Experiences

### Station 3

# Create New Visitor Experiences

Destinations,  
Traditions, &  
Programming

The focus of Public Meeting #2 is on City Park's Circulation and Access.  
The ways that visitors arrive at and move through the landscape form the foundation of the park experience.

Landscape Types

Lagoons, Lakes & Water Systems

Circulation & Access

# Create New Visitor Experiences

The park experience is currently dominated by car-centric design. The Master Plan recommends two key changes:

## 1. PARKING GARDENS

In a park, the pedestrian experience should begin from the moment you open your car door.

- Create an experience on arrival of cypress wetland
- Orient the visitor to destinations
- Open sight lines between parking and entries into the park landscape
- Every parking space is either under shaded canopy or near a park entrance

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- Every parking space is either under shaded canopy or near a park entrance

## 2. PARK PROMENADE

The Park Promenade is a unifying passageway that provides:

- Clear wayfinding to destinations throughout the park
- Convenient visitor support (restrooms, concessions)
- Safer environments (activity, lighting, clear sightlines)

# Create New Visitor Experiences

## Arriving at the park



Parking Accommodation



Solar Panel Canopy



Stormwater Reuse



Electric Mobility System

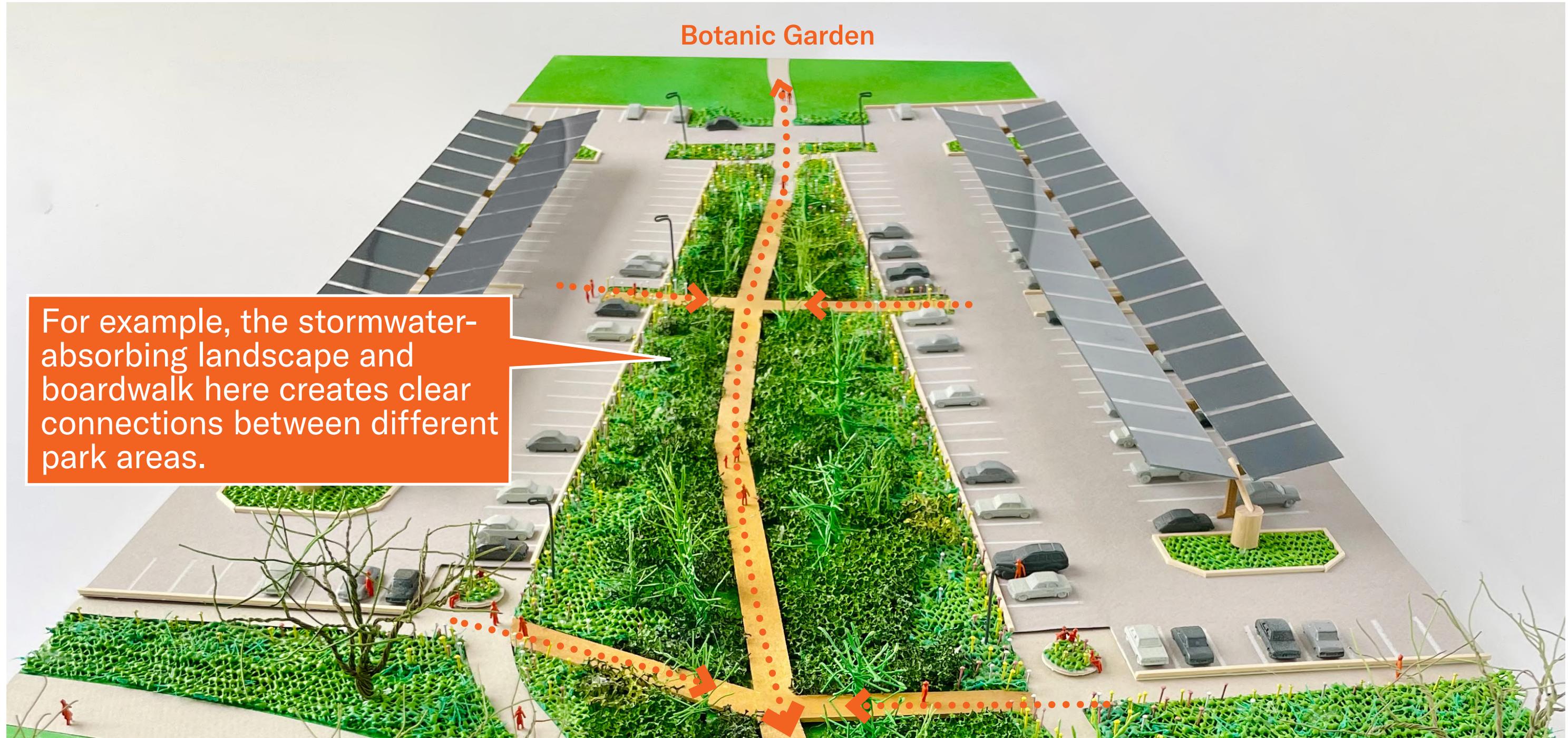
**= PARKING GARDENS**



City Park's existing lots are disorienting, placeless, and unwelcoming. They lack a feeling of arrival or easily discernable entrances for pedestrians.

Parking Gardens funnel visitors into the park landscape and create visual connections between park areas that are currently interrupted by parking lots.







Parking Gardens create clear and comfortable transitions from car to park.



Traffic-Calmed Roadway



Bikeway Network



Trail Network



Park Landscape

**= PARK PROMENADE**

Today, this important thoroughfare primarily serves vehicles. Cyclists and pedestrians are on their own to figure out how to move through the park.



Proposed

The consolidation of all modes of movement through the park and the clustering of parking, restrooms, and wayfinding makes the park feel safer by showcasing all of this activity.



Proposed

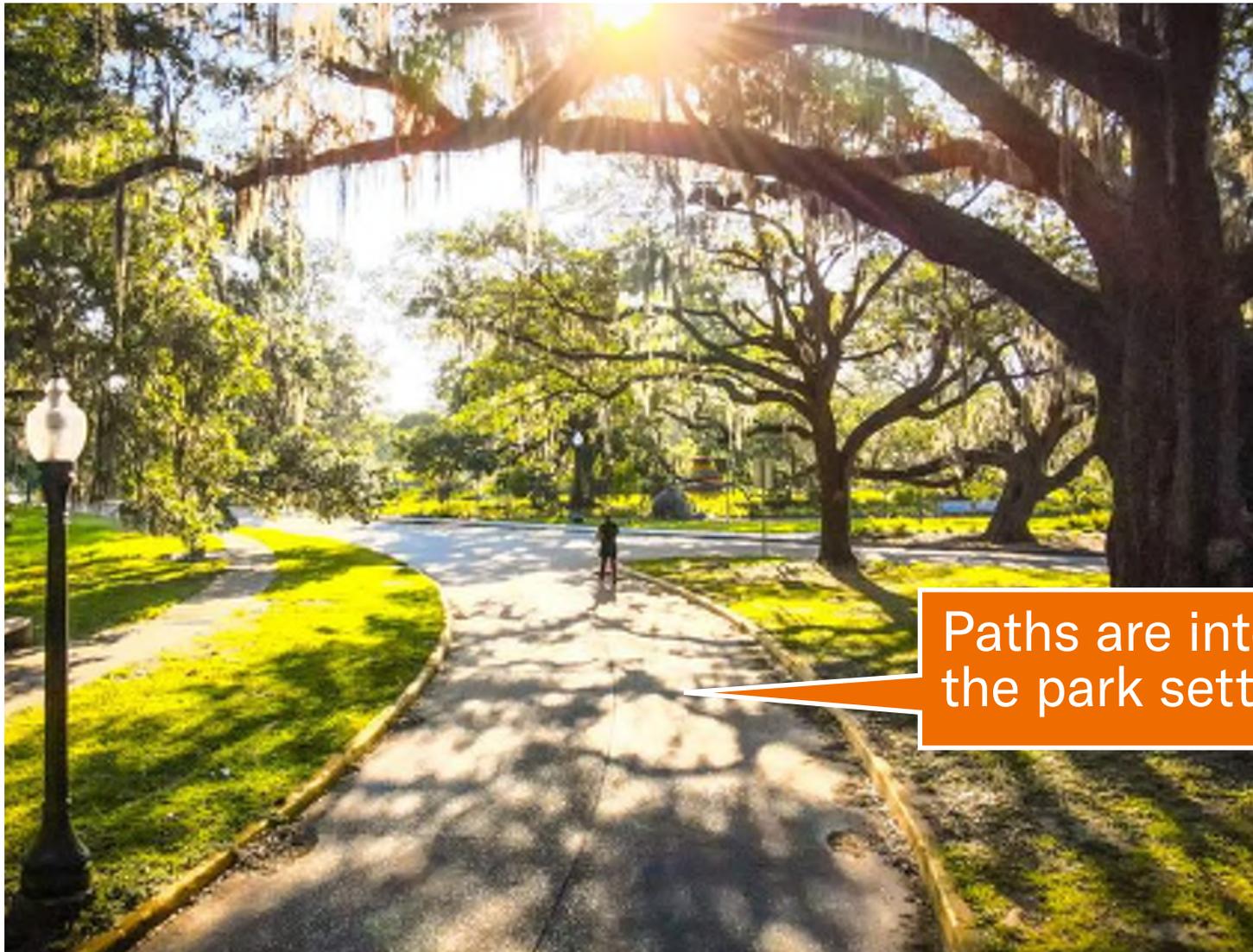
# City Park Master Plan

## Create New Park Connections

### Station 4



**South of I-610**



Paths are integrated into the park setting.

### North of I-610

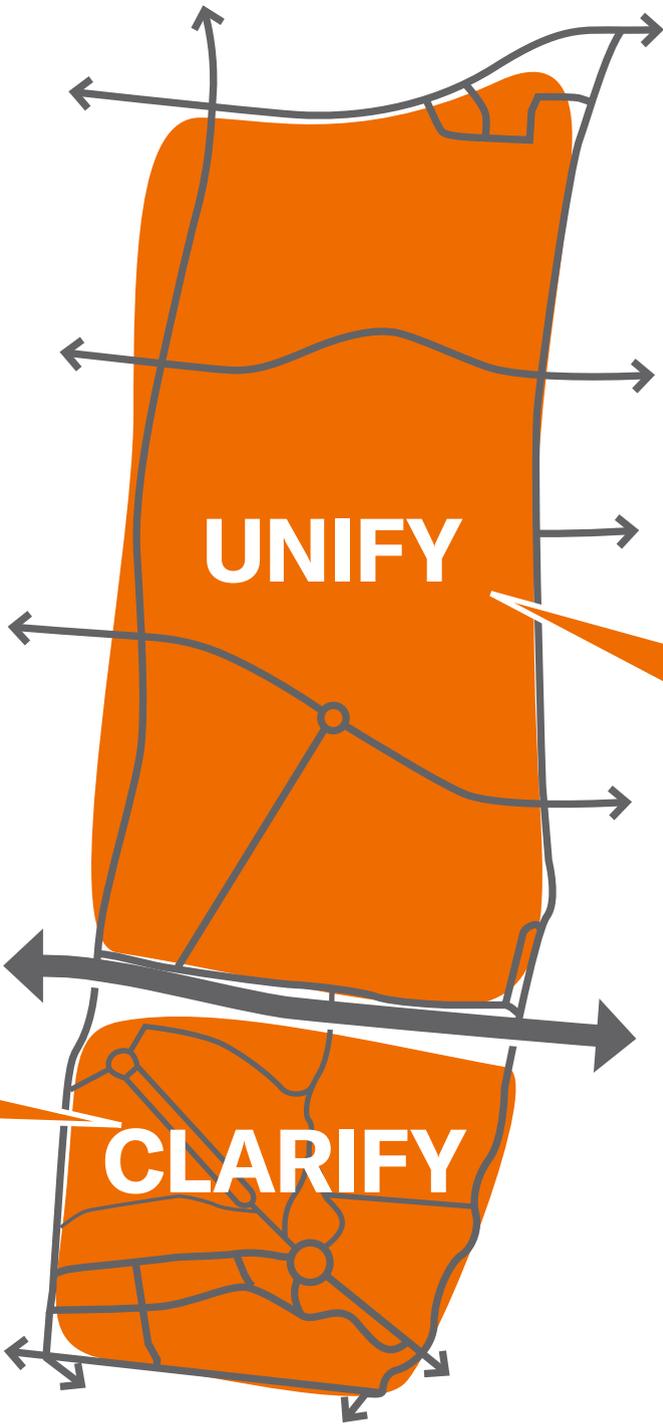


Paths are attached to car-dominated roadways, providing basic connections. Visitors cannot engage in the park landscape.



# Create New Park Connections

## Circulation & Access

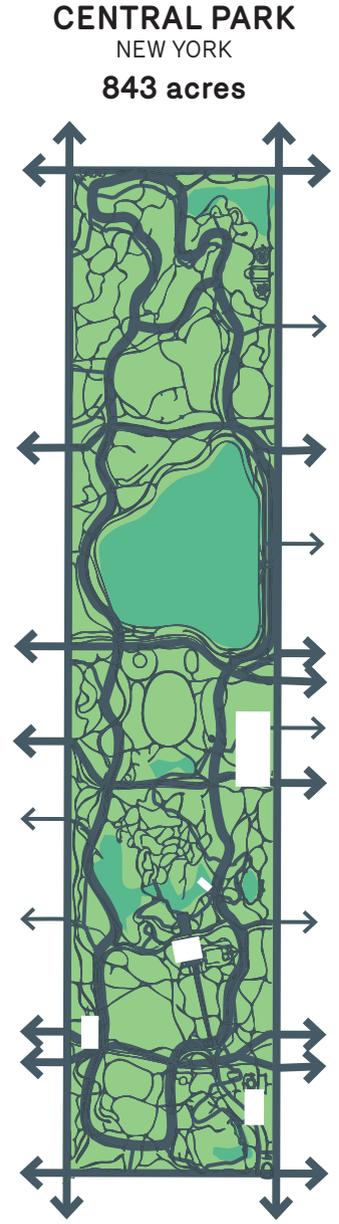
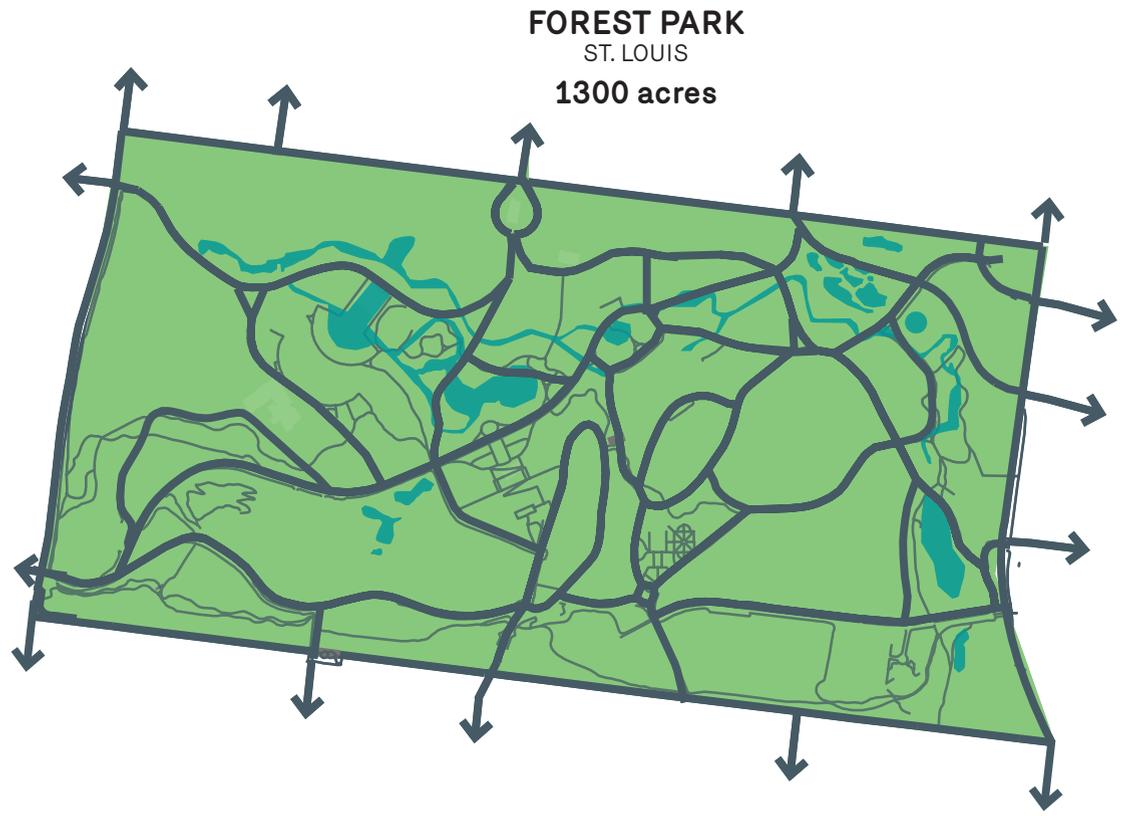
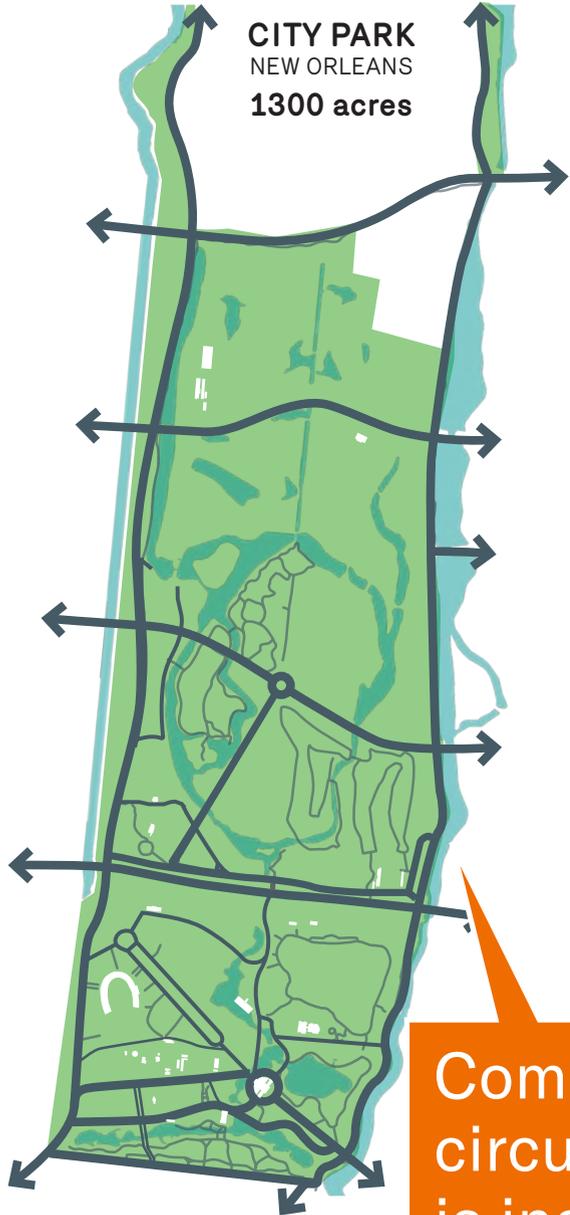


Park destinations north of I-610 are disconnected from one another and feel remote from the public experience of the park.

Park destinations south of I-610 overlap considerably and suffer from an inefficient and incoherent circulation system.

# Create New Park Connections

## Circulation & Access



Compared to other parks, the circulation network in City Park is inadequate for pedestrians and overwhelmingly biased to vehicles.

1 mile

# Create New Park Connections

## Existing Circulation & Access

**Over half of all pedestrian paths are located in only the southern third of the park area - a major deficit in circulation.**



### North of 610:

- 790 Acres
- 10.3 miles of pedestrian trails
- 7.5 miles of bike trails
- 7.1 miles of roads

### South of 610:

- 320 Acres
- 15.7 miles of pedestrian trails
- 3.4 miles of bike trails
- 8.5 miles of roads

# Create New Park Connections

## Existing Circulation & Access

ADD:  
Park Promenade  
that connects  
the north and  
south portions  
of the park.



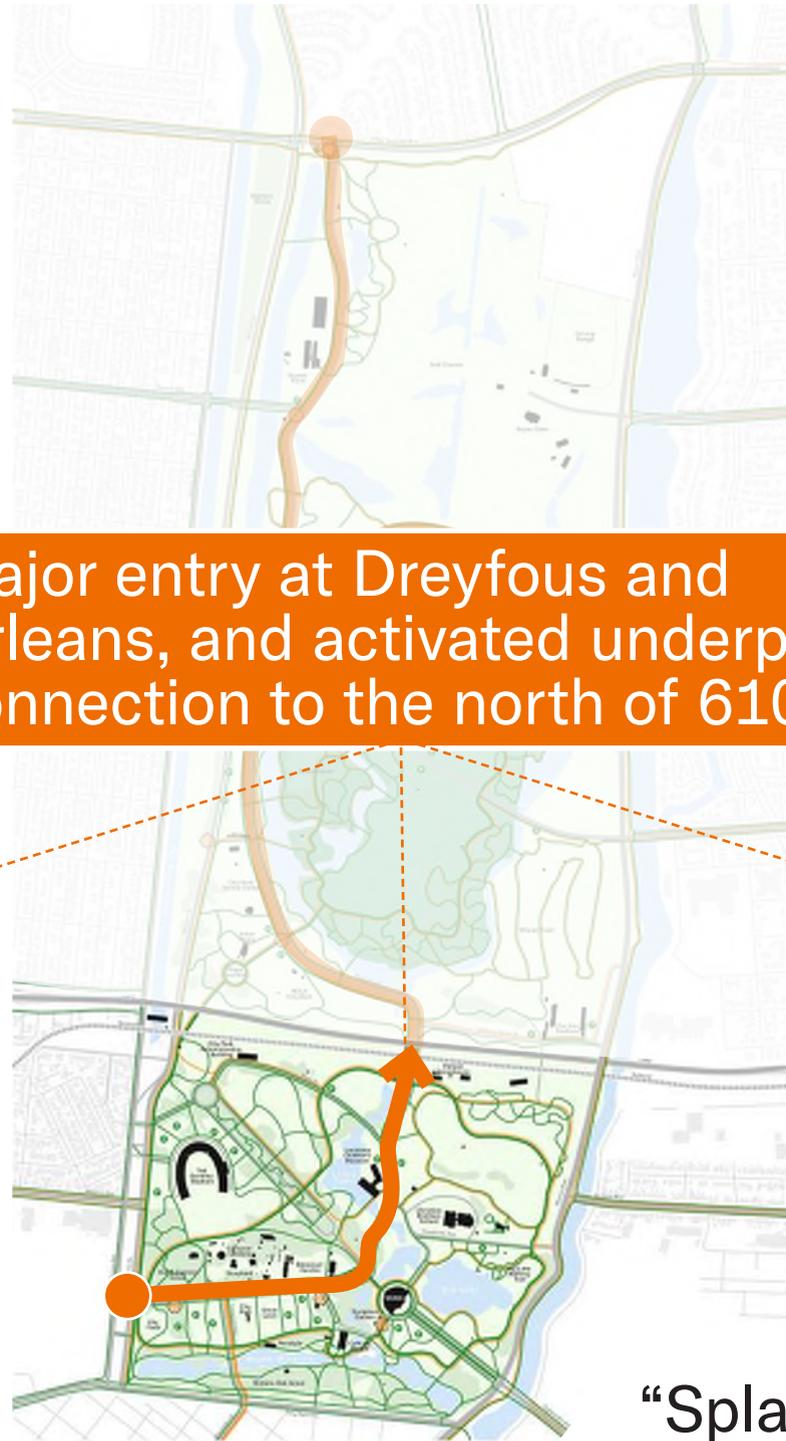
ADD:  
New welcoming  
entries

# Create New Park Connections

## The Promenade South of 610



“Spine”



“Splay”

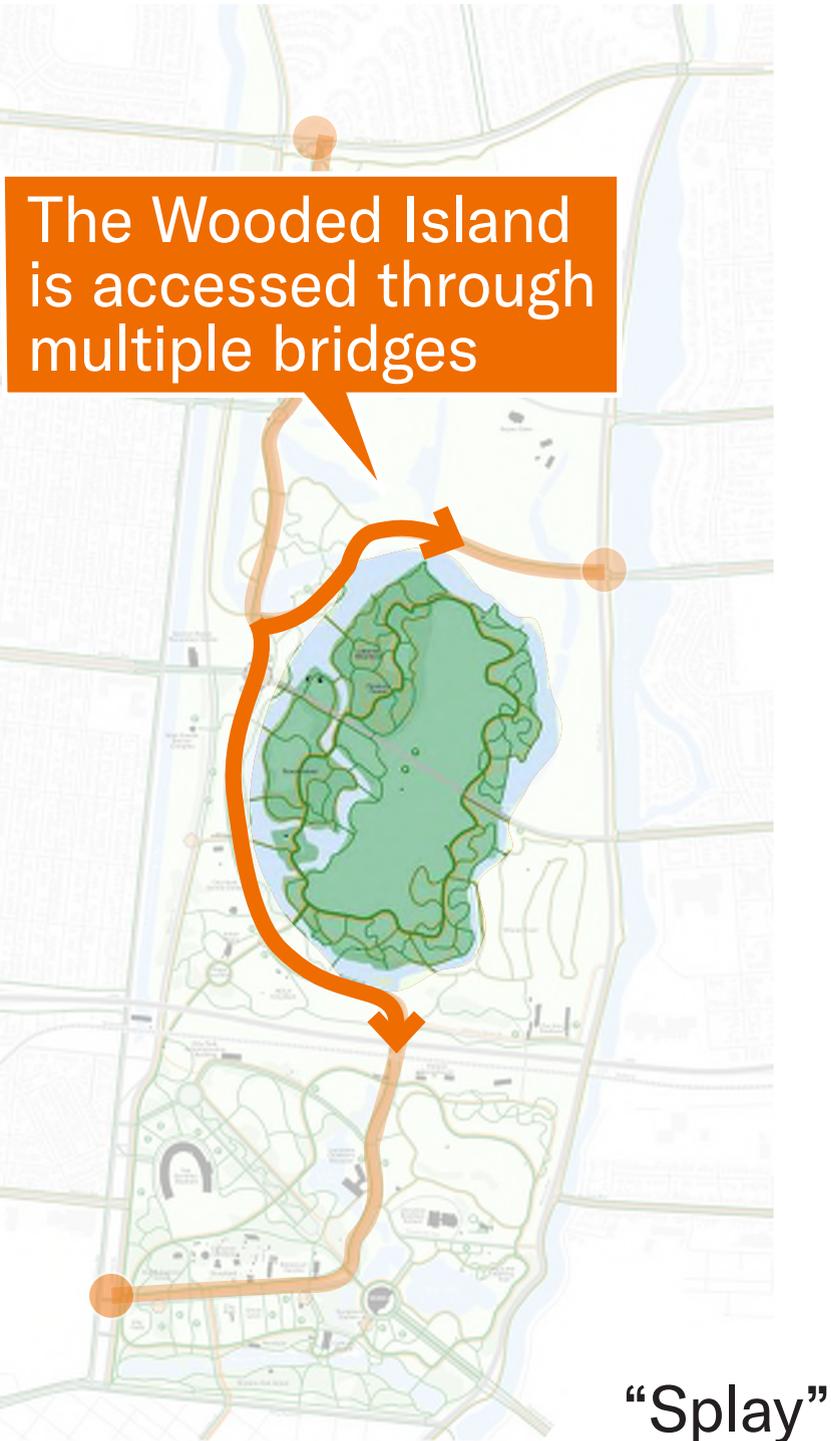


“Meander”

Major entry at Dreyfous and Orleans, and activated underpass connection to the north of 610

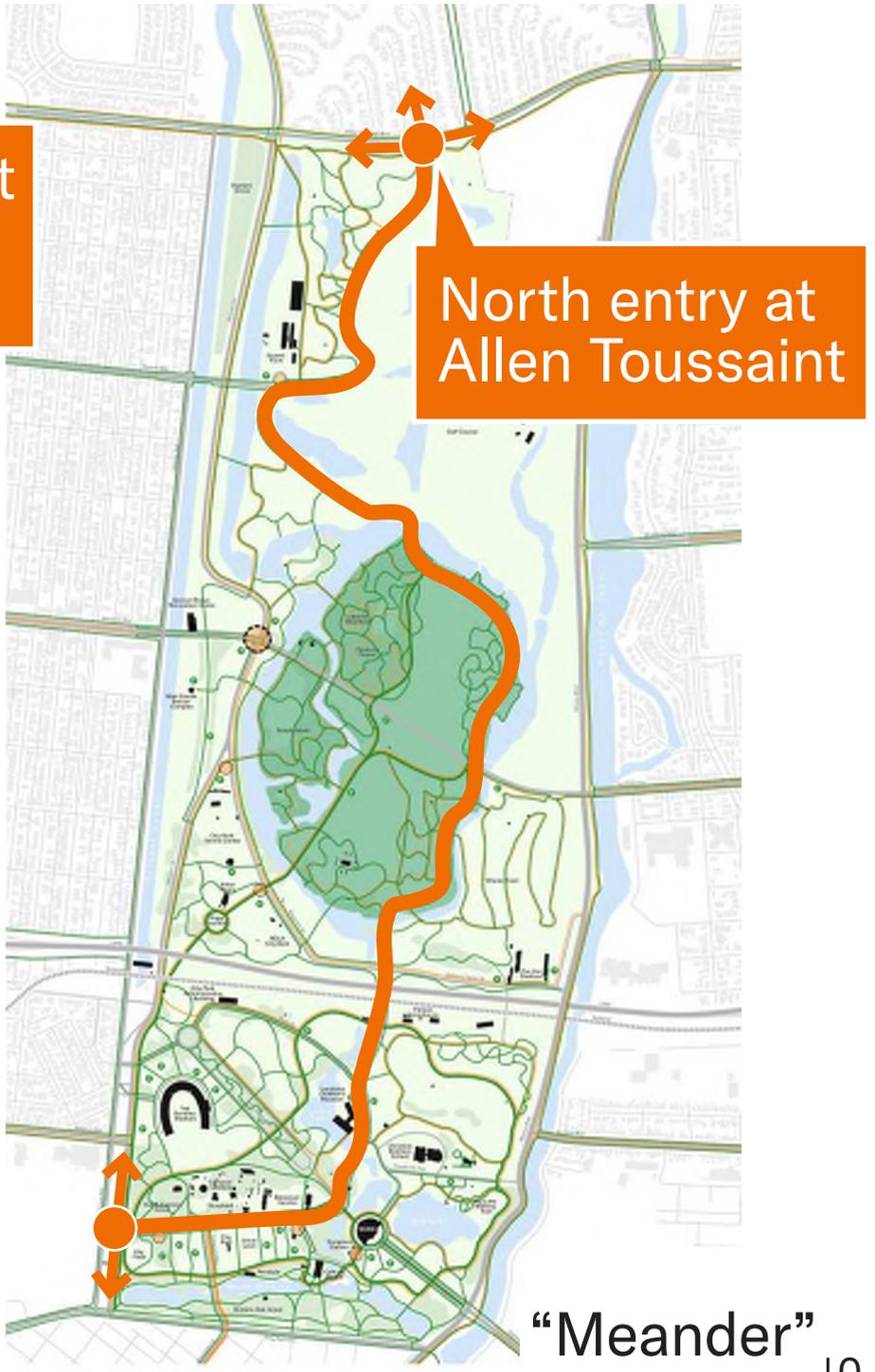
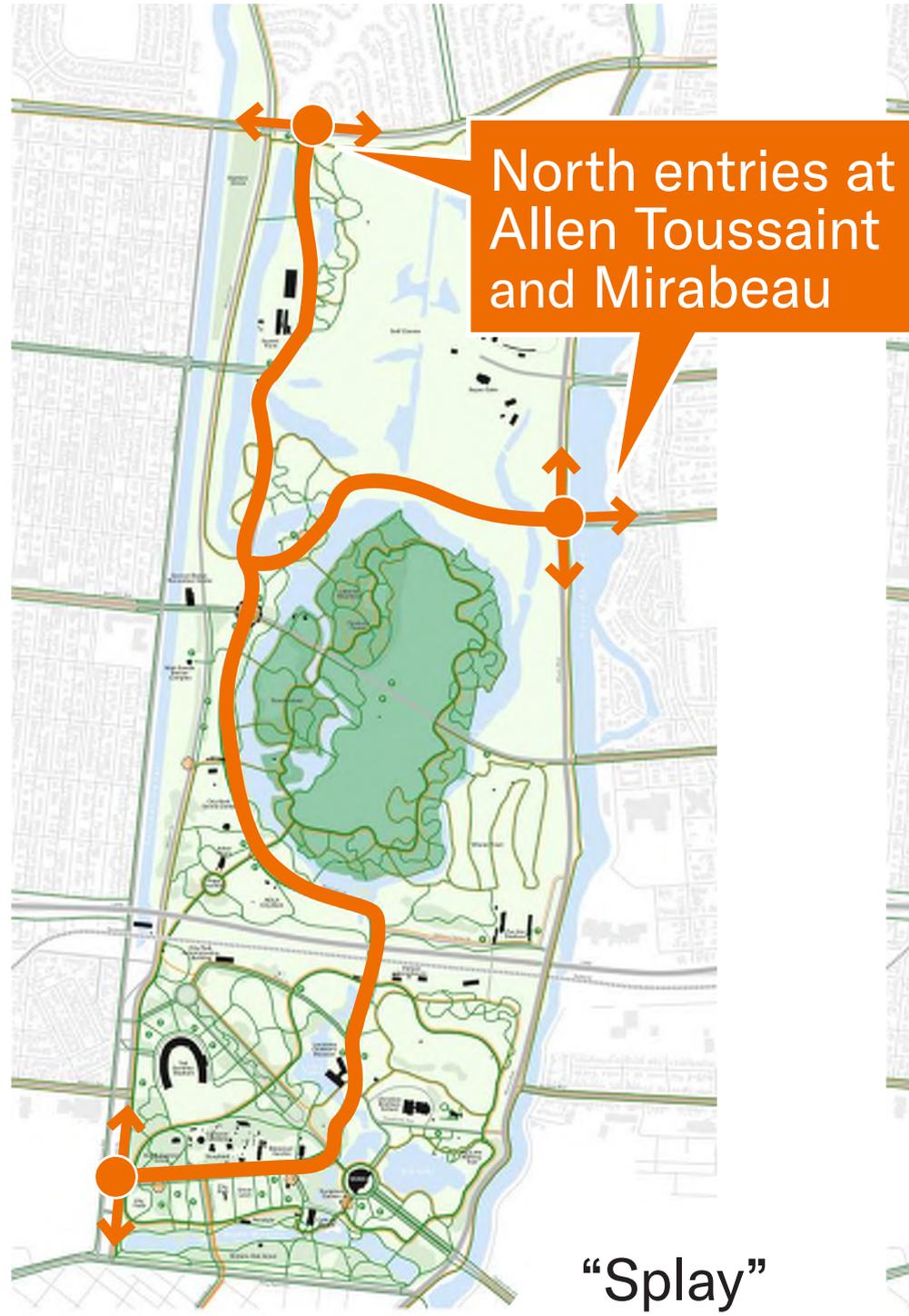
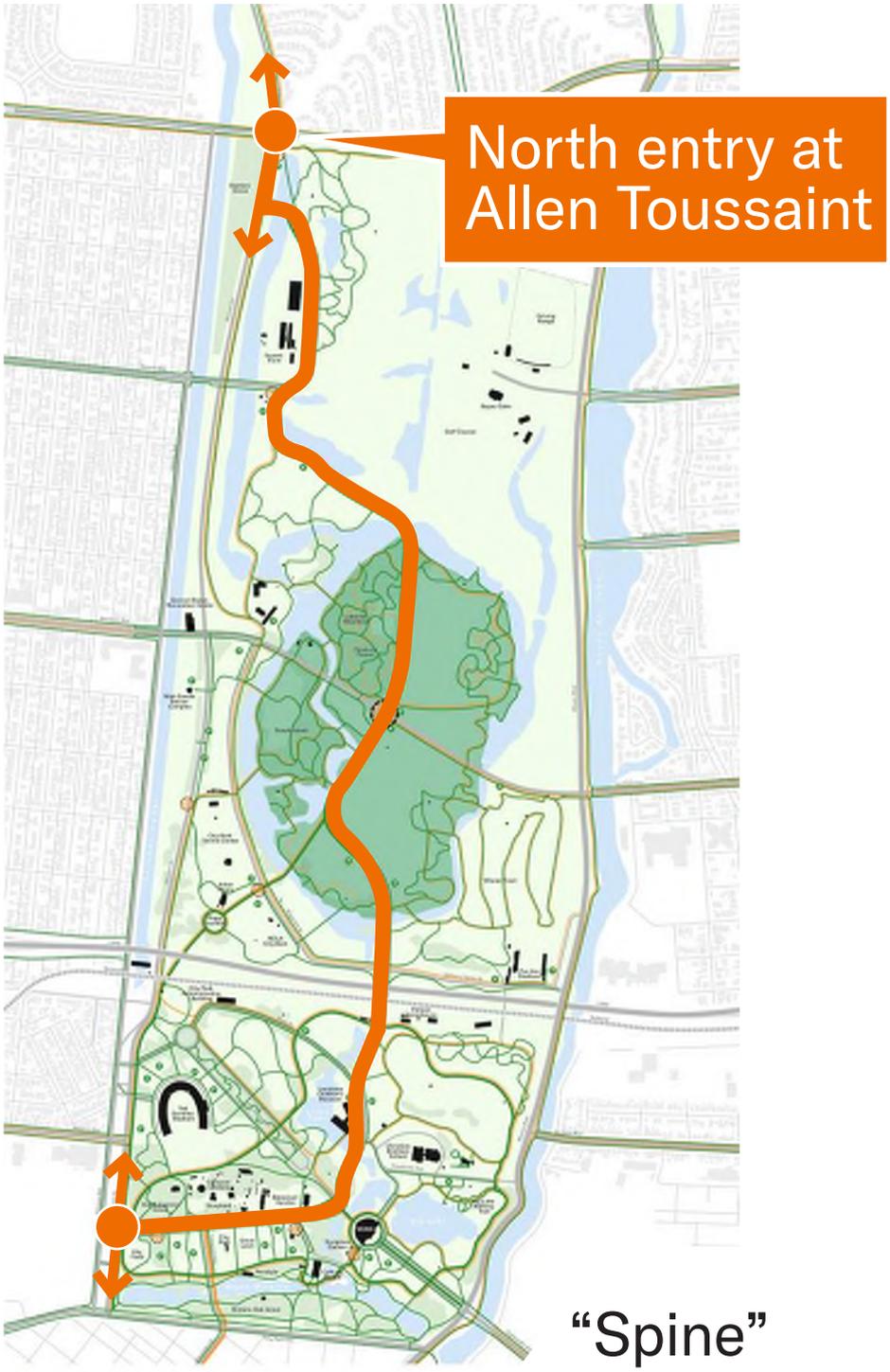
# Create New Park Connections

## The Promenade Through The Wooded Island



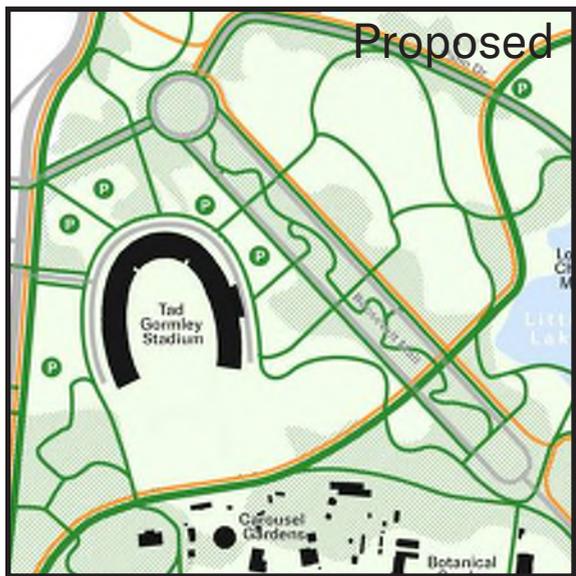
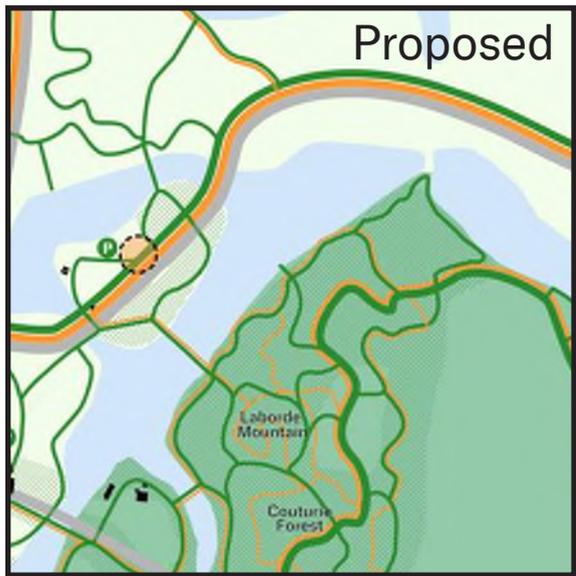
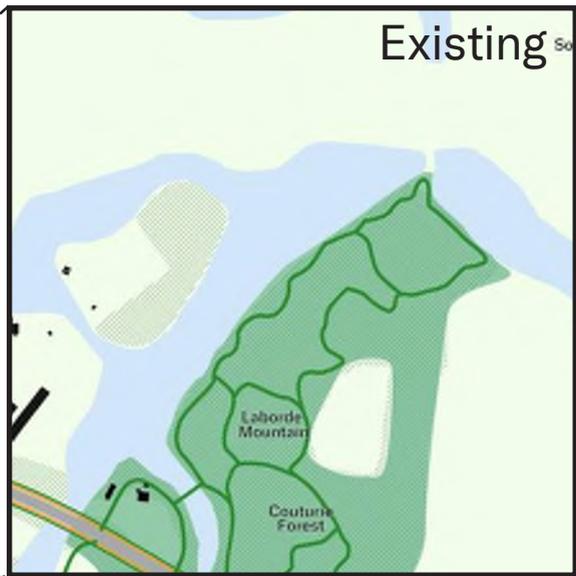
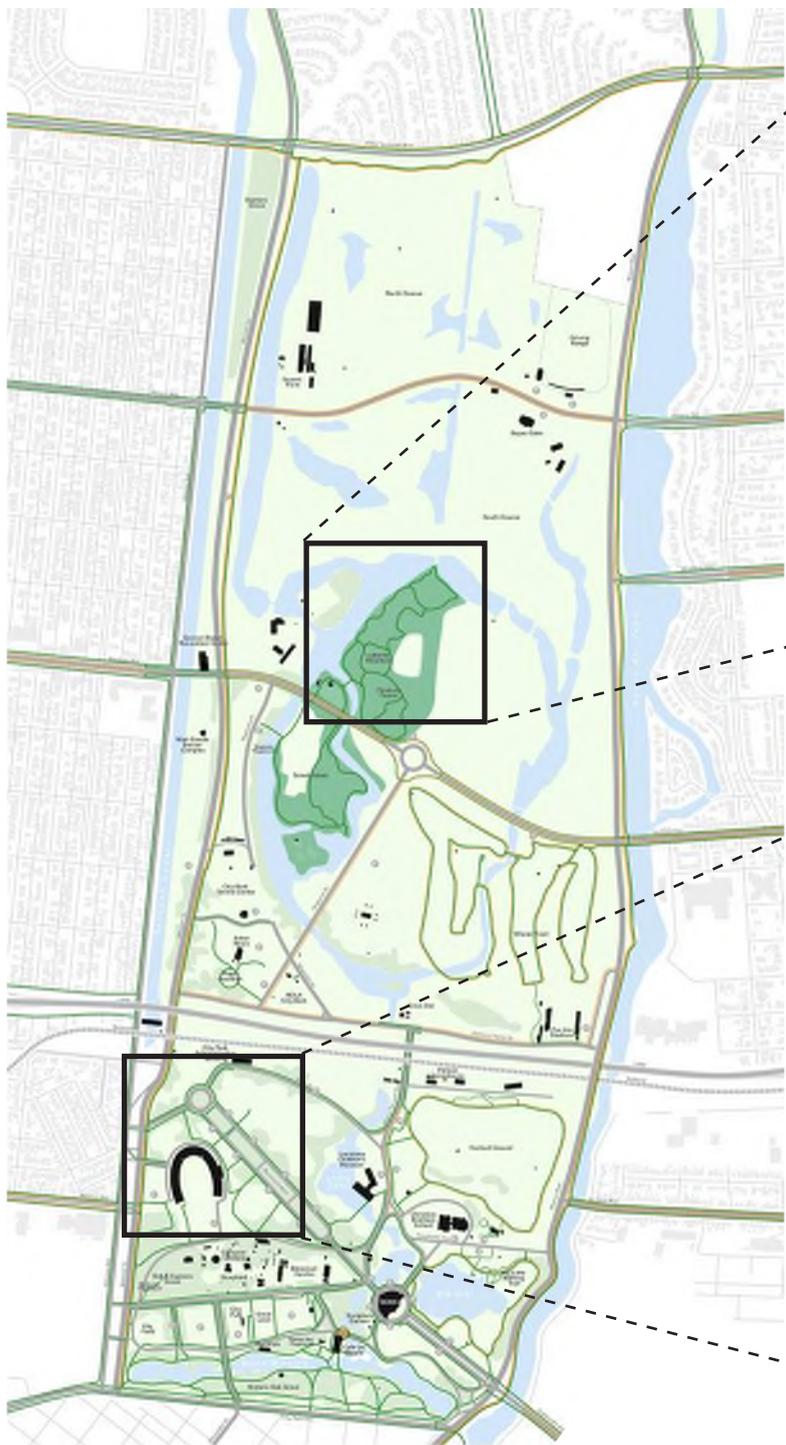
# Create New Park Connections

## The Promenade and North



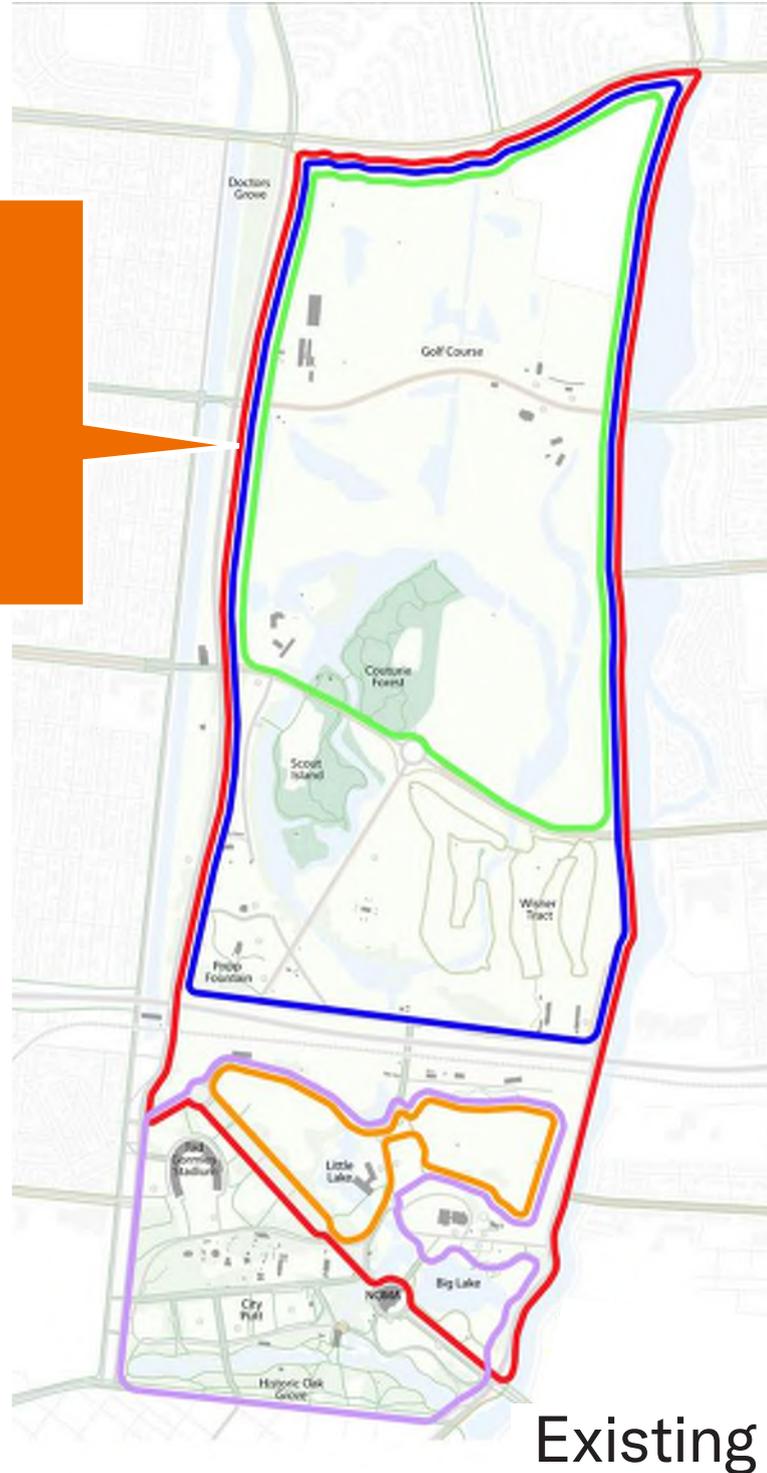
# Create New Park Connections

# Increase Pathway Density

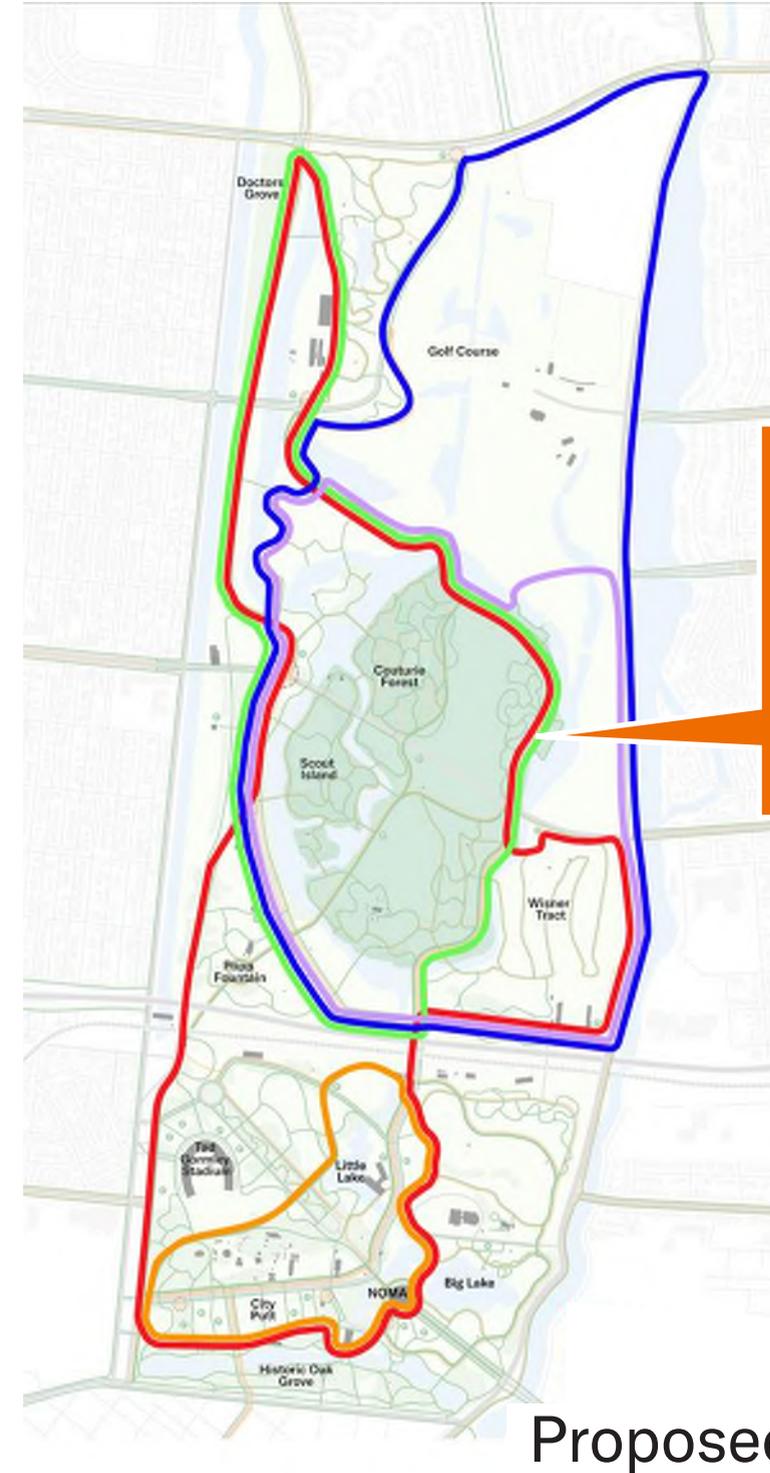


- Legend**
-  Pedestrian Promenade
  -  Pedestrian Path/Trail
  -  Designated Bikeway
  -  Bike Trail
  -  Vehicular Way - Public

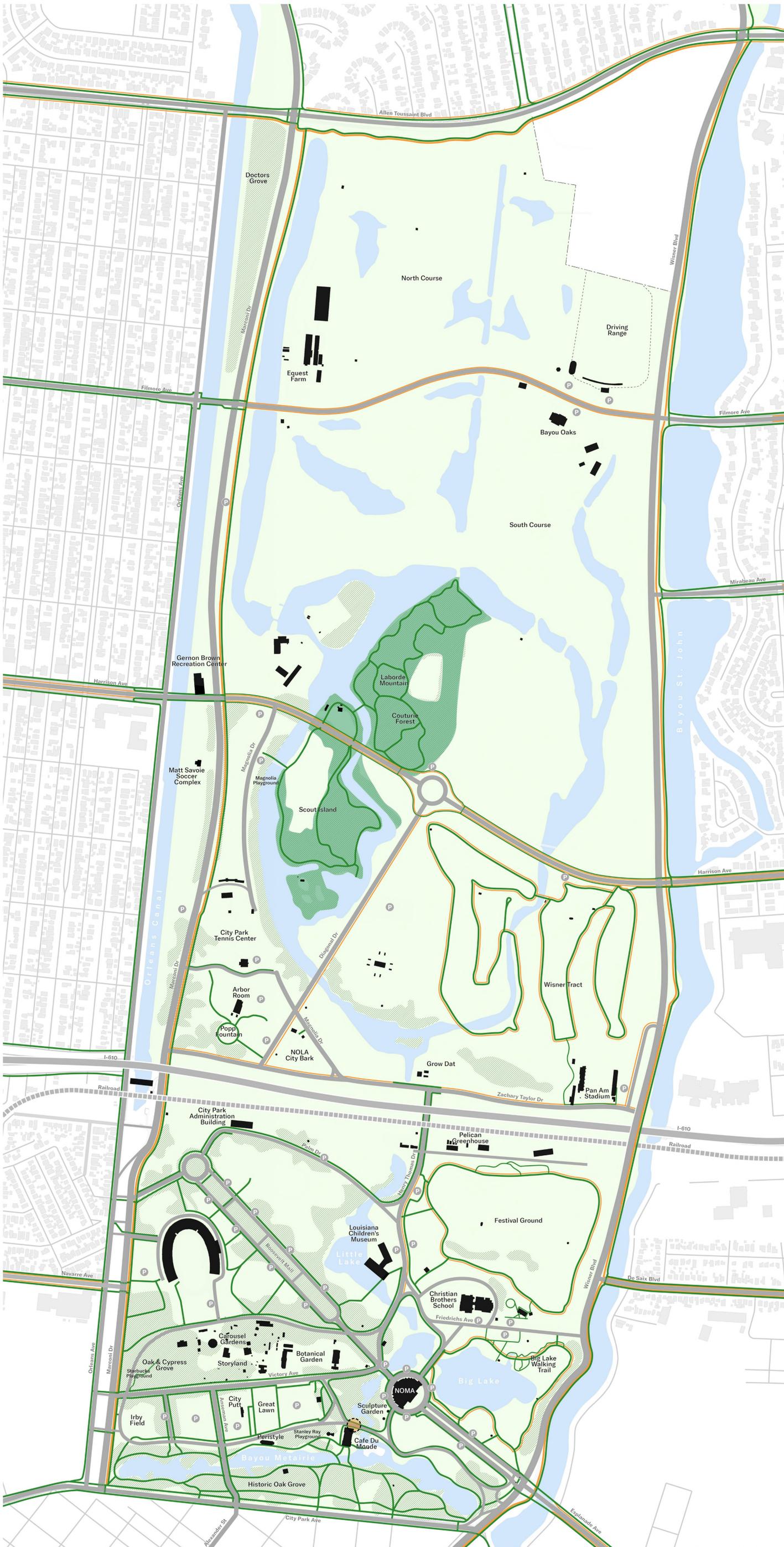
- Loop set along perimeter roads.
- Greater potential conflicts with vehicles.



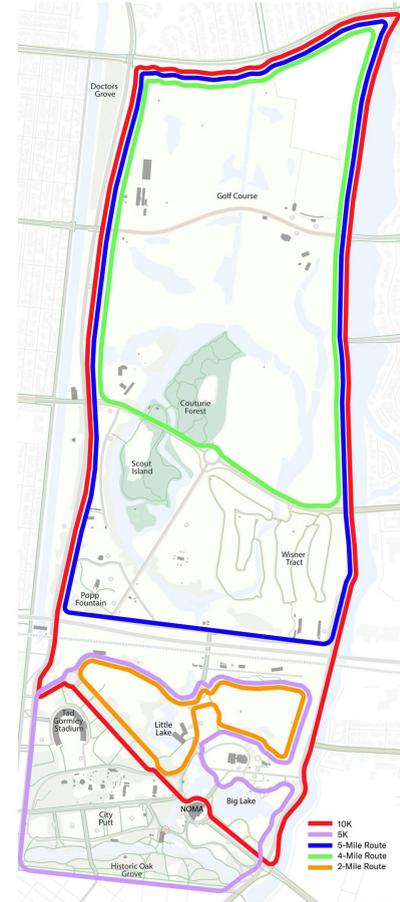
- Loop incorporated in park landscape.
- Fewer potential conflicts with vehicles.



# EXISTING

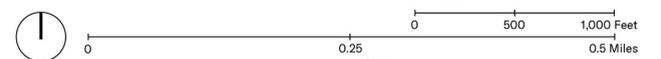


- Legend**
- Pedestrian Path/Trail
  - Bike Trail
  - Vehicular Way - Public
  - Drop-Off
  - P Parking
  - Existing Forest/Canopy

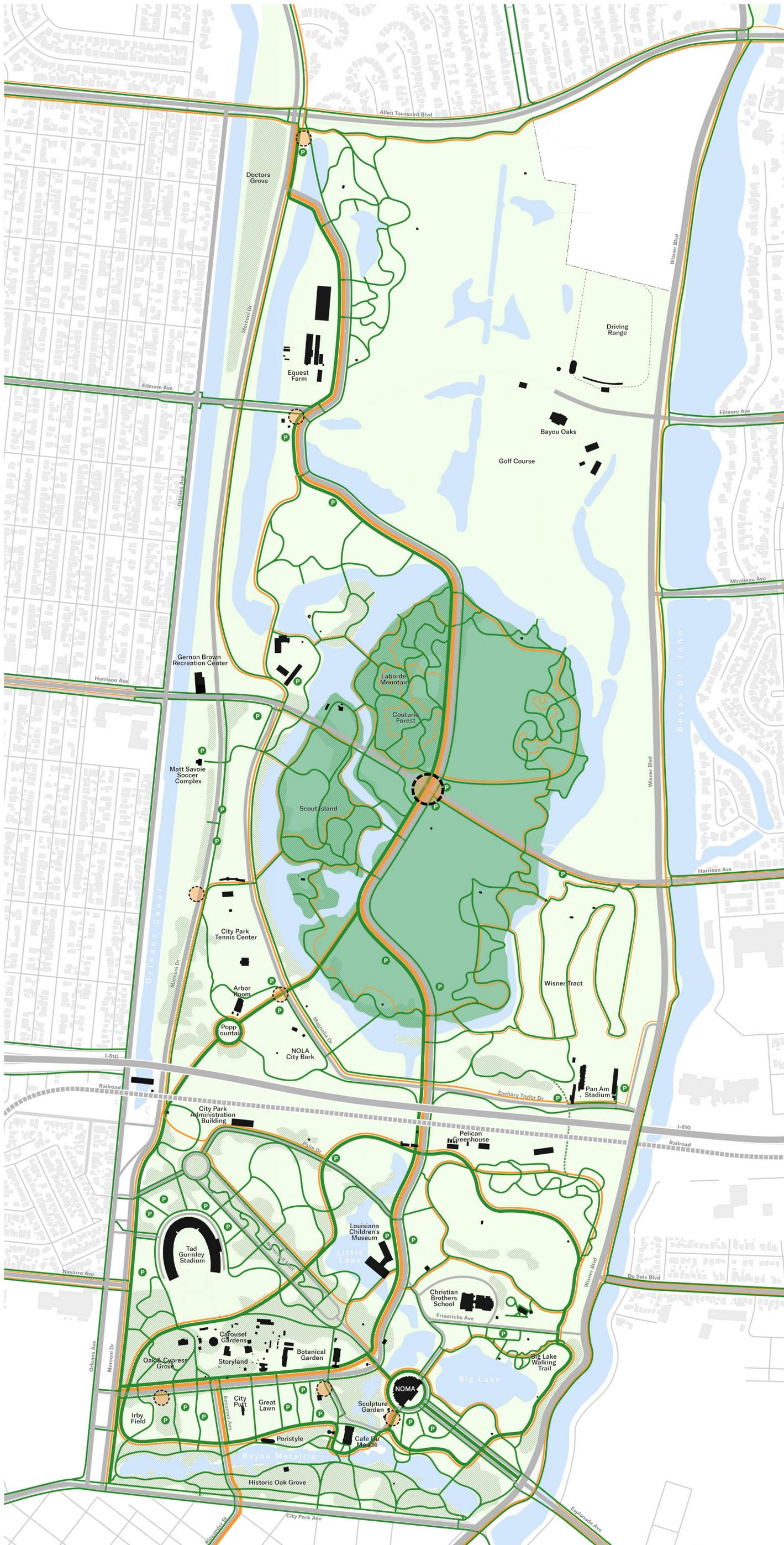


Existing Routes and Trails

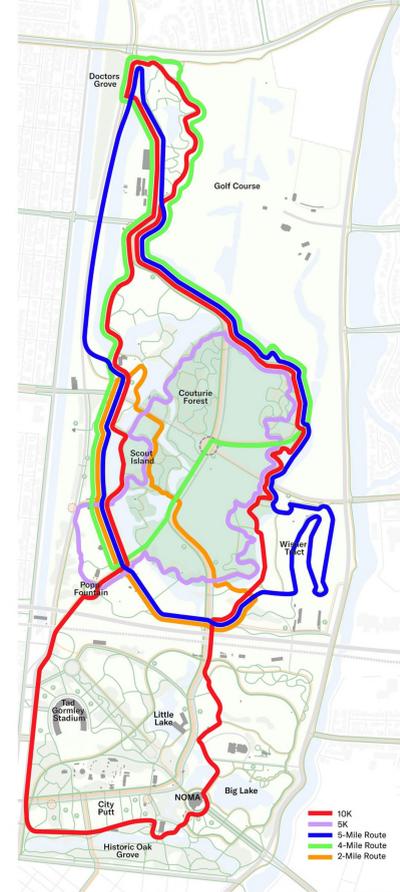
## Circulation & Access Diagram Plan City Park Master Planning



# SPINE



- Legend**
- Pedestrian Promenade
  - Pedestrian Path/Trail
  - Designated Bikeway
  - Bike Trail
  - Vehicular Way - Public
  - - - Maintenance Path
  - Drop-Off
  - Parking Garden
  - Existing Forest/Canopy

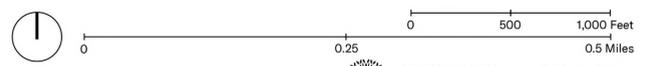


Suggested Routes and Trails

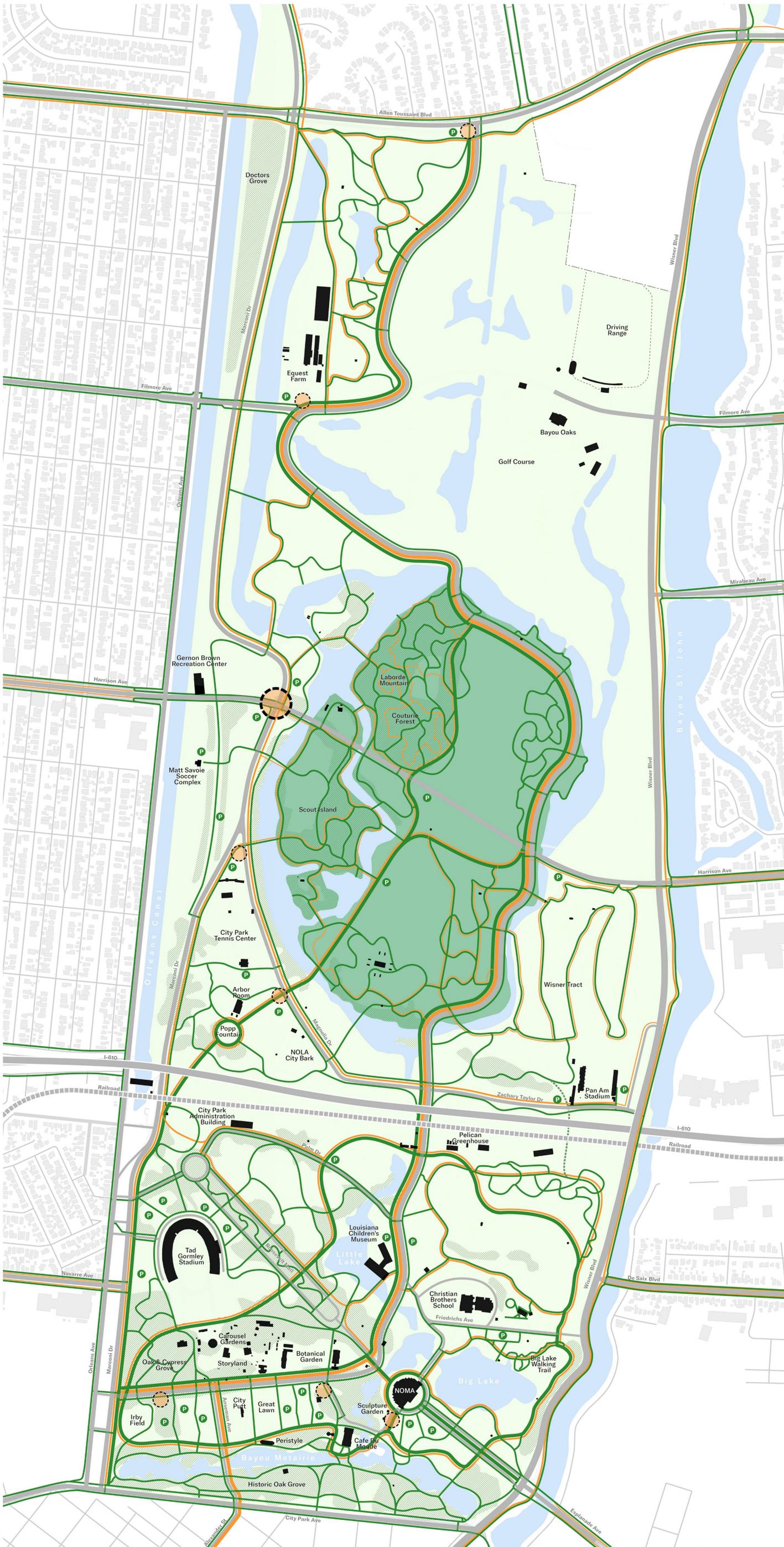
**What do you like about the Spine?  
Is the Spine your preferred option?**

**Vote and share your thoughts here** ▼

## Create New Park Access - Circulation & Access Diagram Plan City Park Master Planning



# MEANDER



- Legend**
- Pedestrian Promenade
  - Pedestrian Path/Trail
  - Designated Bikeway
  - Bike Trail
  - Vehicular Way - Public
  - - - Maintenance Path
  - Transportation Hub
  - Drop-Off
  - P Parking Garden
  - ▨ Existing Forest/Canopy

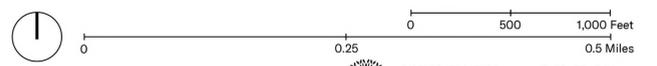


Suggested Routes and Trails

What do you like about the Meander?  
Is the Meander your preferred option?

Vote and share your thoughts here ▼

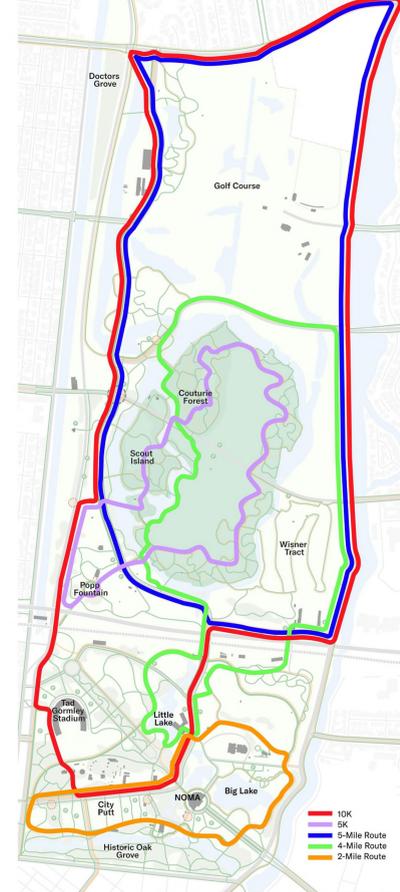
## Create New Park Access - Circulation & Access Diagram Plan City Park Master Planning



# SPLAY



- Legend**
- Pedestrian Promenade
  - Pedestrian Path/Trail
  - Designated Bikeway
  - Bike Trail
  - Vehicular Way - Public
  - - - Maintenance Path
  - Transportation Hub
  - Drop-Off
  - Parking Garden
  - Existing Forest/Canopy

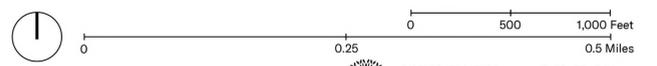


Suggested Routes and Trails

What do you like about the Splay?  
Is the Splay your preferred option?

Vote and share your thoughts here ▼

## Create New Park Access - Circulation & Access Diagram Plan City Park Master Planning



# City Park Master Plan

## The Wooded Island

### Station 5





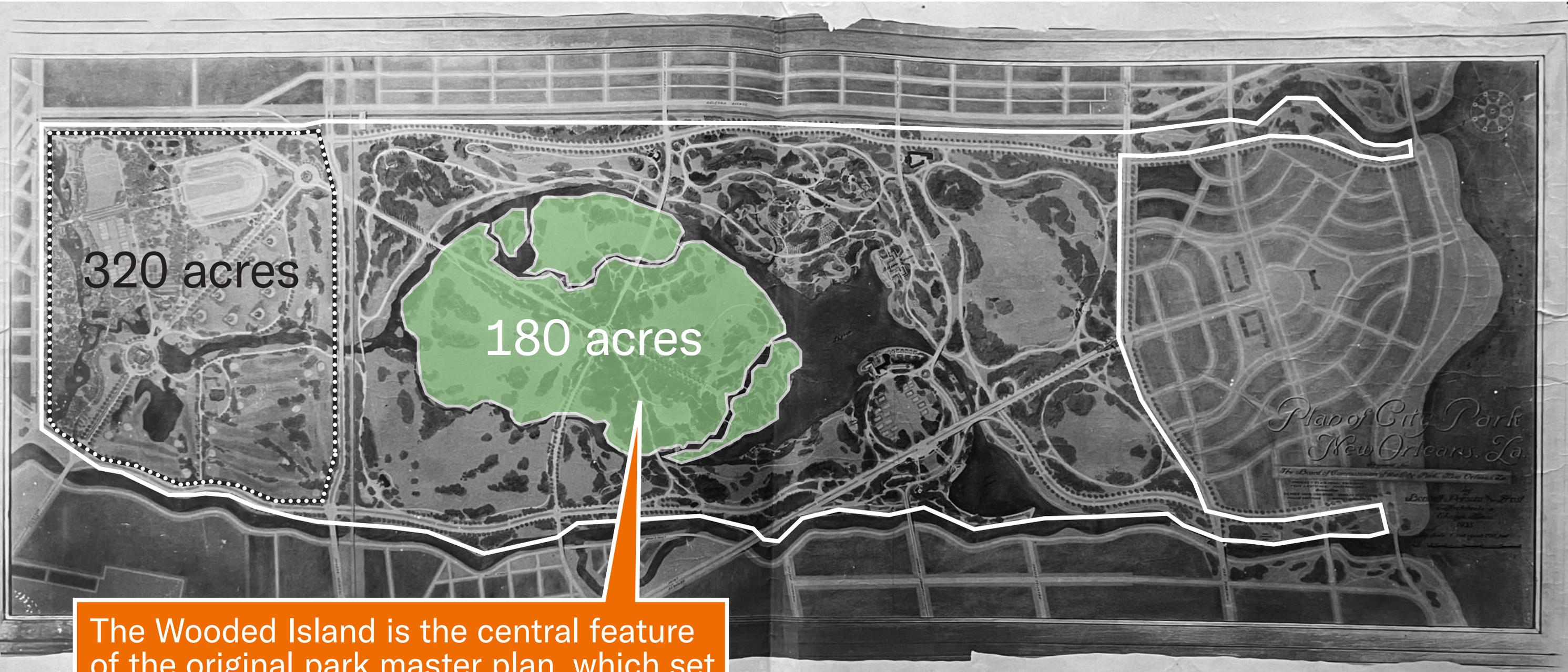
Formed by the excavation of the lagoons, the center of the park was intended to serve as a Wooded Island and a **PARK WITHIN A PARK**. It is an incredible feature found in few other cities in the world.





# The Wooded Island

## Destinations, Traditions, & Programming



The Wooded Island is the central feature of the original park master plan, which set the direction for the WPA construction effort at City Park.

# The Wooded Island

## Destinations, Traditions, & Programming

The Wooded Island represents the best opportunity to add both immersive nature and new visitor support facilities to City Park.



# The Wooded Island

## Destinations, Traditions, & Programming

The Wooded Island in Chicago's Jackson Park is smaller than City Park's Wooded Island, but it offers visitors a chance to immerse themselves in a landscape that is distinct from the rest of the park and hosts popular festivals.

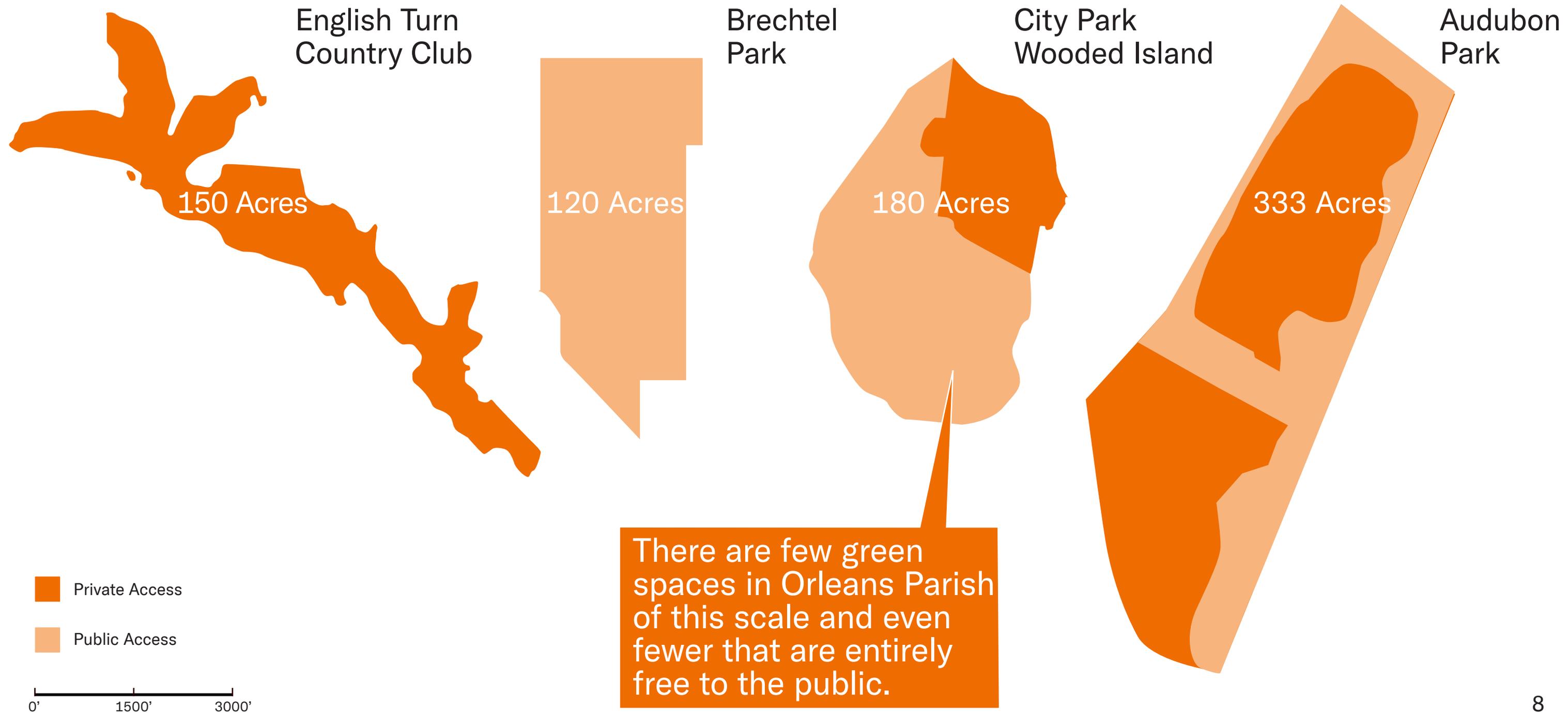


**180 Acres**  
Wooded Island,  
City Park



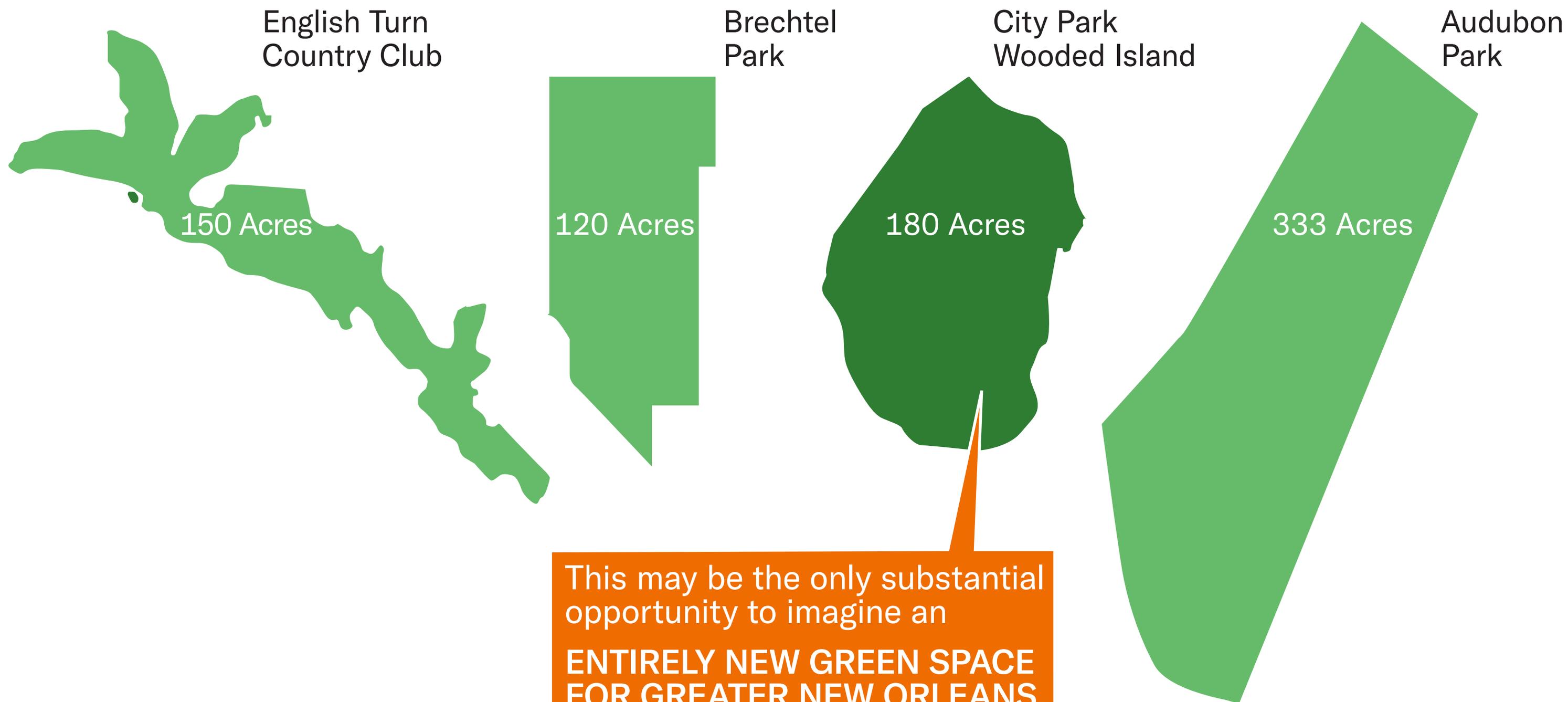
**18 Acres**  
Wooded Island,  
Jackson Park





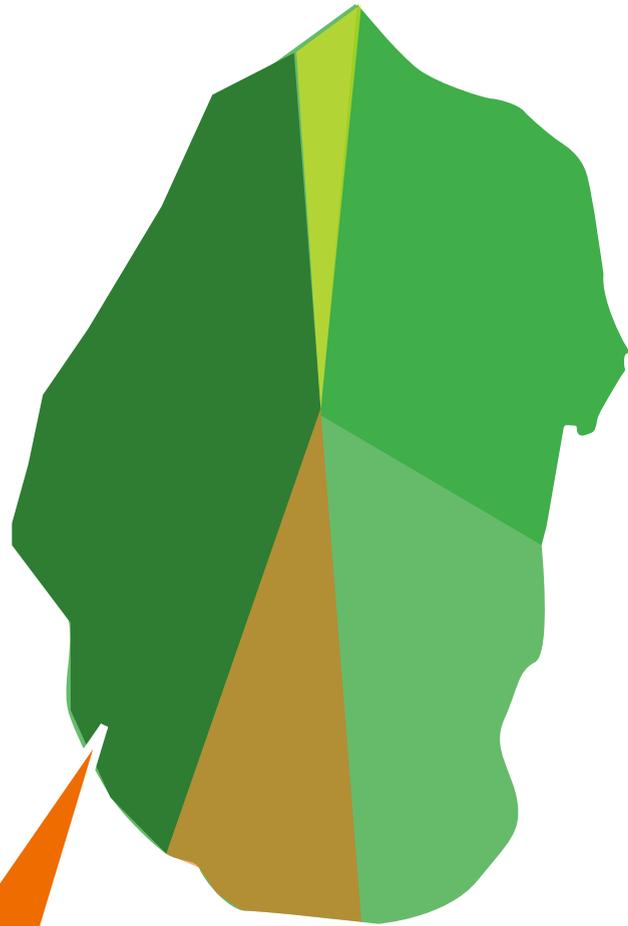
# The Wooded Island

## Destinations, Traditions, & Programming



This may be the only substantial opportunity to imagine an **ENTIRELY NEW GREEN SPACE FOR GREATER NEW ORLEANS.**

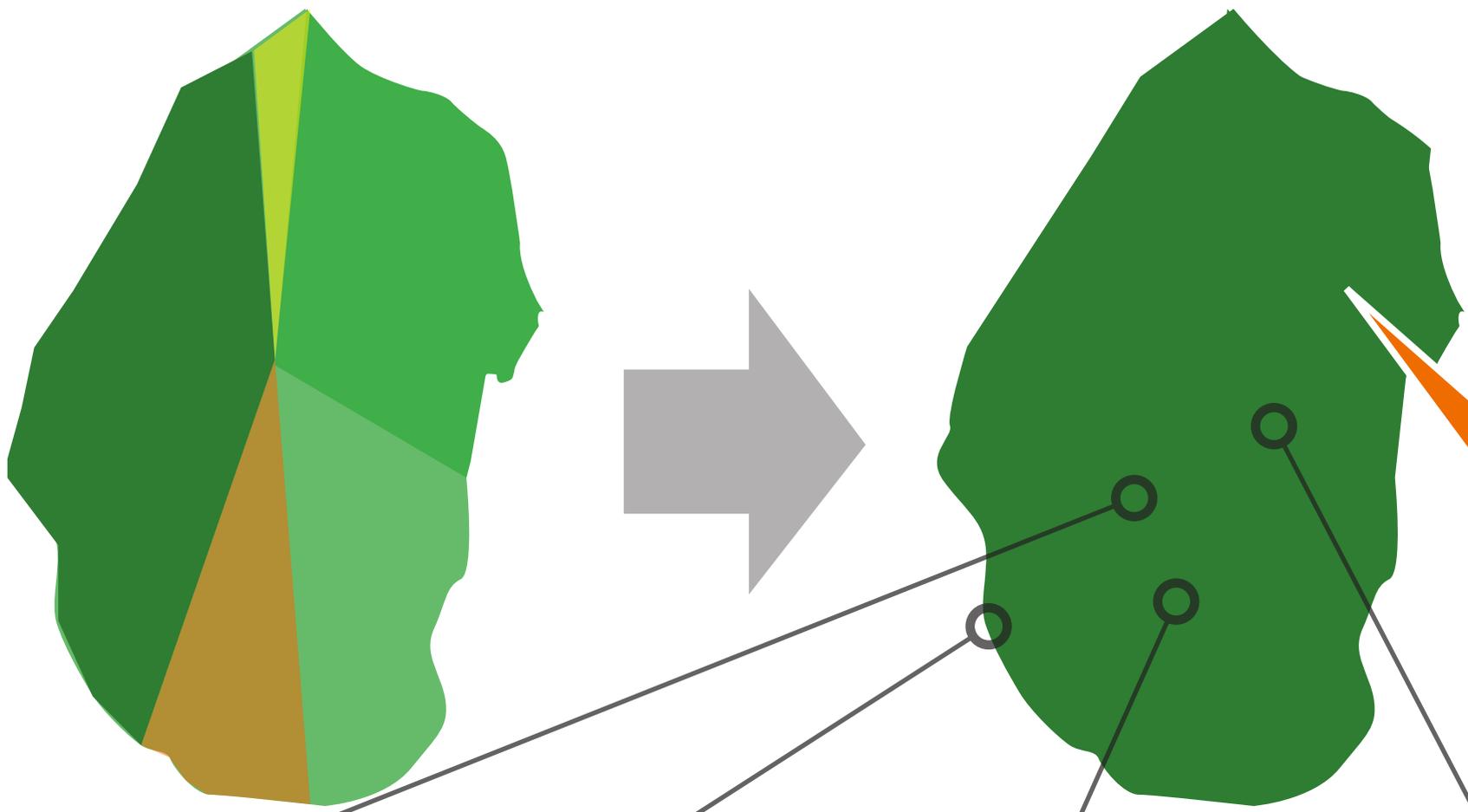
0' 1500' 3000'



The Wooded Island at City Park is currently divided into a patchwork of discrete programs that don't mix and are often separated by fences.



Landscape Types



The Wooded Island could instead be unified by its capacity to host native landscapes that cannot be found in the city.



Live Oak Savanna



Wetlands



Longleaf/Shortleaf Pine Savanna



Gulf Coast Prairie

The NOLA region is incredibly important to migratory birds. The Wooded Island, coupled with the restoration of the lagoon system, could significantly expand City Park's role in the Mississippi Flyway.



**Live Oak Savanna**



**Wetlands**



**Longleaf/Shortleaf Pine Savanna**



**Gulf Coast Prairie**



From 1937 to 1941, the WPA employed nearly 20,000 people to create the lagoon system north of the Big Lake.

*Courtesy Louisiana Division, New Orleans Public Library*

*Digging lagoons, largely with hand labor, 1940.*



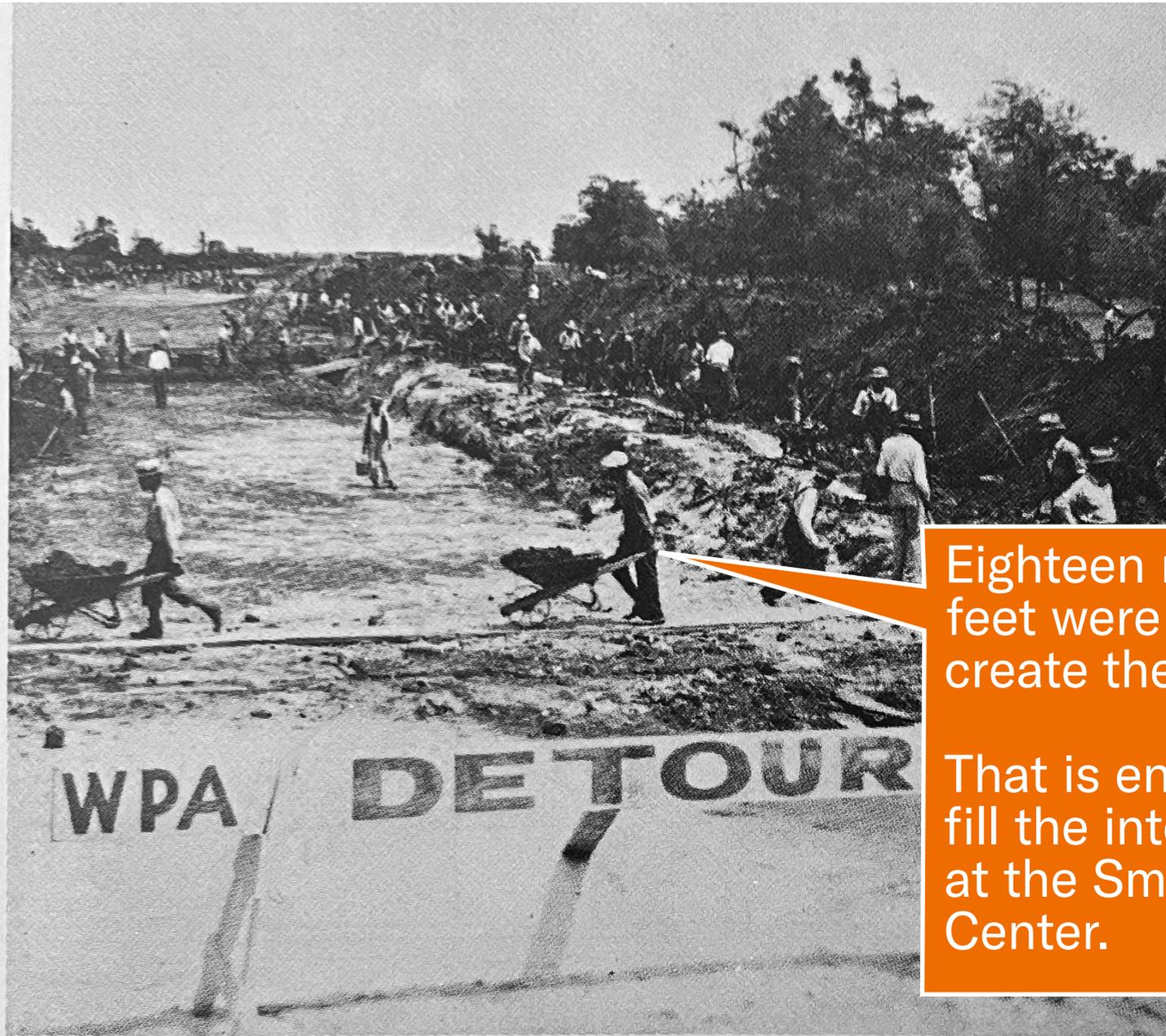
*Courtesy Louisiana Division, New Orleans Public Library  
Digging lagoons, largely with hand labor, 1940.*

This history is recorded in the bas-relief designed by Enrique Alferez for the WPA bridges at City Park.



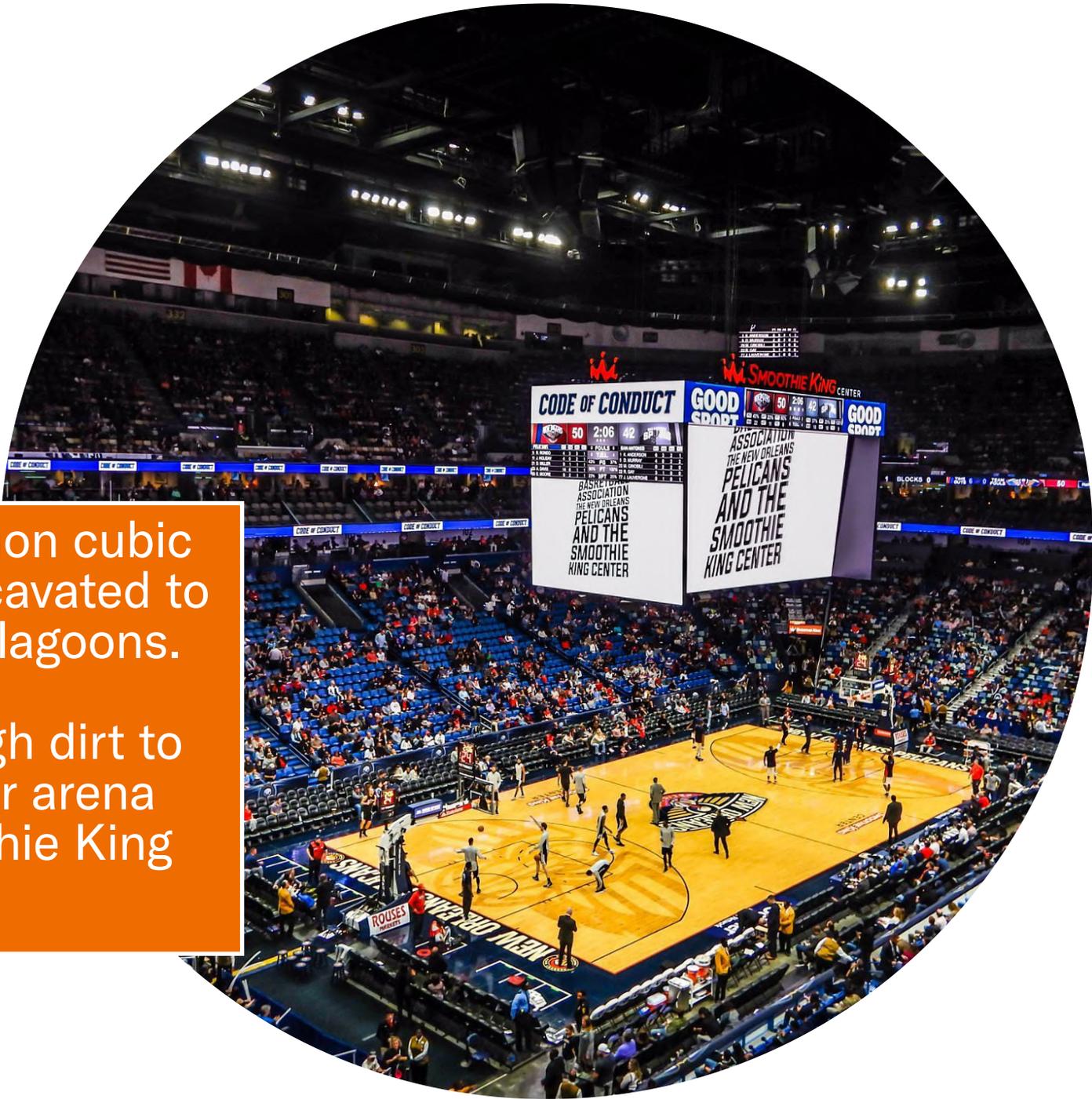
# The Wooded Island

## Lakes, Lagoons, & Water Systems



Eighteen million cubic feet were excavated to create these lagoons.

That is enough dirt to fill the interior arena at the Smoothie King Center.

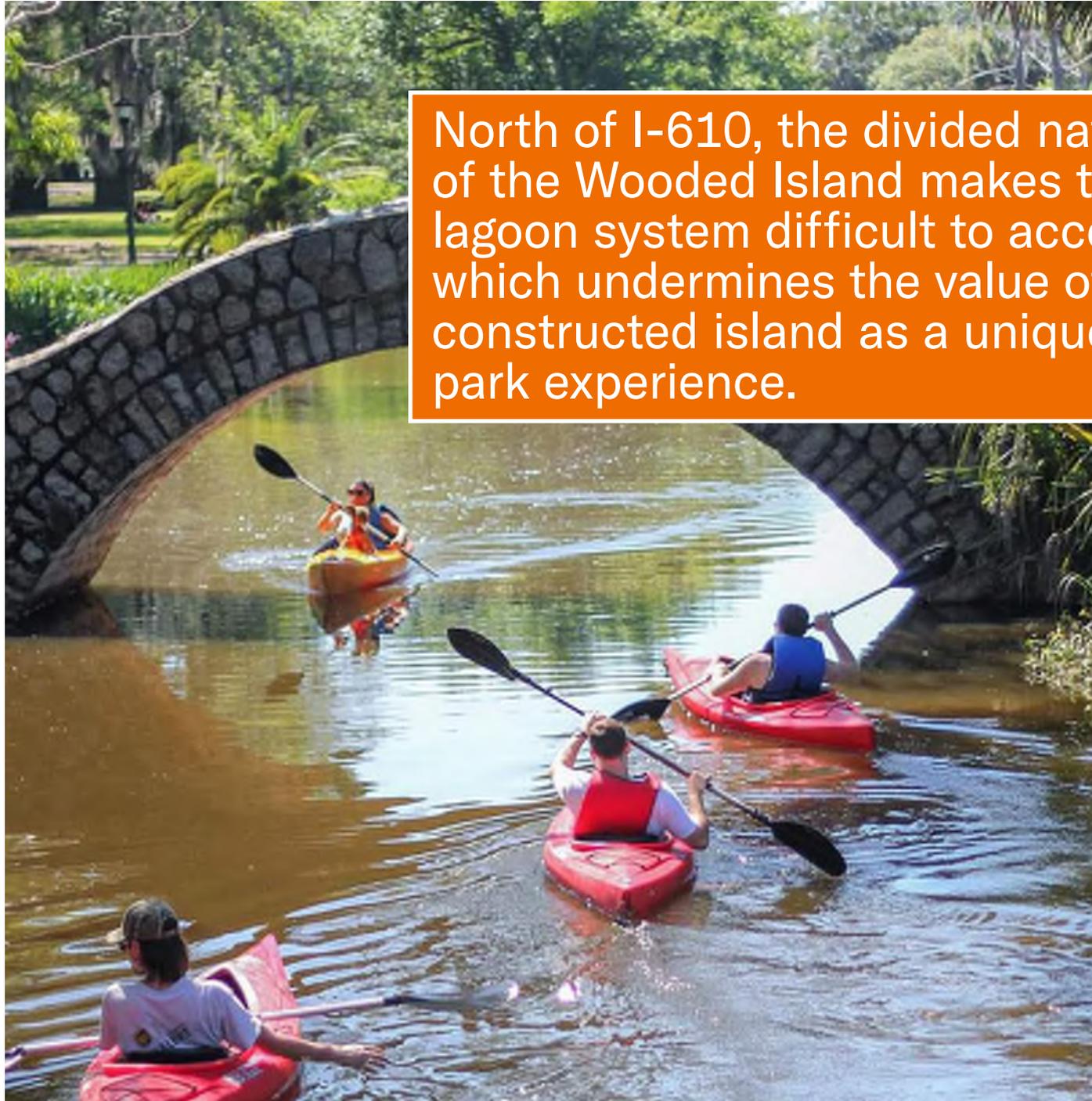


*Courtesy Louisiana Division, New Orleans Public Library*  
*Digging lagoons, largely with hand labor, 1940.*



Engaging in the water systems of the park is an essential part of the park experience south of I-610.

North of I-610, the divided nature of the Wooded Island makes the lagoon system difficult to access, which undermines the value of the constructed island as a unique park experience.

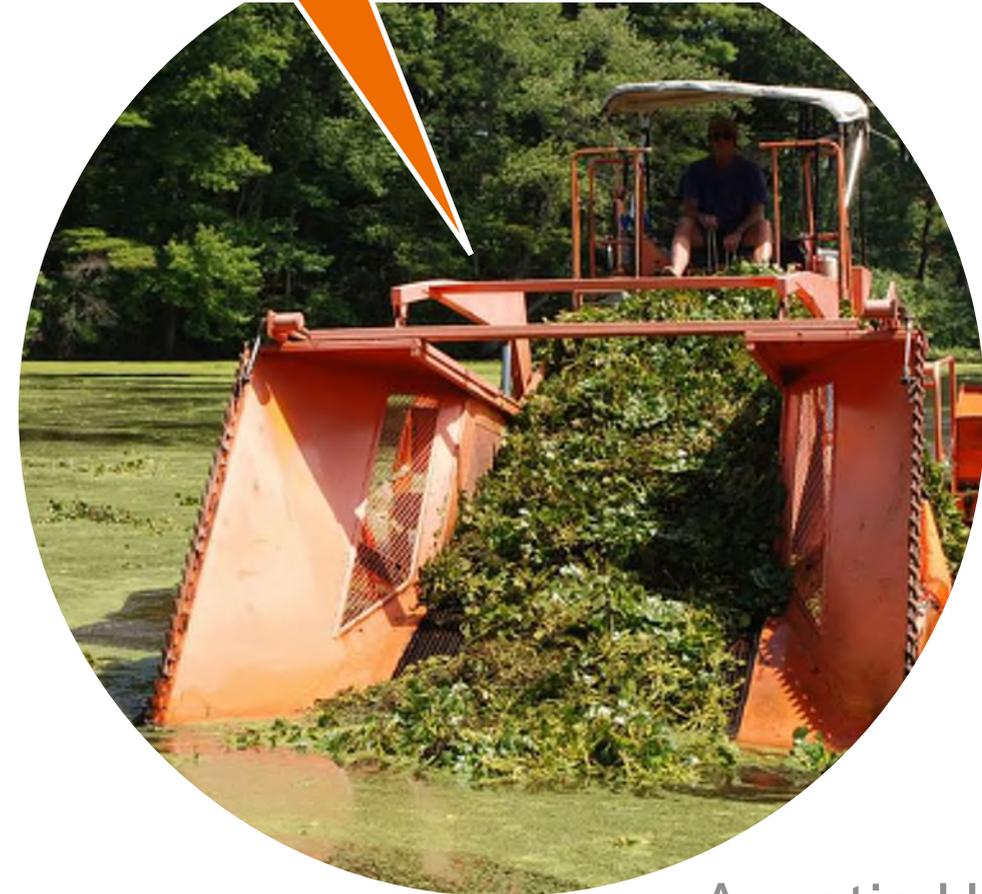




As a built water system in a dynamic urban environment, the park's lagoons still need to be optimized for healthy base flows, water quality, and habitat value.



The robust growth of aquatic weeds in the lagoons is detrimental to the island's ecosystem, but along with dredging and restoration, it could be managed by harvesting this material as part of a composting operation that would serve the entire park.





Integrating internal park connections between the Wooded Island and the other parts of the park opens the door for all sorts of new means of access and park uses:

- boardwalks
- trails
- running courses
- bike trails
- boat access and water ways
- floating walkways
- canopy walks
- promenades