

# New Orleans Downtown Traffic Conditions Analysis

## Bourbon Street Traffic Operations Planning



# Bourbon Street Traffic Operations Planning

Today's Presentation will address:

- Approach and methods
- Existing conditions
- Results from business survey
- Conceptual alternatives



# New Orleans Downtown Traffic Conditions Analysis



# Approach and Methods

The background is a solid blue color. On the right side, there are several thin, white, intersecting lines that form a complex geometric pattern, resembling a stylized star or a series of overlapping triangles.



# Approach and Methods



Figure 3 An image from The City's Public Safety Press Conference

This study is being conducted as part of the City of New Orleans Citywide Public Safety Improvements, 2017.

Specifically, this study is focused on the transportation, traffic and delivery issues associated with the proposed changes to vehicular traffic flow on Bourbon Street.



## Approach and Methods

With guidance from DPW, the team developed an analytical approach using the following framework. The approach was also greatly influenced by the General Services Administration (GSAs) Site Security Design Guide.



# Approach and Methods

Bourbon Street, as we know it today, has changed greatly from its early residential character. And, it is likely that the culture, use, and management of Bourbon Street will continue to evolve for generations.

Bourbon Street was once a semi-quiet neighborhood street, largely residential in nature, with streetcar tracks. The Desire streetcar line was routed down Bourbon Street, on its way to and from its terminus in the Ninth Ward.

After the closure of Storyville, many of its attractions migrated to Bourbon Street. Storyville's fabled offerings were discontinued in the 1920s.

“Burlesque clubs began to pop up on Bourbon, continuing the merger of sex, music, and celebration that is New Orleans Jazz.” (Branley. 2010)

In 1948, the streetcar line was removed.

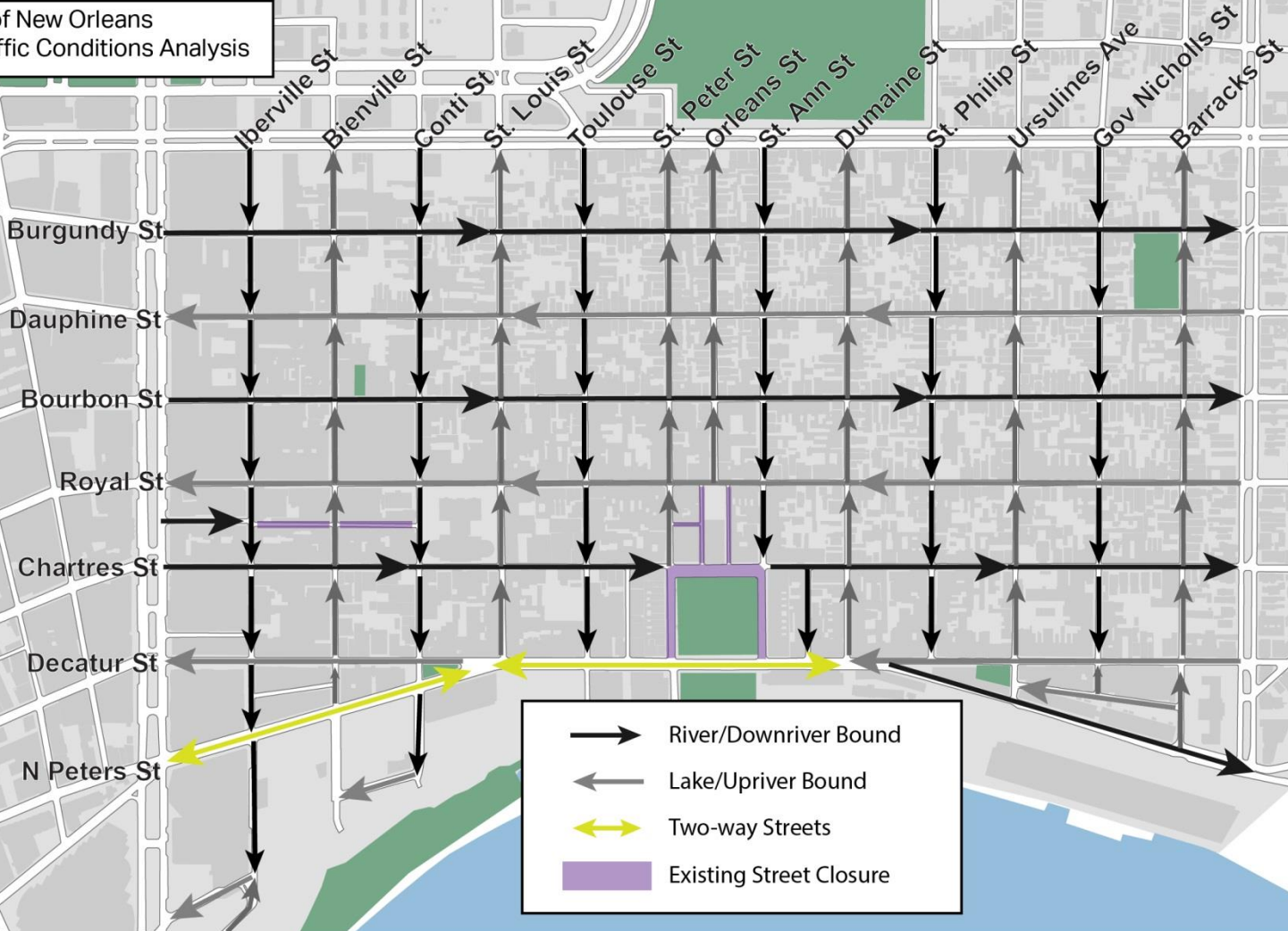
Periodic calls for change on Bourbon Street have emerged over the years. Often, residents call for moderation, and tightened controls on adult entertainment, walk-up liquor sales, noise, etc. (Webster. 2015)



Existing conditions

# Existing Traffic Flow

City of New Orleans  
Downtown Traffic Conditions Analysis





# Combined Total Volume

Canal St

Bourbon St

Iberville St

Bienville St

Conti St

St. Louis St

Toulouse St

St. Peter St

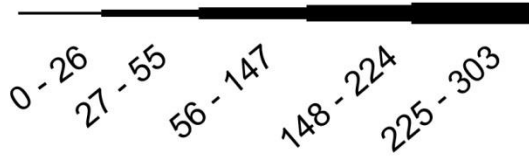
Orleans St

St. Ann St

Dumaine St

St. Phillip St

## Traffic Volume



# AM Peak Volume

Canal St

Iberville St

Bienville St

Conti St

St. Louis St

Toulouse St

St. Peter St

Orleans St

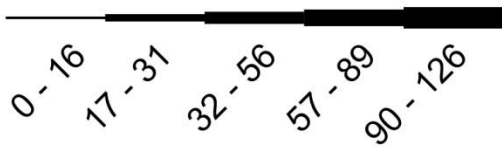
St. Ann St

Dumaine St

St. Phillip St

Bourbon St

## Traffic Volume





# Mid-Day Peak Volume

Canal St

Iberville St

Bienville St

Conti St

St. Louis St

Toulouse St

St. Peter St

Orleans St

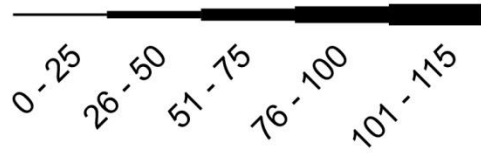
St. Ann St

Dumaine St

St. Phillip St

Bourbon St

## Traffic Volume



# PM Peak Volume

Canal St

Bourbon St

Iberville St

Bienville St

Conti St

St. Louis St

Toulouse St

St. Peter St

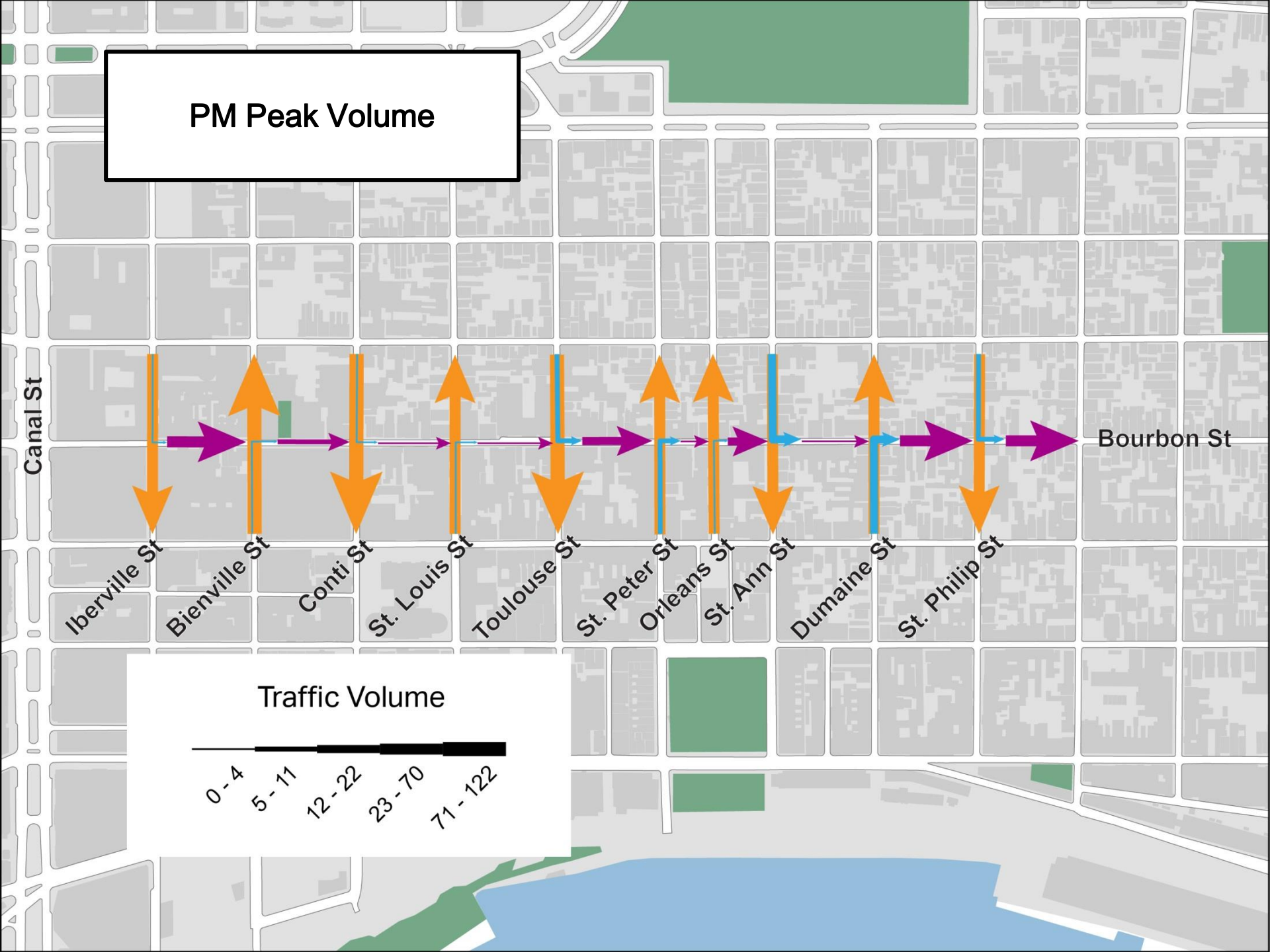
Orleans St

St. Ann St

Dumaine St

St. Philip St

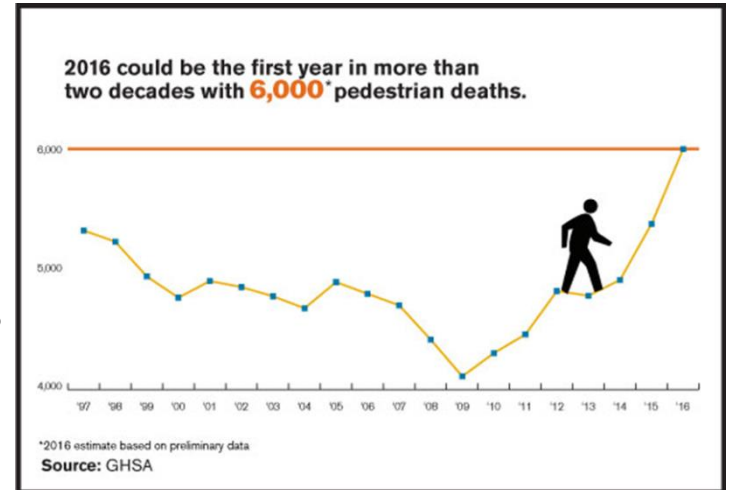
## Traffic Volume



A disproportionately high number of the state's pedestrian crashes occur in New Orleans. From 2008-2012: • 22.7% of all Louisiana pedestrian crashes occurred in Orleans Parish, though the city is home to just 8% of the state's population.

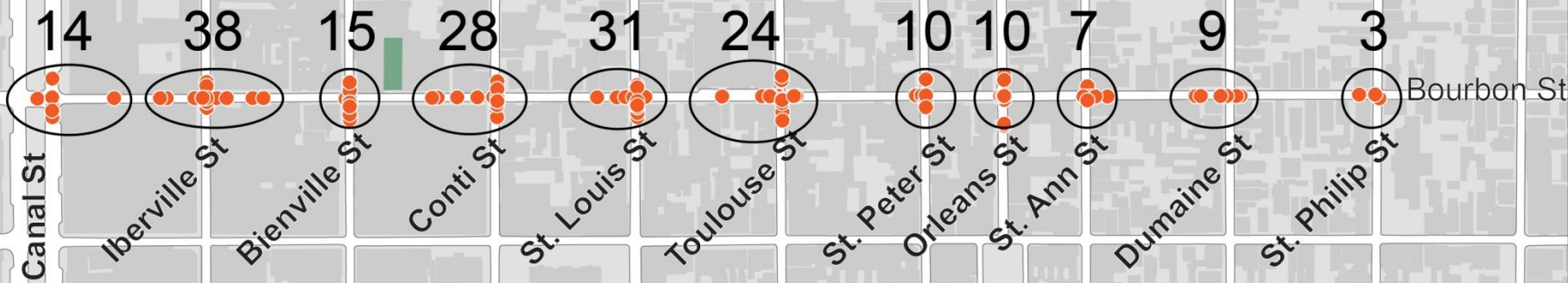
Bourbon Street has the heaviest pedestrian traffic along Canal Street. “A case could be made for closing down Bourbon Street to any vehicular traffic, except for deliveries (8am to 3pm) and emergency vehicles.”

Street closure Blocking off Bourbon Street to all vehicles except for deliveries and emergency vehicles would mostly eliminate all pedestrians/vehicular conflicts.



*City of New Orleans Pedestrian Safety Action Plan.  
2014*

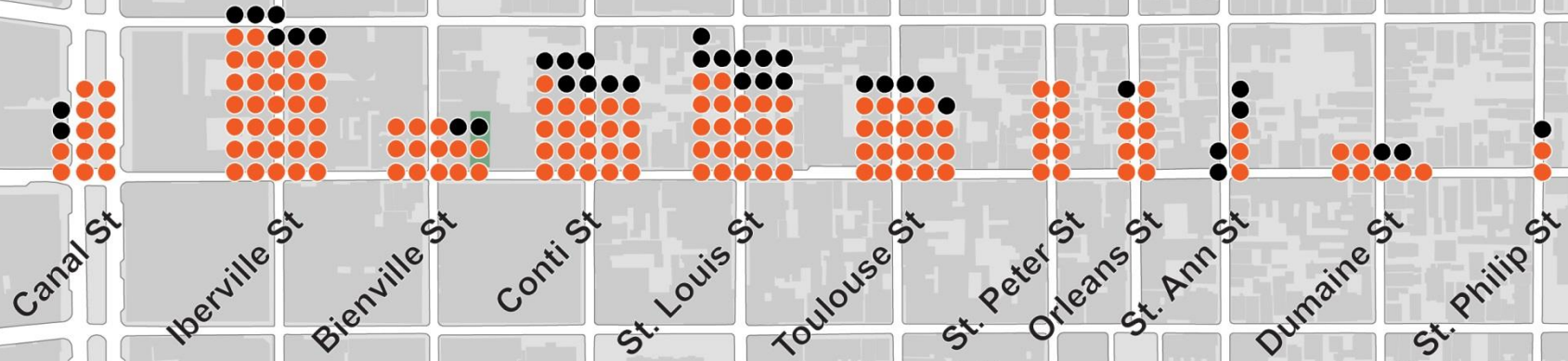
# Crash Data 2013-2015



● Crash



# Crash Data 2013-2015

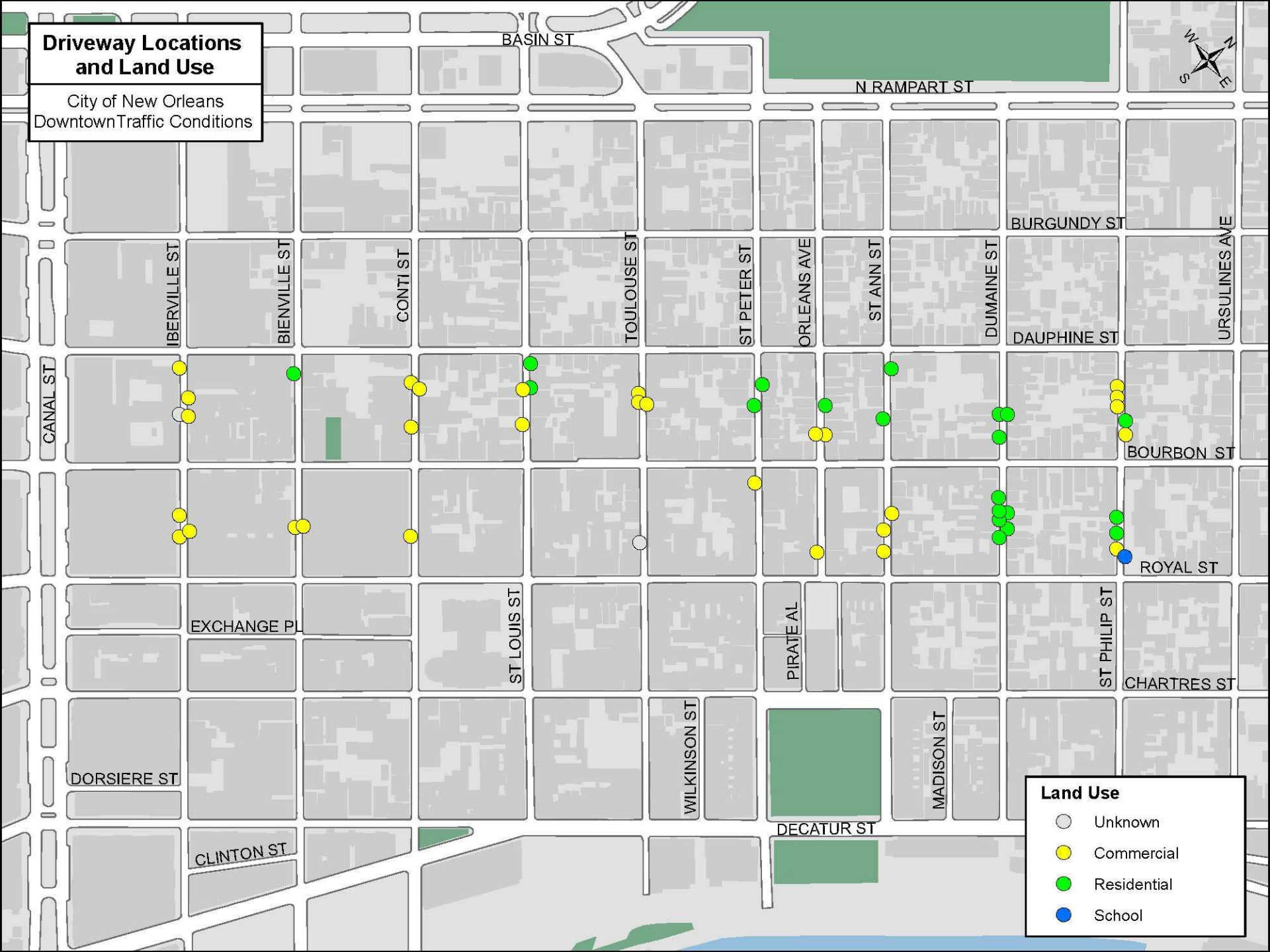


Injury or Death in Crash?

- No
- Yes

# Driveway Locations and Land Use

City of New Orleans  
Downtown Traffic Conditions

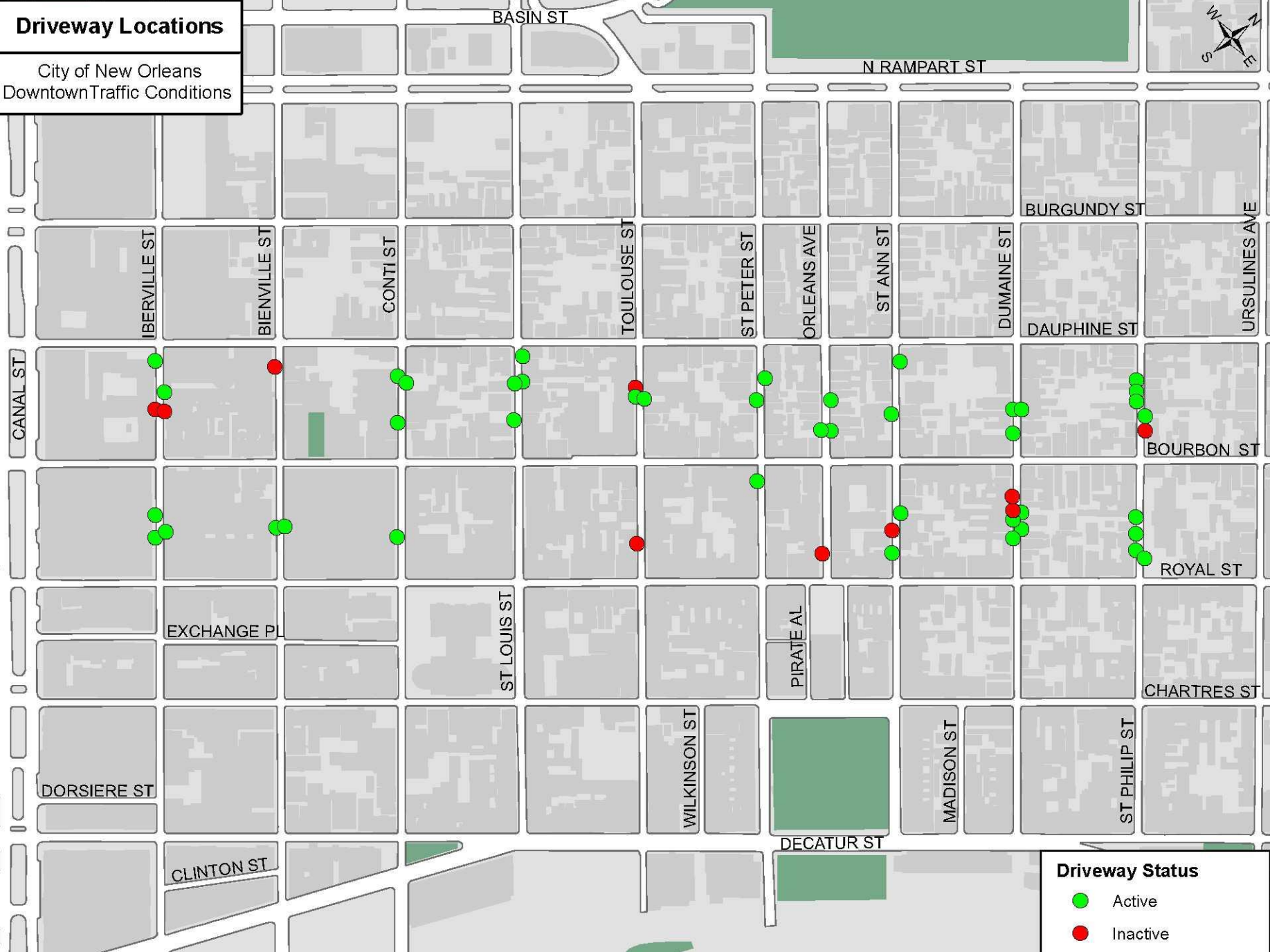


**Land Use**

- Unknown
- Commercial
- Residential
- School

# Driveway Locations

City of New Orleans  
Downtown Traffic Conditions



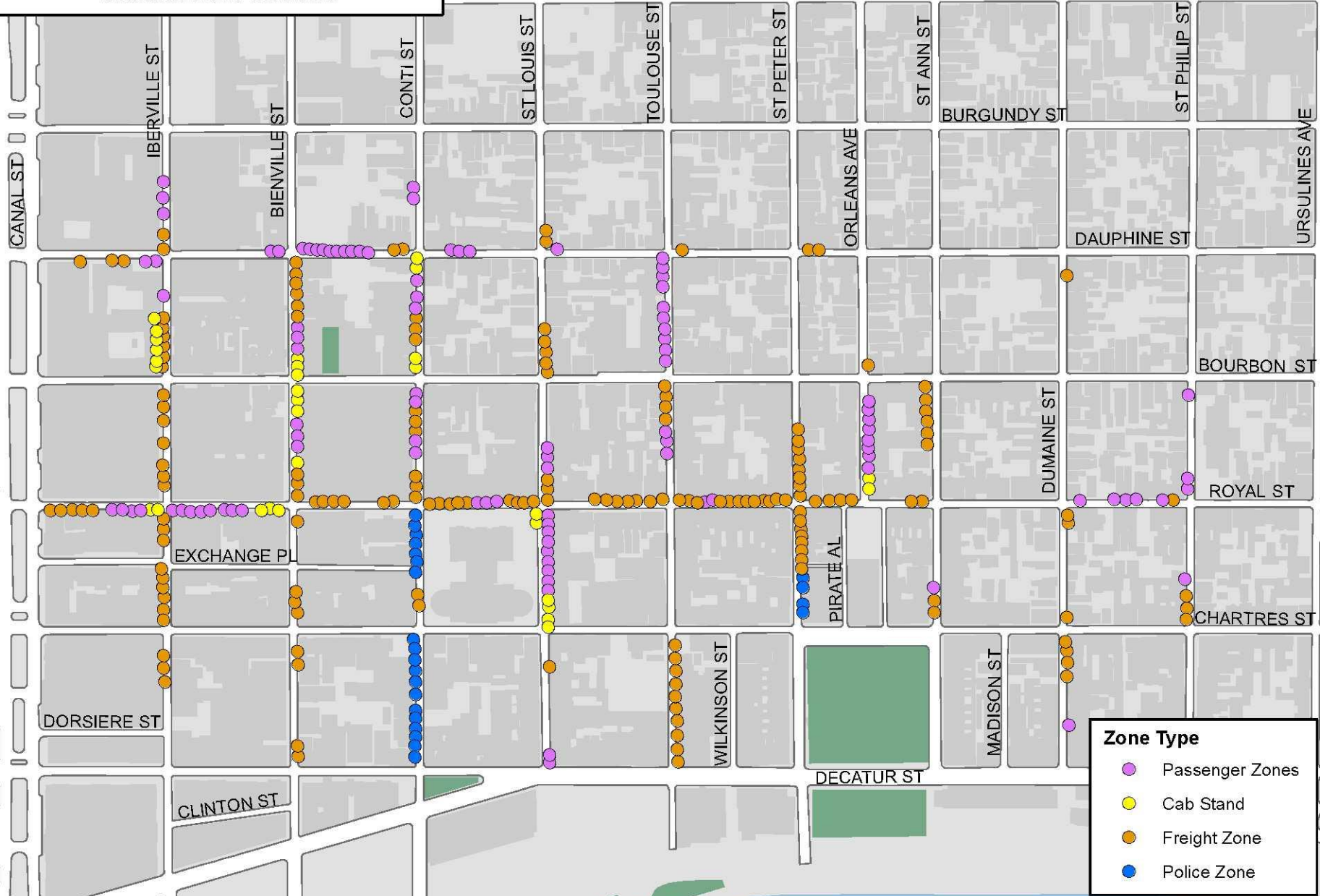
## Driveway Status

- Active
- Inactive



# Passenger and Freight Zone Locations

City of New Orleans  
Downtown Traffic Conditions

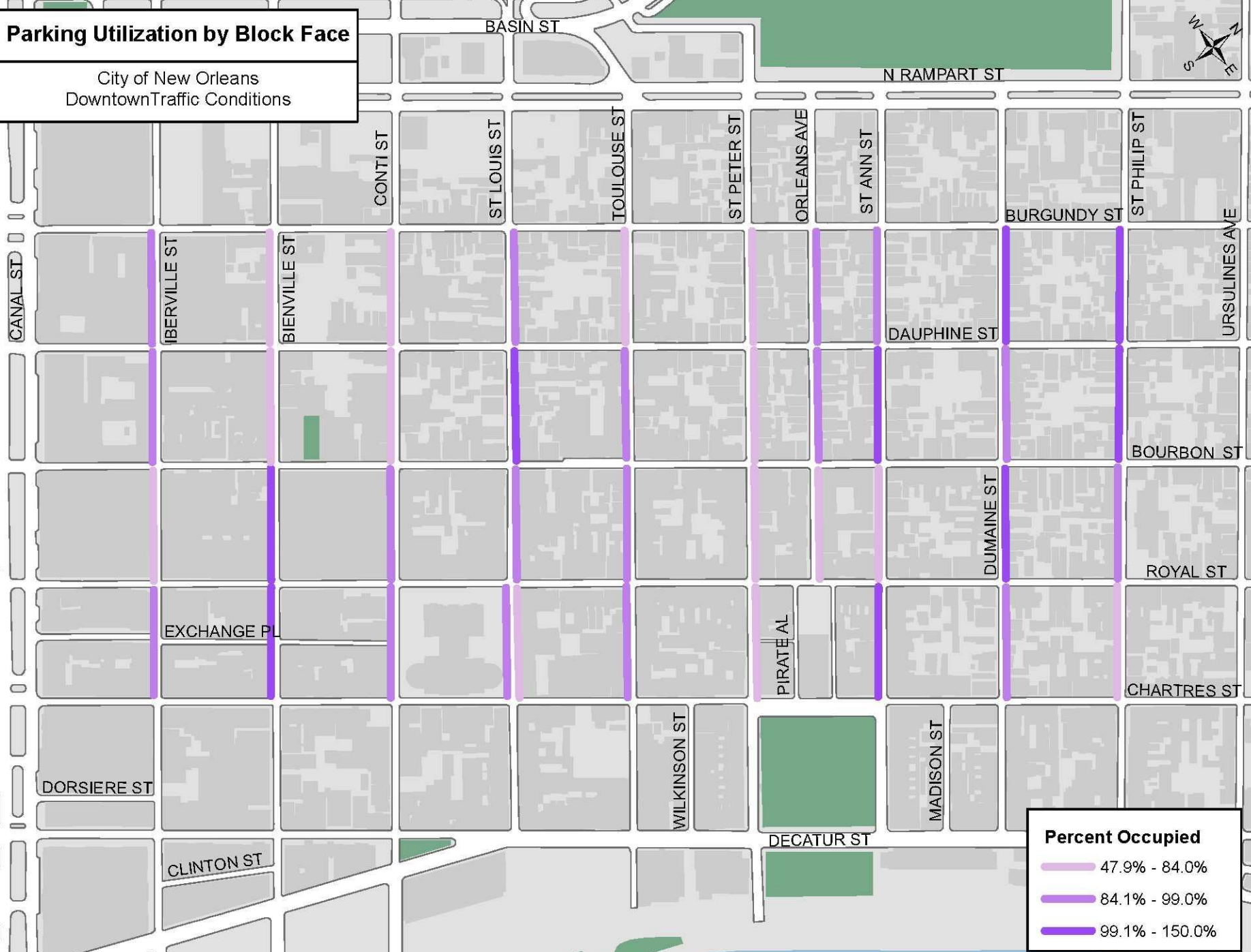


**Zone Type**

- Passenger Zones
- Cab Stand
- Freight Zone
- Police Zone

# Parking Utilization by Block Face

City of New Orleans  
Downtown Traffic Conditions



# Results from business survey

# Business and Property Owner Surveys

Over 60 stakeholders including restaurants, bars, entertainment, gift shops, and other services.

# Business and Property Owner Surveys

A representative of each business was asked the following questions:

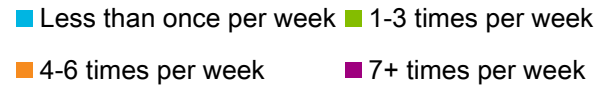
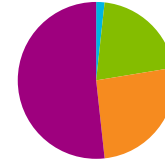
1. How often do you receive deliveries?
2. What time of day do you receive most of your deliveries?
3. How many different companies deliver to your business?
4. Do you have the capacity to receive larger deliveries less frequently?
5. How far from your business do your delivery trucks usually park?
6. Do you have back/side access (not on Bourbon Street) for freight deliveries?
7. What concerns do you have about the street closures?
8. Any particular location or issue the design team needs to focus on?
9. If access to Bourbon Street were provided for a short time each day, when should that be?
10. Any additional comments or suggestions?

# Business and Property Owner Surveys

## How often do you receive deliveries?

The majority of respondents, 52.6%, receive deliveries 7 or more times each week.

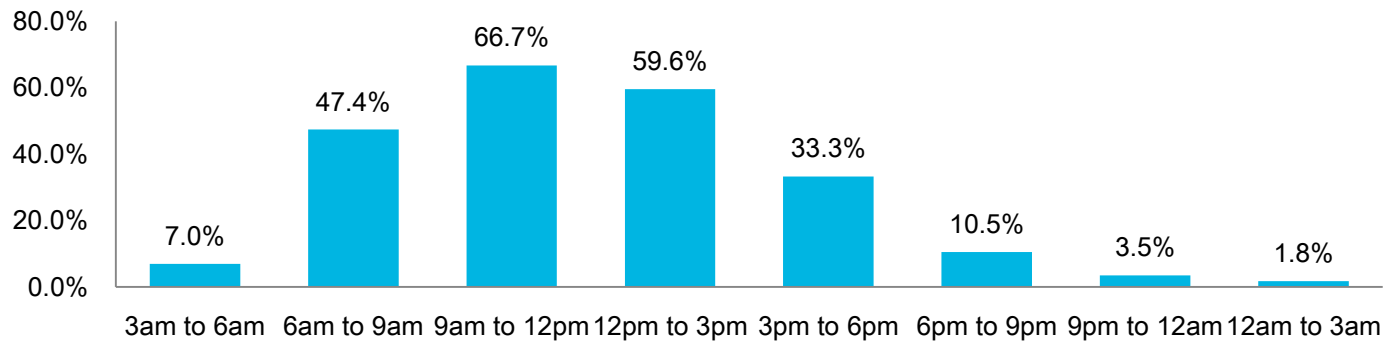
An additional 24.6% receive deliveries 4-6 times per week.



## What time of day do you receive most of your deliveries?

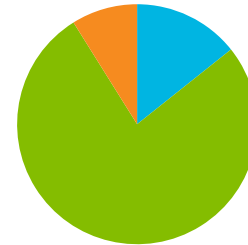
66.7% of respondents reported 9 am to 12pm.

59.6% reported 12 pm to 3 pm



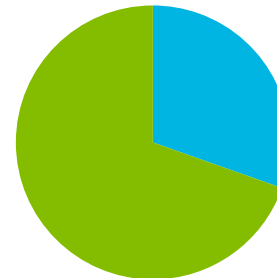
# Business and Property Owner Surveys

Do you have the capacity to receive larger deliveries less frequently?



■ Yes ■ No ■ Comments

Do you have back/side access for freight deliveries?

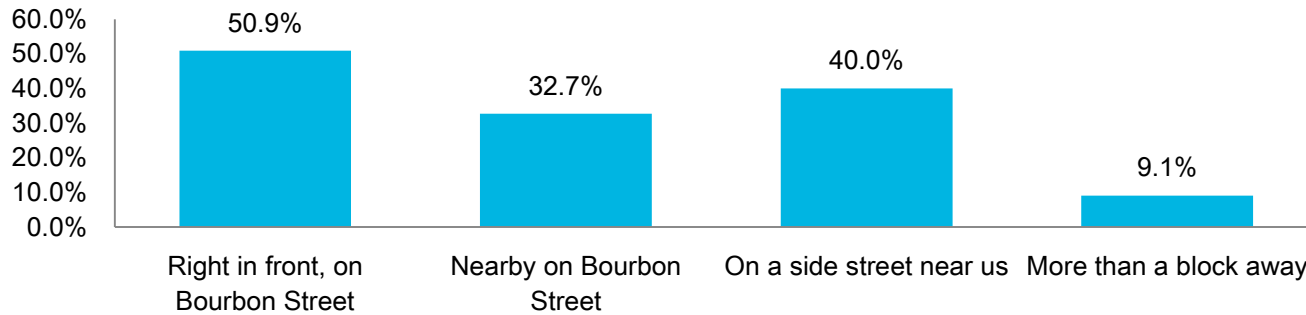


■ Yes ■ No

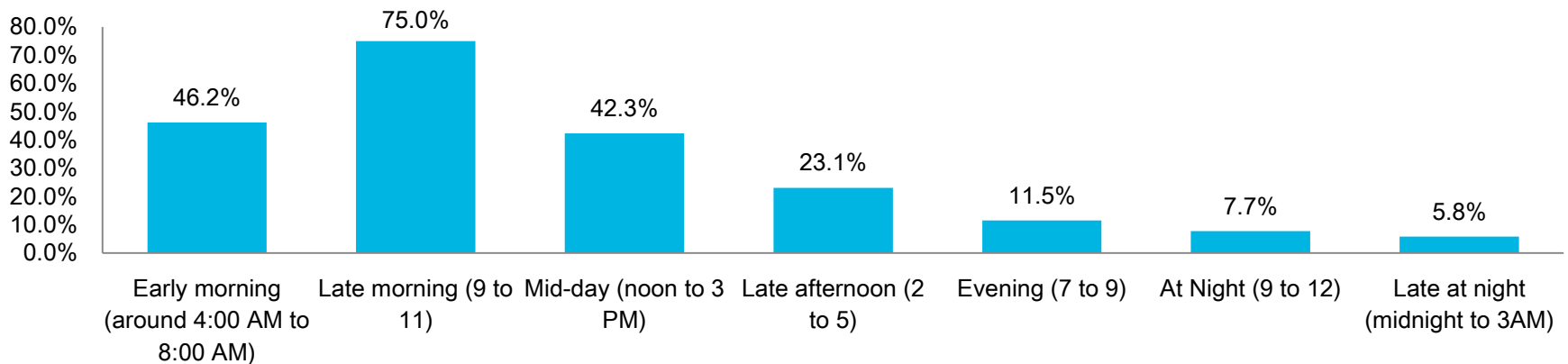


# Business and Property Owner Surveys

## How far from your business do your delivery trucks usually park?



## If access to Bourbon Street were provided for a short time each day, when should that be?



# Business and Property Owner Surveys

## Additional Comments from Survey

...need for more freight zones.

Aside from the beer companies, liquor companies, linens, supplies, Sysco, Inland Seafood etc. during the day, there is a completely different delivery traffic in the afternoons and at night.

I thought we would have blocked cars from driving down Bourbon Street already.

“Caterers, musicians, florists, decor companies, transportation companies...all of the hospitality industry companies that service the French Quarter NEED ACCESS during the day and then again with hot food, fresh flowers, instruments, sound, etc. to deliver load in/out for night events 5pm-3am.”

“Restricting traffic on Bourbon Street is not a resolution for safety. It will inhibit business.”

“Weekends should not vary from weekdays - need deliveries too; sewage and water block street and deliveries are late.”

# Conceptual alternatives

The background is a solid blue color. On the right side, there are several thin, white, intersecting lines that form a complex geometric pattern, resembling a stylized star or a series of overlapping triangles.

# Conceptual Alternatives

Many Tiers of interrelated options:

Tier One:

## Extent of Closure:

Bourbon Street partially closed

Bourbon Street fully closed

Bourbon Street and Side Streets partially closed

Bourbon Street and Side Streets fully closed

Greater Area Closed

# Conceptual Alternatives

Many Tiers of interrelated options:

## Extent of Closure:

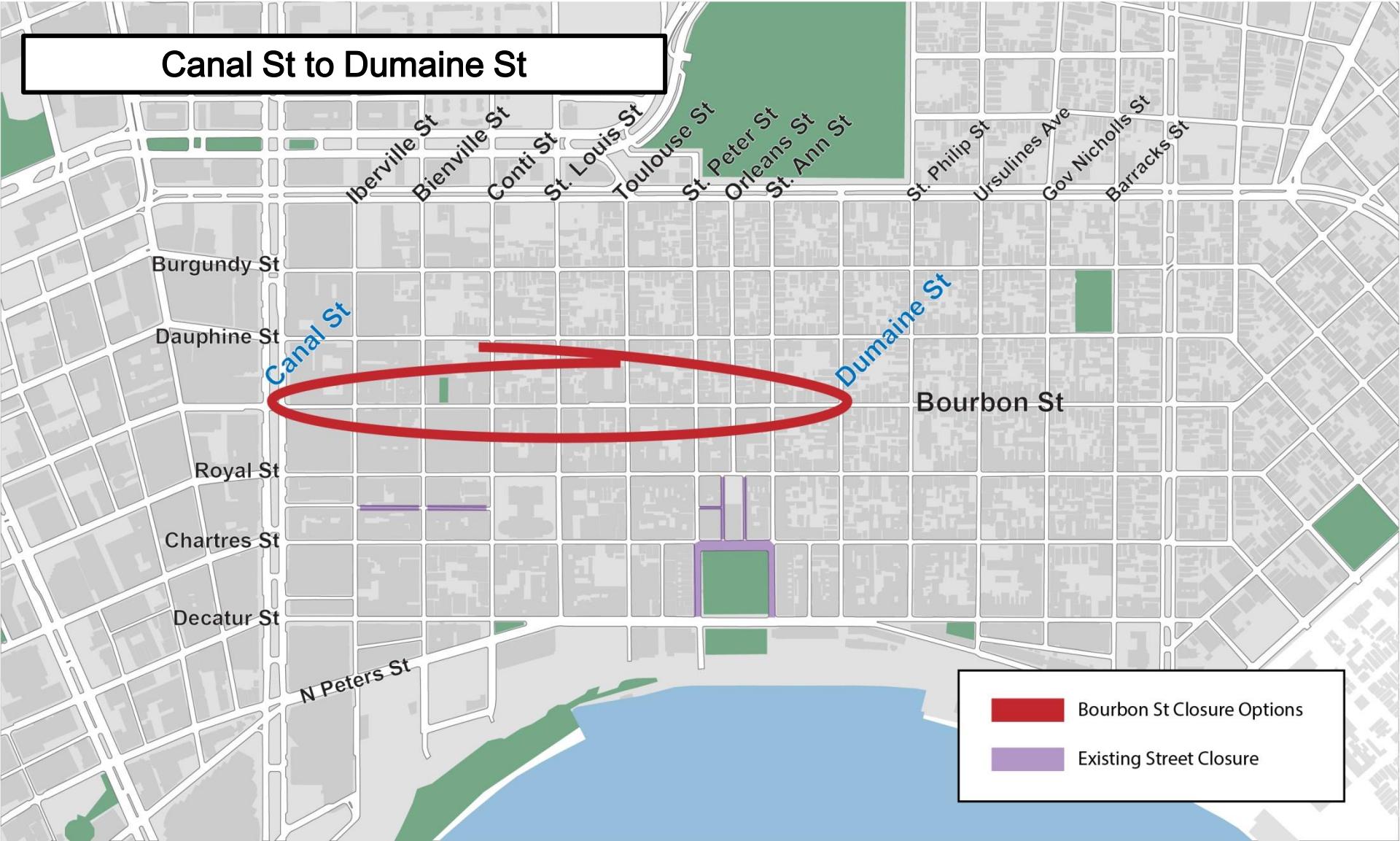
Extents (temporal and locational)

...are related to Barrier Types (Operable or Fixed).

...are related to access permissions (only deliveries, deliveries and taxis, local residents, etc.)

...are related to side street options...are dependent on assessment of each side street

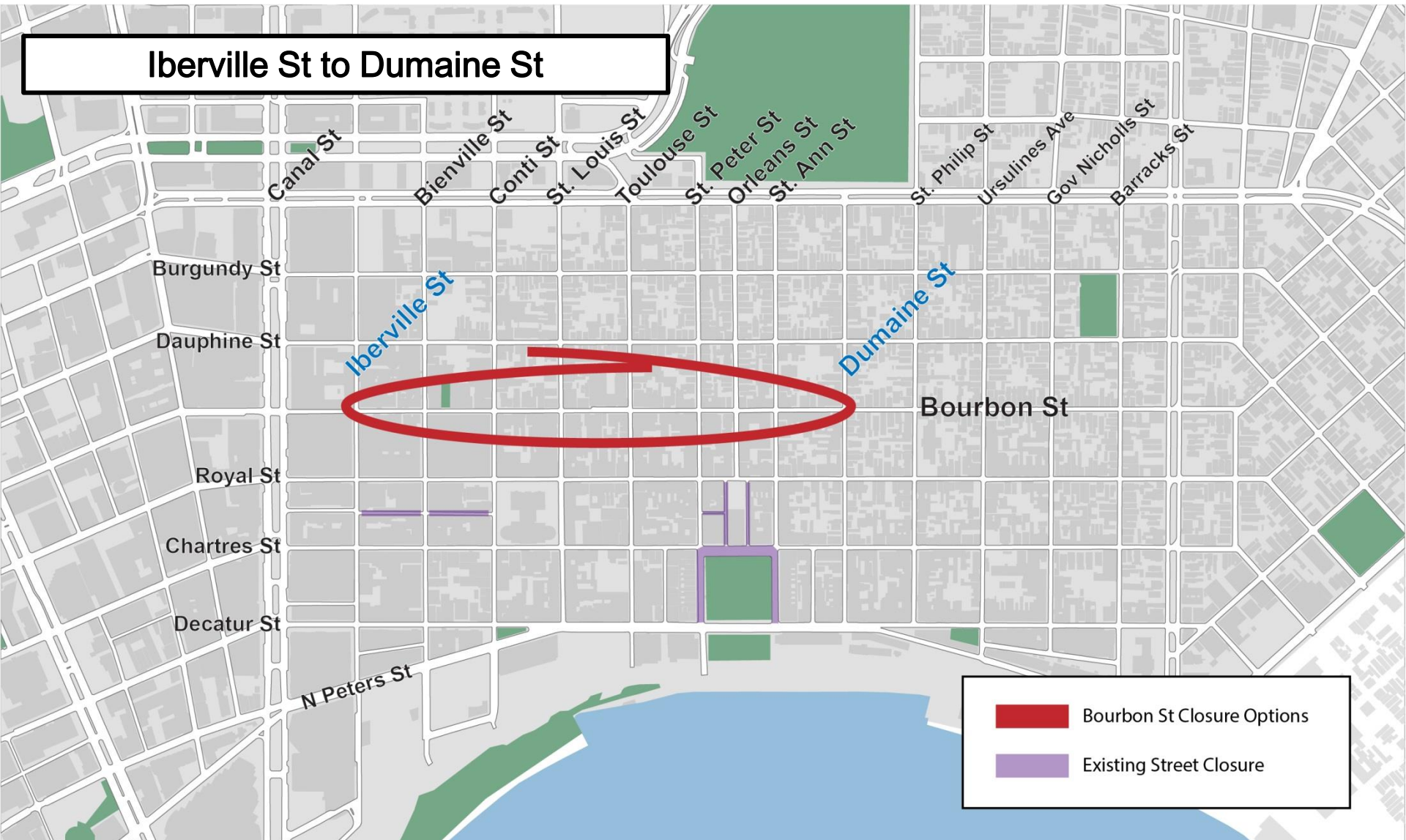
# Canal St to Dumaine St



 Bourbon St Closure Options

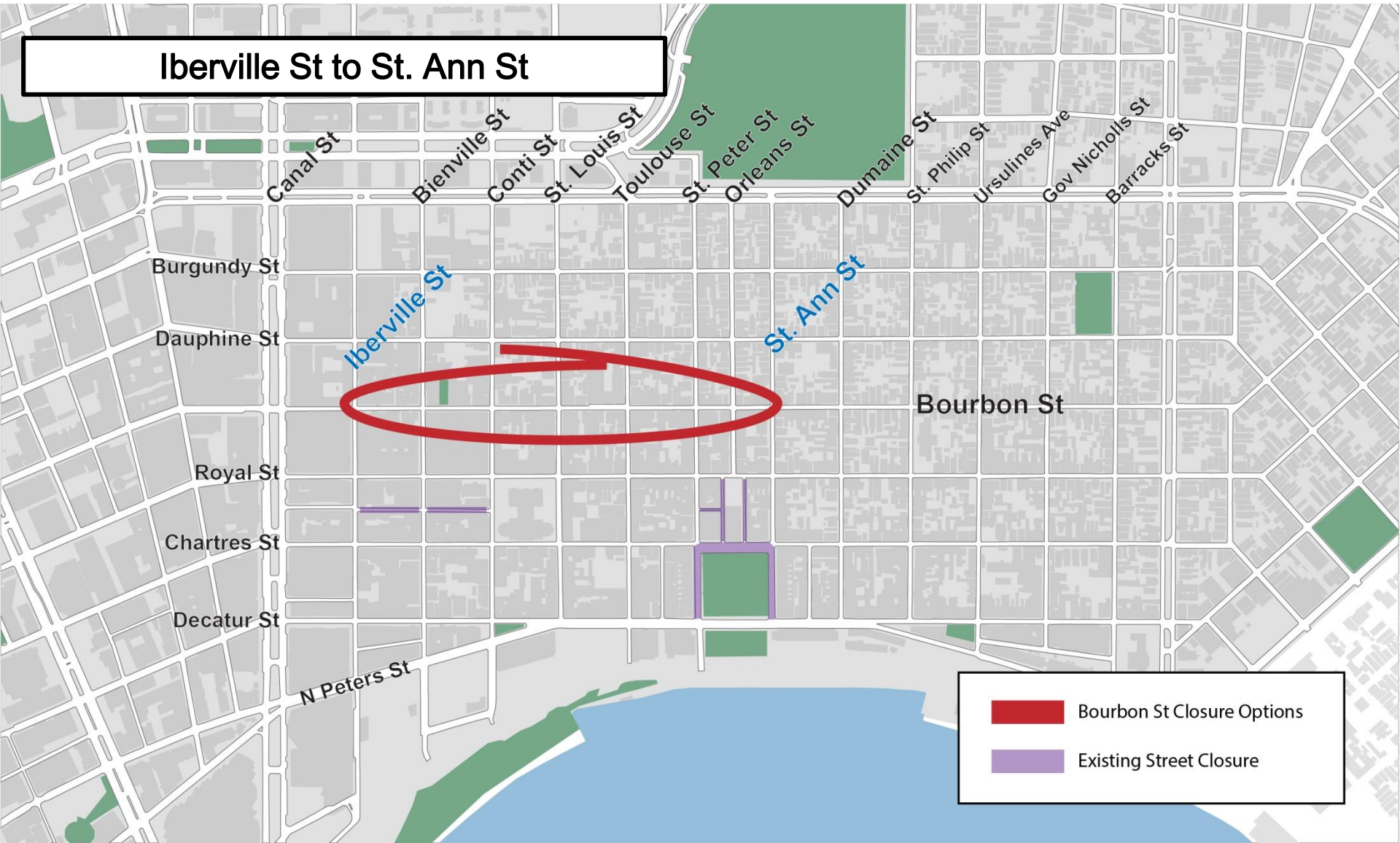
 Existing Street Closure

# Iberville St to Dumaine St





# Iberville St to St. Ann St



-  Bourbon St Closure Options
-  Existing Street Closure

# Bourbon Street Driveways

Driveway No Cars



Courtyard with Auto Access



Use Unclear

Courtyard Only

Bourbon St

Courtyard Only

Active Driveway

Use Unclear

Vestigial/No Longer in Use

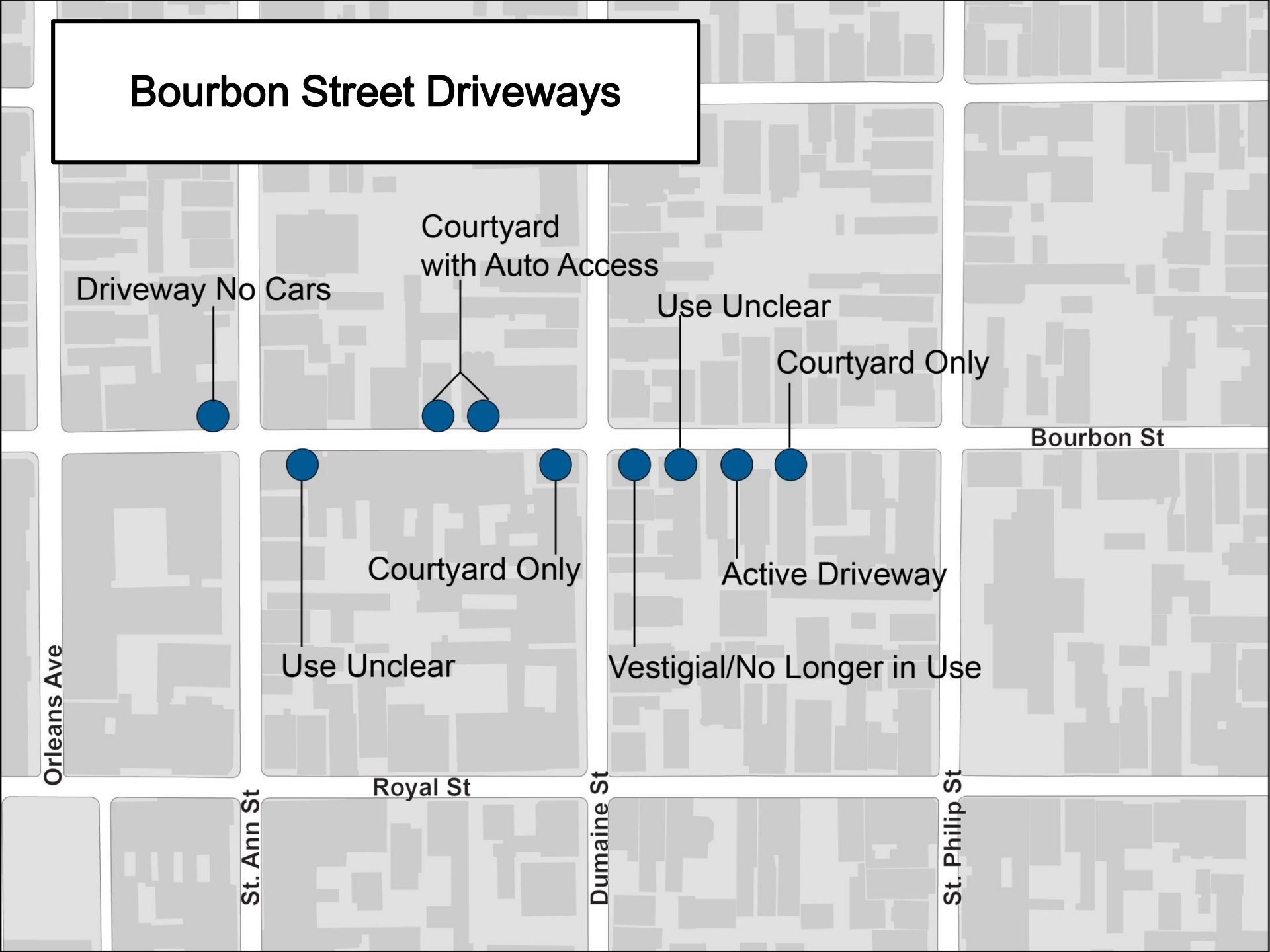
Orleans Ave

St. Ann St

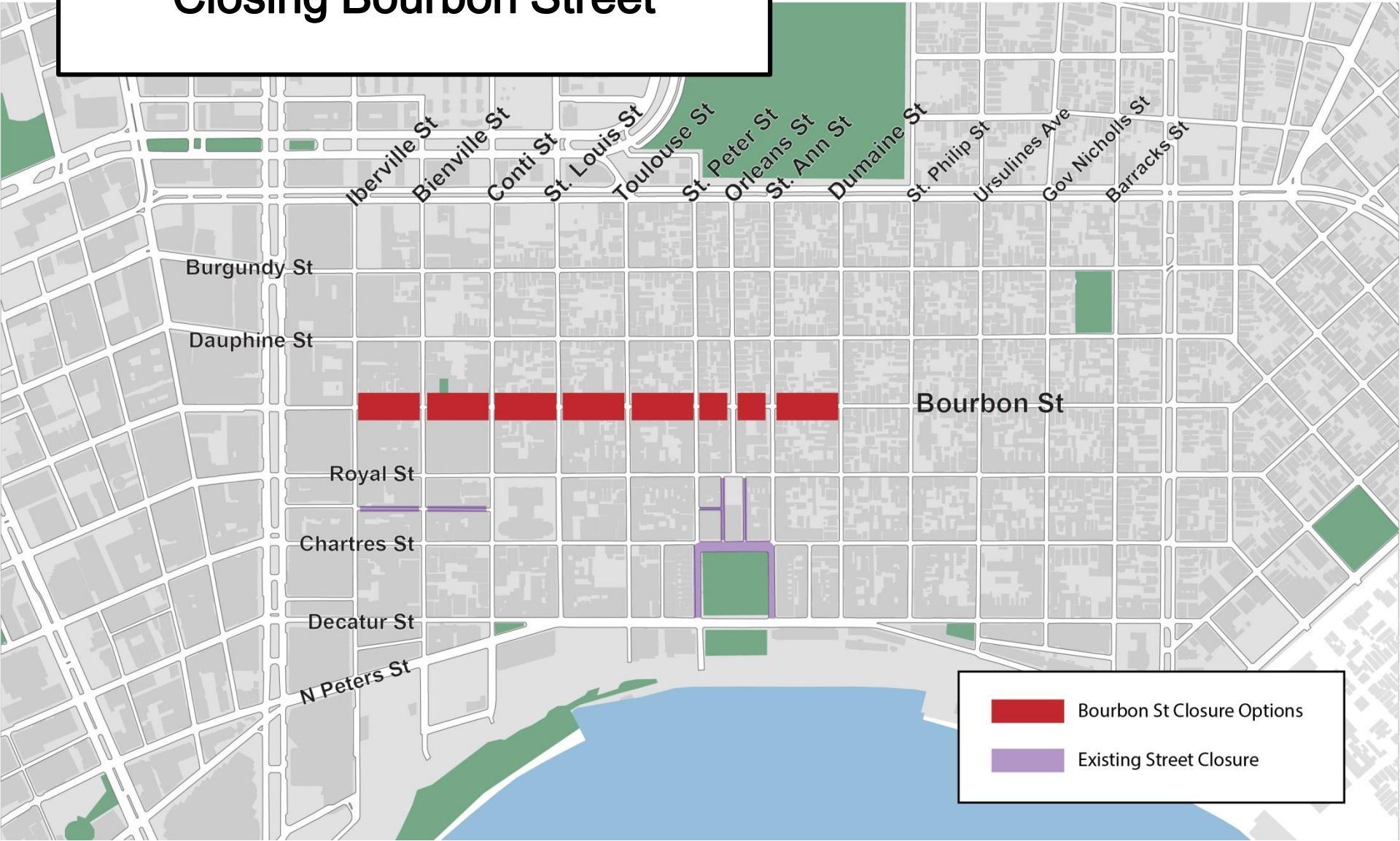
Royal St

Dumaine St

St. Philip St



# Closing Bourbon Street



- Bourbon St Closure Options
- Existing Street Closure



# Closing Bourbon and Side Streets



# Closing Bourbon and Some Side Streets





**No Private Access  
Entire Street Closed**

- Removes all on-street parking and loading
- Easy to implement and causes least traffic disruption

*Bourbon St*

21.5'

*Side Street*



*Royal St/Dauphine St*



**No Private/Driveway  
Access  
One-Way Access**

- Only possible if barrier is <100 ft from beginning of the block
- Preserves on-street parking

*Bourbon St*

21.5'

Permanent barrier

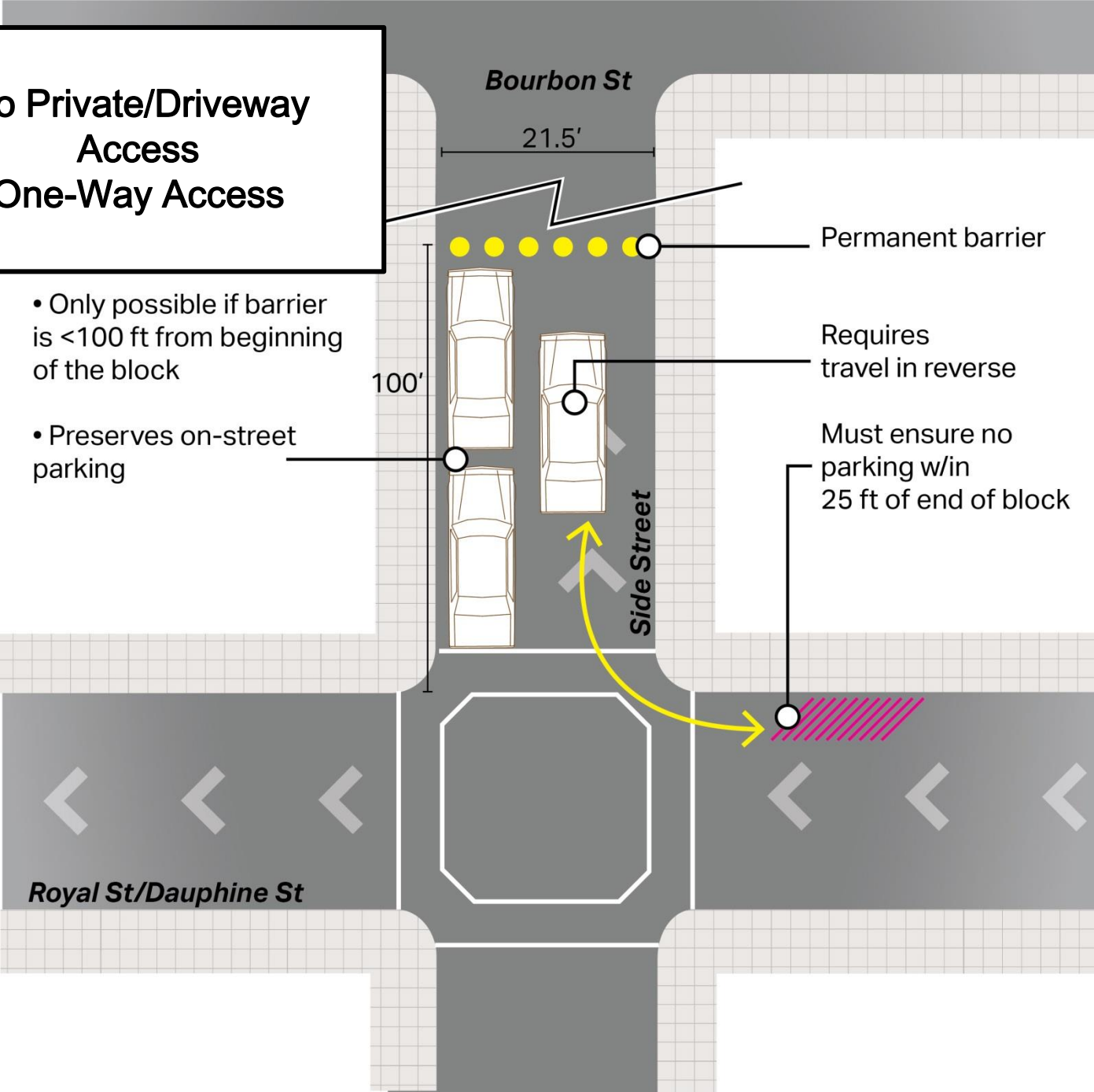
Requires travel in reverse

Must ensure no parking w/in 25 ft of end of block

100'

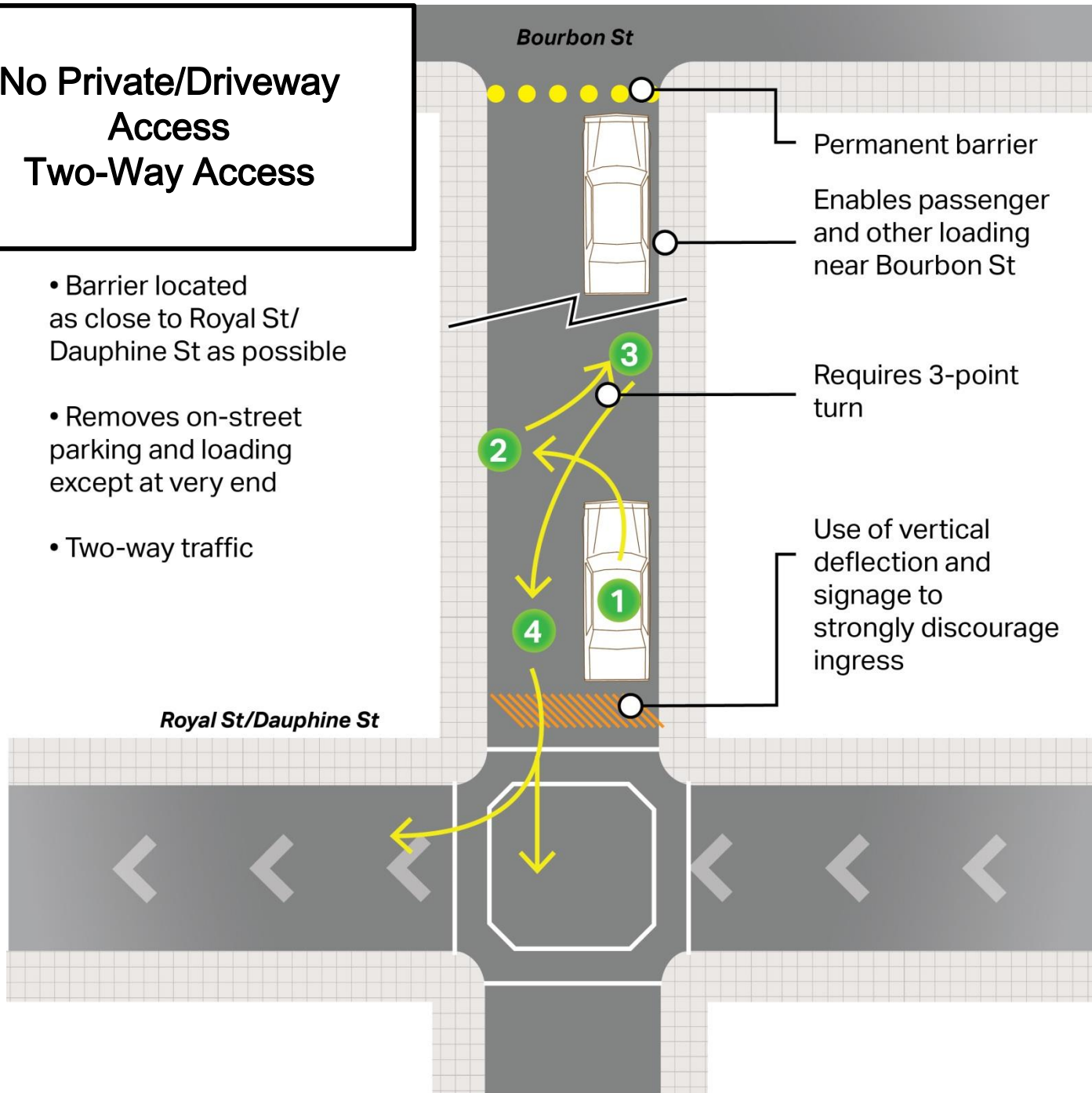
*Side Street*

*Royal St/Dauphine St*



# No Private/Driveway Access Two-Way Access

- Barrier located as close to Royal St/ Dauphine St as possible
- Removes on-street parking and loading except at very end
- Two-way traffic

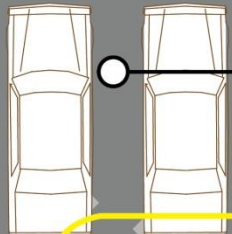


# Driveway Access Two-Way Traffic

- Barrier located 'downstream' of last active driveway
- Removes on-street parking and loading to allow two-way traffic

*Bourbon St*

21.5'



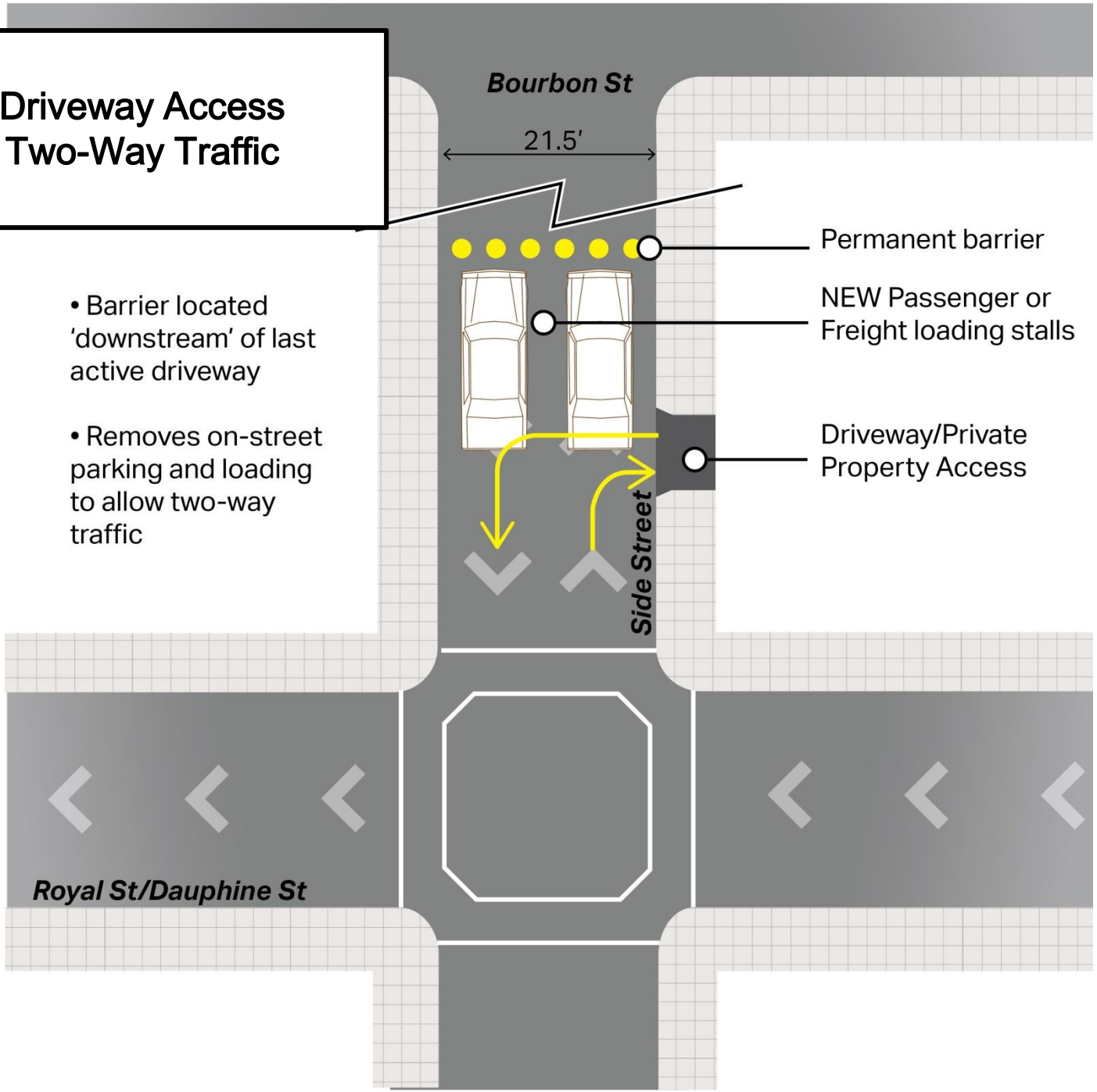
*Side Street*

Permanent barrier

NEW Passenger or Freight loading stalls

Driveway/Private Property Access

*Royal St/Dauphine St*



# New Orleans Downtown Traffic Conditions Analysis

## Bourbon Street Closure Traffic Operations Planning





# Existing Traffic Flow

City of New Orleans  
Downtown Traffic Conditions Analysis

