New Orleans Mobility and Parking Study
Final Report


Downtown Development District
New Orleans, Louisiana

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Nelson\Nygaard Consulting Associates
Walker Parking Consultants
University of New Orleans
Lockwood, Andrews & Newnam, Inc.
Fernandez Plans

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Introduction

The New Orleans Mobility and Parking Study is being conducted to support New Orleans' revitalization through a broad focus on the full array of transportation components that serve the French Quarter, the Central Business District, the several downtown historic districts, and the Marigny Triangle/Frenchman Street Area.

This document is the Study's Final Report, presenting the following:

- A Street Classification system that describes the streets in the Study Area and their different types of transportation facilities based on the project vision, local land uses, transportation systems, and stakeholder priorities;
- A series of Mobility Recommendation Sheets that identify strategy- and place-based improvements across the Study Area. Together these recommendations provide overarching approaches to enhance mobility and multi-modal planning throughout the Study Area;
- Analysis of existing and projected auto parking demand assuming no changes to existing transportation policy;
- Final parking demand based on reduction of demand due to implementation of the Mobility Recommendations; and
- Appendixes presenting an index of commonly used technical terms and the data used for the Street Classification system.

Additional work products provided as part of this study (and submitted separately) include:

- Development of project goals and objectives;
- Analysis of existing transportation conditions;
- Review of previous documents and studies;
- Meeting notes from the project Kickoff, Technical Advisory Committee meeting, and Focus Group workshops;
- Review of mobility plans from peer cities;
- Rampart Street Technical Memo;
- Summary of results from internet survey, visitor travel information, and driver intercept survey; and
- Implementation Matrix.

Street Classification

The Street Classification system was created to support the goals and objectives endorsed by the project's Technical Advisory Committee under Project Goal #4, especially:

- Recognize that the Study Area includes several distinct neighborhoods which will have varying transportation demands and priorities.

- Establish a street classification system to accommodate different types of transportation demand.
- Apply the street classification in each neighborhood based on the land uses and stakeholder priorities.

The Street Classification provides a framework for future development in terms of land use and roadway use. For example, if all streets are treated equal by traffic policy, then each are subject to maximizing throughput. Yet if the community agrees that certain streets are for moving traffic, some are for transit, and others are to be traffic calmed, then investment can be tailored accordingly. It recognizes the many distinct neighborhoods located within the Study Area and provides a system tailored to the unique character, transportation and land use facilities, travel demand patterns, and stakeholder priorities in each.

Existing Condition

Streets were classified using a two-step process. The first was to analyze each street on a block-by-block basis to establish the *existing condition*. This analysis included:

- zoning and land use;
- number of motor vehicle lanes;
- transit routes (both bus and streetcar);
- bike facilities;
- on-street parking;
- direct access to major highways; and
- direct access to public parks or waterfront.

Documenting block-by-block street characteristics provides a detailed, concise street classification system. Often these types of analyses are done with a broad brush; however, the objective of this task was to identify where the street function and street or block characteristics were incongruous. In addition to the existing data set, information was incorporated from the various plans and proposals reviewed in Task 1. These included the 2007 Unified New Orleans Plan, the 2005 Bicycle and Pedestrian Plan, plans for the expansion of the Tulane and LSU medical districts, among others. This layer of information helps to create an *assumed condition*, which directly informs the next step in the process.

The complete table of existing street conditions can be found in the Appendix.

Desired Condition

The second step was to organize the streets based on the *desired condition*. For this a set of labels was created which roughly describe the various types of streets in areas such as the CBD and French Quarter of New Orleans.

- Travel Streets:
  - Major Streets: Streets that allow for movement to serve as destinations to commercial, cultural and institutional activities as well as to connect to expressways and other Travel Streets. These streets are wide to carry a high volume of traffic.

  - Minor Streets: Smaller Travel Streets that serve a similar purpose in providing movement and connections to other major Travel Streets and access to properties.
  - Service Streets: Streets that are service-oriented such as in deliveries that do not primarily serve as a connection to other major Streets including Travel Streets.
- Community Streets:
  - Civic Streets: Streets that are mostly located in mixed use neighborhoods with limited residential uses including the Central Business District. They serve as arterials for commercial activities such as shopping, services and entertainment. Most of the bus and streetcar routes are located on these streets.
  - Neighborhood Streets: While Civic Streets are found in heavily commercial/business areas, neighborhood Community Streets are found in commercial/residential areas. These streets tend to be more pedestrian-friendly and walkable to major areas of interests.
- Living Streets:
  - Boulevard Streets: Larger streets that serve both recreation and residential areas. Some Park Living Streets serve a singular purpose such as Convention Center Boulevard.
  - Calm Streets: Narrow streets that are primarily found in residential areas. Motor vehicles have minimal impact on the local environment and quality of life with low traffic volumes. Some of the residential streets are surrounded by neighborhood parks.
  - Passage Streets: Passages are pedestrian-oriented streets. Any traffic or transit must yield to people walking. Some streets serve this function only during certain times of the day (Royal St.).

Of immediate note is that not all of these labels are traffic related, as is typical in a street classification system. Streets serve a much greater raison d'être than simply moving traffic or accessing properties, hence the labels for Community and Living. Especially in parts of the French Quarter and the emerging museum district, auto traffic is a burden to be endured; the quality of the streets are defined by so much more.

Establishing the *desired condition* for any existing street is fraught with peril. Some streets, such as Bourbon and Canal Streets are clear. Others, such as Poydras or North Rampart Streets are less so. Past efforts to maximize auto traffic flow on Poydras Street has created a very wide corridor all the way to the river. There is good reason to declare that six lanes are not needed at the cul-de-sac adjacent to the Hilton Hotel. The street classification and map offer a starting point for the stakeholders to discuss these and other issues for streets in the Study Area.

Classifying the street types highlights the strengths of each. Managing and investing in these streets accordingly will allow them to best serve both their neighborhoods and the overall Study Area.

Figure 1 presents the recommended Street Classification framework for the Study Area.

Figure 1: Street Classification

Recommendation Sheets

Each Recommendation Sheet provides a summary of conditions and recommendations related to a specific mobility Strategy or for a specific Place within the Study Area. Each Strategy has been selected in response to conditions and opportunities identified in Task 1. Each Place identified represents a location within the Study Area where identifiable mobility enhancements can be predicted to have significant impact. This collection of Strategy and Place sheets directly supports the goals and objectives endorsed by the project's Technical Advisory Committee, especially Goal #1, Objective #2:

- *Recognize that pedestrian mobility is the central transportation component supporting the Study Area's multiple roles as Central Business District, primary recreation destination, and residential community). Increased pedestrian mobility promotes increased overall mobility by allowing efficient on- and off-street parking patterns and "Park Once" visitor strategies.*
  - *Prioritize this mode for all local trips, without discontinuing other modes.*
  - *Emphasize multi-modal support for non-local trip requirements and preferences.*

The Strategy Recommendation Sheets provide recommendations for improving two central mobility and livability concerns in the Study Area: non-motorized (pedestrian and bicycle) and transit safety, access, and circulation, and the creation of a "park-once" environment, where walking, bicycling, and transit riding become the primary modes for trips made within the Study Area. The Strategy sheets focus on the issues that have the most impact and influence on where people currently walk, where they might want to walk, and the ease in which these actions are performed. Simple issues such as the continuity of sidewalks and the design and condition of crosswalks and curb ramps have enormous mobility implications, and can provide friendly cues to encourage and expand pedestrian travel within the Study Area. Likewise, reducing the dependence upon, and expectation of, cheap and abundant parking close to each Study Area destination will serve numerous mobility and economic development objectives, including:

- Converting inbound drivers to local window-shoppers;
- Reducing the impact of "parking-search" traffic on local streets;
- Preserving Study Area land for uses offering higher economic and community benefits than can parking facilities;
- Reducing the cost of local goods and services – including housing – by reducing built-in costs created by zoning requirements for on-site parking; and
- Creating a more transparent and predictable visitor parking system where parking location, price, and services options can be provided to visitors before they begin a trip.

Recommended strategies to improve mobility in the Study Area include:

- Traffic Signals and Signal Phasing;
- Traffic Control Devices;
- Crosswalk Design and Maintenance;
- Curb Design and Alignment;
- Sidewalk Design and Maintenance;

- Americans with Disabilities (ADA) compliance;
- Wayfinding;
- Creating a Public Parking Authority;
- Valet Parking;
- Creating a Park-Once Circulator;
- Bicycle System; and
- Zoning.

The recommendations developed in the Place sheets use the concepts described in the Strategy sheets to identify transformative improvements for a set of key mobility nodes identified as under-performing in the Existing Conditions review. Each sheet provides specific recommendations to address a variety of issues currently reducing pedestrian flows between key area destinations (i.e., Bourbon Street and the Riverfront) and districts (i.e., the CBD and the French Quarter).

While these sheets address specific mobility nodes, their lessons and policies are transferable to similar places throughout the Study Area. As each of the recommended improvements are implemented, the functional contrast they provide will make clearer the next set of improvements to be prioritized.

Locations identified for specific place-based improvements in the Study Area include:

- Camp Street and Andrew Higgins Drive;
- Julia Street and Convention Center Boulevard;
- Canal Street at Tchoupitoulas Street at North Peters Street and South Peters Street;
- Canal Street at Basin Street, Elk Place, North Rampart Street, and South Rampart Street;
- Triangle formed by Decatur Street, Conti Street, North Peters Street, and St. Louis Street;
- Riverfront Streetcar Stop at Esplanade;
- Elysian Fields Avenue; and
- The Riverfront.

The Recommendation Sheets were developed specifically to optimize access for the Study Area by moving toward a diverse set of effective and attractive modal options for residents, employees, and visitors. It is helpful to remember that the world's most treasured urban neighborhoods, including the French Quarter, look and feel the way they do specifically because they were built around mobility patterns that had not yet absorbed the enormous spatial impact of personal autos. At the same time, the contrasting density of parking facilities within the CBD reflects the powerful, modern impulse for personal auto-mobility. The keys to maintaining and expanding the obvious benefits of urban design that all but ignores the car while at the same time recognizing and satisfying modern transportation preferences are:

- Optimizing auto access to existing supplies – see:
  - Wayfinding;
  - Creating a Park-One Circulator;
  - Valet Parking; and
  - Public Parking Authority; while
- Enhancing the experience and comfort-range of carless access within the Study Area – see:
  - Bicycle System;
  - Wayfinding;
  - Sidewalk Design & Maintenance;
  - Creating a Park-Once Circulator;
  - Valet Parking;
  - Traffic Signals and Signal Phasing;
  - Crosswalk Design & Maintenance;
  - Traffic Control Devices;
  - Americans with Disabilities (ADA) compliance; and
  - Curb Design & Alignment.

The complete set of sheets to follow represents key incremental steps to achieving this optimal, 21st Century mobility balance for the Study Area.

Mobility Strategy

Pedestrian Crossing Signals and Signal Phasing

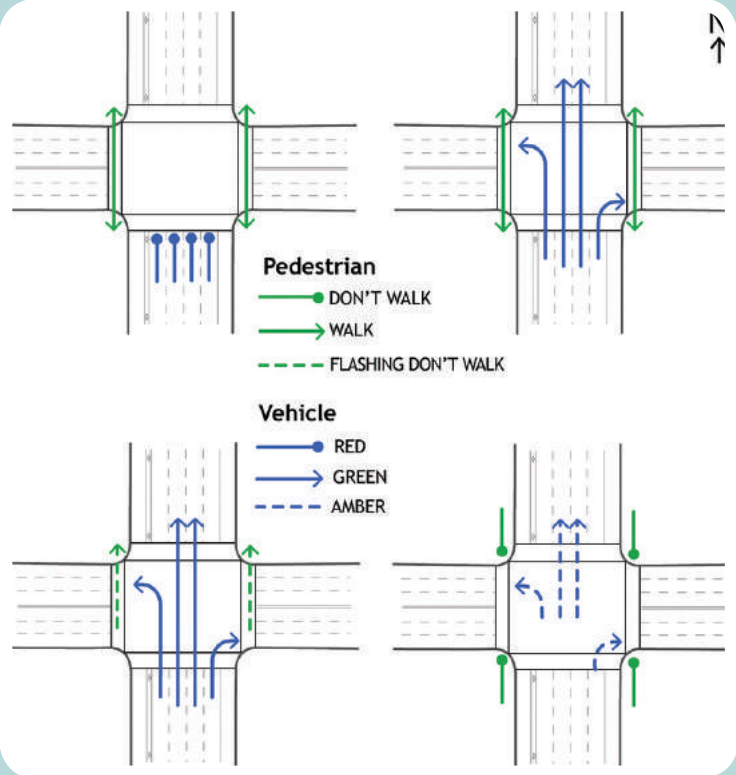
Mobility Issues	**Pedestrian Mobility and Safety** **ADA Accessibility** **Park Once** **Traffic Calming**
Background	There is an historic pattern of underinvestment in pedestrian-oriented signals and signal-phasing across the Study Area. This is also true at intersections that clearly encourage and anticipate high pedestrian crossing volumes.
Opportunities	Investments in countdown pedestrian-signal infrastructure and re-sequencing existing traffic signal phases would greatly improve pedestrian mobility across the Study Area, by freeing up a pedestrian network that currently bogs down at key points of intersection with auto traffic.
From Previous Studies	**"Transportation Plan: CPC New Orleans Final Report", 2004** • "Intersection design, signalization and pedestrian safety should be improved." • "Integrate crosswalks, pedestrian signals, and handicap accessibility." • Improve pedestrian safety with WALK/DON'T WALK electronic signage at all key intersections currently lacking signage.
Key Supportive Strategies	Crosswalk Design & Maintenance ADA Access Curb Design & Alignment
Recommendations	**Pedestrian Signals –** • Expand current RPC project and install or upgrade pedestrian signals at all high traffic intersections (particularly along Poydras, Decatur, and CCB). • Make pedestrian signals automatic rather than push-button controlled. • Include audible WALK signals to assist visually impaired pedestrians.

Mobility Strategy

Pedestrian Crossing Signals and Signal Phasing

Mobility Issues	Pedestrian Mobility and Safety ADA Accessibility Park Once Traffic Calming
Recommendations *(cont'd)*	**Length of WALK phases –** Configure signals for a walking speed of 3 feet per second on streets of 40 feet or less. Configure signals for a walking speed of 2.5 feet per second on streets wider than 40 feet. **Leading Pedestrian Intervals –** Provide a minimum of 5 seconds at the beginning of each WALK phase where motorists can not make any movements. **Limit "All-Pedestrian" WALK Phases –** Except where and when high pedestrian crossing volumes accompany a natural inclination for diagonal crossings, these tend to slow vehicle clearance to inhibit pedestrian crossing times.

Leading Pedestrian Intervals



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Mobility Strategy

Auto-Traffic Control Strategies

Mobility Issues	**Non-Motorized Mobility and Safety** **Traffic-Calming** **Local Mobility** **Traffic Reduction**
Background	Effective traffic control tools that could be used more broadly within the Study Area include: All-Way STOP signs; Yield to Pedestrian regulation, signage, and enforcement; Leading Pedestrian Intervals (where WALK phase begins a few seconds before autos get the GREEN); restrictions on Right Turn on Red (RTOR), and organization of one-way street directions.
Opportunities	Each of these tools can significantly enhance the safety, comfort and viability of walking and/or cycling within the Study Area.
Key Supportive Strategies	Crosswalk Design and Maintenance Sidewalk Design and Maintenance Traffic Flow and Curb Side Management
Recommendations	**Manage Traffic Speed –** • Convert one-way, high volume, high speed streets to two-way. • Alternate the direction of travel within pedestrian-priority areas to discourage high-speed through-travel. • Install red light cameras and bus cameras citywide. • Install Leading Pedestrian Intervals at all intersections. • Disallow right turns on red in general throughout the Study Area, especially on larger streets such as Canal, Poydras, Convention Center Boulevard, Loyola, Tulane, et al. • Install vertical deflectors such as raised crosswalks, raised intersections, speed humps, and/or bollards to reduce vehicle speeds in high pedestrian areas. • Install high visibility crosswalks and speed limit signs with flashing lights at and around school zones.

Mobility Strategy

Auto-Traffic Control Strategies

Mobility Issues	Non-Motorized Mobility and Safety Traffic-Calming Local Mobility Traffic Reduction

Recommendations *(cont'd)*

Manage Traffic Speed *(cont'd)* **–**

- Reduce excess travel lane widths, to both reduce vehicle speeds and reduce crossing distances, via bus bulbs, curb extensions, medians, and/or bicycle lanes.
- Install high visibility crosswalks (staggered continental striping) at all signalized intersections.

Manage Traffic Mix –

- As recommended in the Street Classification System, designate some streets as "preferred" travel routes and modify the traffic signals to promote through movements for vehicles.

Manage Traffic Volume –

- Improve effectiveness of residential permit parking to reduce motorists circling for parking.

Image B

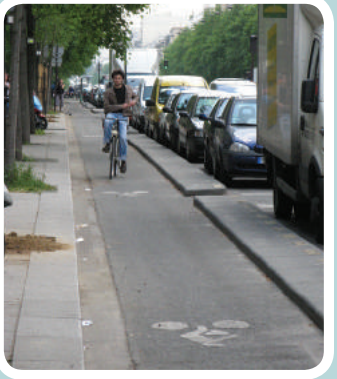

Image C

Image D

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Mobility Strategy

Crossing Design and Maintenance

Mobility Issues	Pedestrian Mobility ADA Access Wayfinding
Background	Design, construction, and maintenance of quality pedestrian street crossings are critical to minimizing perceived barriers in the sidewalk network. Street crossings should be short and straight, with clear visual definition.
Opportunities	Well-marked, attractive crosswalks with overhead signage, well-protected pedestrian refuges, and coordinated wayfinding can encourage and guide pedestrian traffic to appropriate destinations. Effective crosswalk re-design can be as simple as indicating the pedestrian right-of-way using markings and pedestrian ramps. Using high visibility crosswalks at the approach of a school educates and informs motorists to use special care. Properly designed and maintained crosswalks facilitate ease of use for people with visual and mobility impairments and people with strollers.
From Previous Studies	**"Transportation Plan: CPC New Orleans Final Report", 2004** • "Integrate crosswalks, pedestrian signals, and handicap accessibility." • Improve striping at intersections and crosswalks.
Key Supportive Strategies	Signals and Phasing Sidewalk Design & Maintenance ADA Accessibility
Recommendations	**Visibility –** • The pedestrian right-of-way should be marked using retro-reflective materials. • High visibility crosswalks should be installed at the approach of all schools. • Install high visibility crosswalks (staggered continental striping) at all signalized intersections.

Mobility Strategy

Crossing Design and Maintenance

Mobility Issues	Pedestrian Mobility ADA Access Wayfinding

Recommendations *(cont'd)*

ADA Ramps – All crossings should begin and end at an ADA compliant pedestrian ramp.

Traffic Calming –

- A stop bar should be placed ahead of the crosswalk to improve pedestrian safety and allow for cyclists to queue ahead of vehicles.
- Raised crosswalks are effective at lowering vehicle speeds, raising yielding behavior by drivers, and increasing pedestrian safety at intersections and midblocks with higher pedestrian activity and/or poor safety records.

Secure Refuges –

- Streets with more than four lanes should have neutral grounds to provide pedestrian refuges for two-phase crossings.
- Install bell-bollards to protect neutral ground crossings where turning traffic volumes are high.

Image A

Image B

Image C

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Mobility Strategy

Curb Design and Alignment

Image A

Mobility Issues	Pedestrian Mobility ADA Accessibility
Background	Field observations and stakeholder input indicate a number of areas where strategic redesign and reconfiguration of curbs, including the realignment of curbs into what is now vehicle right-of-way could provide significant non-motorized mobility improvements.
Opportunities	Low-cost and moderate-cost curb improvements, like curb extensions (expanding sidewalk areas into vehicle right-of-ways) and appropriate ADA treatments, can provide significant improvements to non-motorized mobility by: • Reducing excessive vehicle speeds; • Reducing pedestrian conflicts with right turning vehicles; • Providing increased pedestrian right-of-way; • Making ADA accessibility consistent and predictable; • Shortening crossing distances: Vital to creating pedestrian flows across Study Area neighborhoods and between key destinations — the French Quarter and the CBD; the Warehouse District and the Convention Center; the whole of the Study Area and its riverfront.
Key Supportive Strategies	Sidewalk Design & Maintenance Crosswalk Design & Maintenance Signals & Phasing ADA Access
Recommendations	**Follow ADA Guidelines –** • All curbs leading to a pedestrian crosswalk should be cut, flared and ramped according to ADA standards. • All curbs should have tactile surfaces at the base to indicate the edge of the sidewalk. • Curb ramps should be as flush with the street surface as possible.

Mobility Strategy

Curb Design and Alignment

Mobility Issues	Pedestrian Mobility ADA Accessibility
Recommendations *(cont'd)*	**Establish Guidelines for Overall Functionality and Safety–** • Provide wider curb ramps in areas with high pedestrian volumes. • Place drainage grates outside of the pedestrian right-of-way to reduce flooding at front of the curb ramp • Align curb ramps with crosswalks so that the center of the ramp meets the center of the crosswalk. • Extend curbs into the street bed to shorten crossing distances whenever possible. • Install bollards to increase pedestrian safety.

Before

Image B

After

Image B

Mobility Strategy

Sidewalk Design and Maintenance

Mobility Issues	Pedestrian Mobility ADA Access
Background	Sidewalk design, maintenance, clearance, and amenity (shade trees, benches, greenery, etc.) conditions vary widely across the Study Area — from the exemplary to the nearly-un-navigable. In many instances, poor sidewalk conditions can be found along primary pedestrian routes, while exemplary conditions run along streets lacking critical destination densities.
Opportunities	Good sidewalk design, maintenance, and clearance send important signals to pedestrians. These signals can be a vital means of supporting a Park-Once local mobility approach– indicating that one is within an area where walking is the standard, preferred means of getting around. Sidewalks that comfortably accommodate people in wheelchairs traveling in opposite directions create an accessible, equitable and pleasurable street environment for everyone. Private investments in sidewalk design, construction, and maintenance have produced very attractive results.
From Previous Studies	**"Transportation Plan: CPC New Orleans Final Report", 2004** • "Require large new developments to improve sidewalks and plant street trees." • "Prioritize and implement repairs to City sidewalks." • "Expand and enhance the pedestrian infrastructure including sidewalks and walkways, public plazas and promenades." **"UNOP: District One Charrette Report" 2007** • "Expand and enhance the pedestrian infrastructure including sidewalks and walkways, public plazas and promenades." • "A set of rules addressing the maintenance of properties, sidewalks and civic spaces should be set forth and given official sanction..."
Key Supportive Strategies	Curb Design & Alignment Crosswalk Design & Maintenance

Mobility Strategy

Sidewalk Design and Maintenance

Mobility Issues	Pedestrian Mobility ADA Access
Key Supportive Strategies *(cont'd)*	Zoning: Reducing curb cuts and driveways in general and particularly on primary pedestrian streets. Zoning: In Lieu Fees that can provide funding for improvements and maintenance.

Recommendations

Improve and Maintain Quality – Sidewalk width, surface quality, and access are crucial for the economic vitality of urban centers. Sidewalk amenities, such as benches and plantings create desirable locations for walking and shopping. Expand and improve existing mechanisms to encourage quality investment, including private investment, in this public space should be explored.

Encourage Private Investment –

- Establish policies to limit the liability of businesses that invest in the sidewalk in front of their establishment.
- Establish a permitting process wherein sidewalk design plans can be evaluated by City engineers.
- Maintenance of the sidewalk in front of local businesses should be the responsibility of the business owner. Ensure that private properties that install custom sidewalks are responsible for repair and maintenance that maintains consistency with the original designs and materials.
- Provide marketing materials detailing the economic benefit of high-quality sidewalks to local business owners. Include various suggested design configurations for improvements.

Continuity – Sidewalk design and maintenance guidelines and regulations should be established to ensure continuity across the Study Area.

Prioritize Investments – Focus initial improvement efforts on primary pedestrian streets and where commercial vitality is most dependent upon high volumes of pedestrian traffic.

Follow ADA Guidelines and Regulations – ADA regulations for sidewalk width, clearance, and slope provide a useful guide for maintaining high-quality pedestrian environments.

Street Trees – Address issues related to sreet tree growth and sidewalk maintenance when selecting new and replacement trees.




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Mobility Strategy

ADA Access Standards

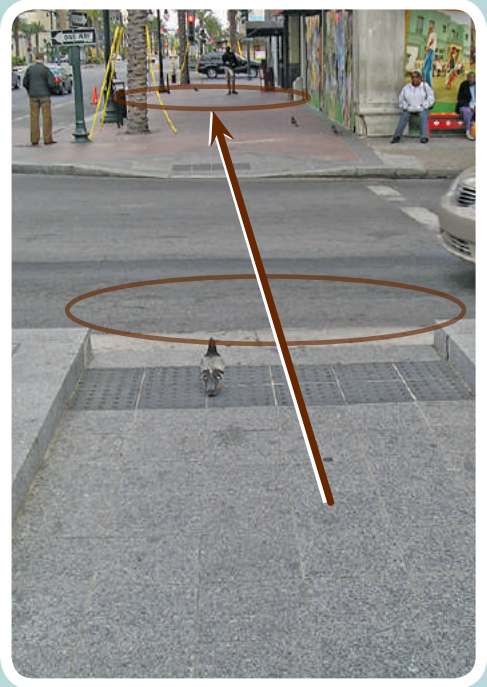
Mobility Issues	ADA Accessibility Pedestrian Mobility
Background	Federal Americans with Disabilities Act (ADA) standards provide guidance on maintaining accessibility for people with sensory impairments and/or those dependent upon personal mobility devices such as wheelchairs, motorized scooters, and "walkers".
Opportunities	ADA standards support investment in high-level pedestrian mobility support-infrastructure.
From Previous Studies	**"Transportation Plan: CPC New Orleans Final Report", 2004** • "Remove barriers to mobility for impaired people. ...provide access ramps as per ADA standards at all major street intersections." • "Integrate crosswalks, pedestrian signals, and handicap accessibility."
Key Supportive Strategies	Sidewalk Design & Maintenance Crosswalk Design & Maintenance Curb Design & Alignment Traffic Controls Wayfinding
Recommendations	**Sidewalk Widths –** Sidewalks should be a minimum of 5 feet wide with a planting strip of 2 feet on local streets and in residential and commercial areas (ITE, 1998). **Sidewalk Design and Maintenance –** • Create sidewalks that are even and smooth. • Install bicycle racks in locations that do not obstruct the sidewalk. • Establish guidelines around new areas of construction in accordance with ADA Standards (section 4.1.6 (j) of Appendix A, 28 CFR Part 36 to maintain accessibility for all people at all times.

Mobility Strategy

ADA Access Standards

Mobility Issues	ADA Accessibility Pedestrian Mobility
Recommendations *(cont'd)*	**Curb and Ramp Design –** • Create curb ramps and approach areas that are free of street furniture, trash cans, and paper boxes. • Create ramps that are flared and angled according to ADA standards. • Install truncated domes at the end of each curb ramp. • Create smooth transitions between the curb edge and the street. **Provide Safe Crossings –** • Install Audible Pedestrian Signals (APS) in Study Area as per MUTCD and PROWAG requirements. • Keep crosswalks free of potholes, puddles and other imperfections. • Install crosswalk markings to guide people safely to the next curb ramp. • Ensure that pedestrian refuge areas are wide enough for two wheelchairs to fit side-by-side.

More of This...



Aligned ramps, tactile warning strips, and solid maintenance

Aligned ramps and visual continuation of sidewalk within crosswalk

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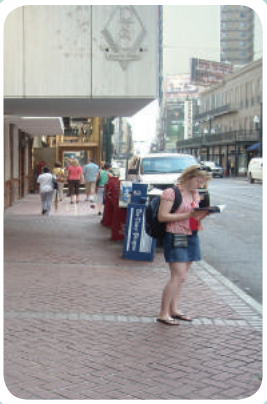
Mobility Strategy

Wayfinding and Information



Mobility Issues	**Pedestrian and Bicycle Mobility** **Transit: Identifying Connections; Promoting Services** **Park-Once District** **Tourism**
Background	Recent DDD wayfinding signage is a great investment that facilitates improved pedestrian orientation and mobility. Many available visitor maps present an auto-centric perspective — failing to identify many off-street pedestrian routes. For example, the 2007 Official Visitors Guide Map neglects the pedestrian-only portion of Lafayette St and the walkway between St. Louis St and the Riverwalk. There is a lack of transit and parking wayfinding, signage, information, and marketing.
Opportunities	Physical and virtual Study Area portals — hotel and travel websites, highway exits and gateway streets, parking facilities, ferries and bridges, etc. — present opportunities to promote area walkability and transit accessibility in order to facilitate park-once mobility expectations among visitors. Signage and mapping present opportunities to further enhance the pedestrian navigation experience — including the ready identification of transit access opportunities.
Recommendations	**Emphasize pedestrian and cyclist accessibility –** Present destination-based, pedestrian-oriented information including walking times in minutes on directional signage and maps. • Include 5- and 10-minute walk "rings" on "you are here" map installations. • Install guidance plaques throughout the Study Area indicating distance and direction of popular pedestrian destinations. • Locate wayfinding signs at a height so that they are easily read by people on foot, in wheelchairs, and on bicycles.

Mobility Strategy

Wayfinding and Information

Mobility Issues	Pedestrian and Bicycle Mobility Transit: Identifying Connections; Promoting Services Park-Once District Tourism

Recommendations *(cont'd)*

Emphasize symbols over text – Use internationally recognized symbols to convey information to the greatest number of people.

Build upon natural wayfinding assets – St. Louis Cathedral, Lee Circle statue, Ferry Terminal, elevated highways, night-lit buildings.

Emphasize pedestrian perspective in tourist maps – Ensure that DDD-generated or endorsed tourist maps identify all pedestrian way-through options.

Guide different modes to their appropriate routes – Use signage and wayfinding to guide cars and motorcycles to parking, trucks to appropriate routes, and pedestrians and cyclists to bus routes and stops, riverfront access points, and commercial, cultural, and recreational destinations.

Create consistency – Coordinate with all major generators of wayfinding signage (NORTA, JET, parking operators, DDD) to develop a seamless series of visual cues for vehicle and pedestrian navigation of the Study Area.

Identify both street names at Canal Intersections – Provide both CBD and French Quarter street names on overhead signs at Canal Street intersections.

Promote walkability to "fly-in" tourists – Coordinate with Study Area hotels to promote area walkability and encourage the use of car-rental alternatives for airport-hotel trips – shuttle, taxi, and transit.

Use Transit Stops to Identify and Promote Service

Install dual-name street signs above Canal Street intersections

Mobility Strategy

Wayfinding and Information

Maintain and expand DDD Wayfinding signage efforts – Best Practice Examples

Orientation & Information Kiosk
Madison Square Garden, NYC.

Pedestrian Wayfinding at Subway
Exit at Historic Wall Street, NYC.
Image by Studio L'Image (SLI)

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Mobility Strategy

Create a Public Parking Authority

Mobility Issues	Park-Once Parking Management
Background	Many cities have authorized public or quasi-public organizations to manage publicly-owned parking facilities, often including metered on-street spaces.
Opportunities	**Make Tough Policy Choices Easier** - Decisions about politically-charged issues like parking rates, regulations, and hours of operation can be made on a more strategic basis. Consisting of either appointed board members or hired staff members, authority members are freed from pressure to make popular choices, and thus can more easily serve as dispassionate, objective managers of a public parking system. **Long-term Planning**– The creation and viability of long-term capital improvement plans is greatly improved when the tenure of those overseeing the system is not directly subject to election cycles. **Comprehensive Planning** – A combination development/parking authority in particular, especially one that must maintain a financially self-sufficient parking system, can focus more closely and more broadly on all transportation systems affecting the public parking system — and is thus more disposed to make investments across a strategic array of modes to promote "access" not simply parking. **Economic Development** – As a development advocate, the DDD as parking authority can, not only manage public parking to maximize its benefits, but can also serve as a central repository of information and ideas to promote the most effective and beneficial use of all Study Area parking. Keeping a up-to-date, detailed inventory of when and where spaces are available and when and where they are wanted across the Study Area, is but one example of the services such an authority can provide.
Barriers	Creating a non-politically responsive Authority can require significant political will. While the results can be beneficial to the entire City, initiating this process can be daunting first step. The Parking Authority area will need to extend beyond current DDD boundaries.

Mobility Strategy

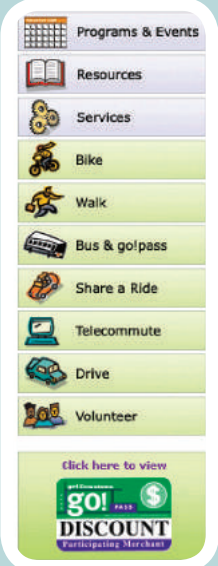
Create a Public Parking Authority

Mobility Issues	Park-Once Parking Management
From Previous Studies	**"UNOP: District One Charrette Report" 2007** • "Adopt a new Parking Management Plan and create a Parking Authority." • "The Downtown Development District has the ability and should establish a parking authority."
Recommendations	The DDD should volunteer to take on the role of a public parking authority for the Study Area. The DDD should use the results of the current study to define the principles, goals, and objectives it would serve as a public Parking Authority.

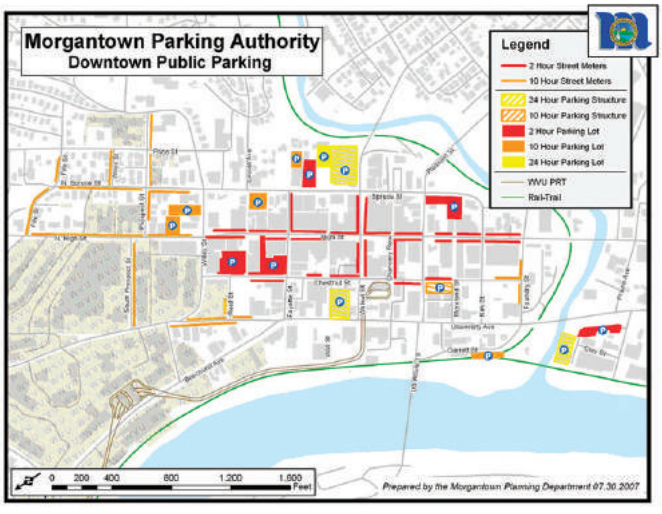
A Central Resource For Mobility And Parking Information

http://www.a2dda.org/parking__transportation/available_parking_spots/

https://www.miamiparking.com/mcv2.asp?sd=20080501150212



http://getdowntown.org/



Morgantown (West Virginia) Planning Department – 2007

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Mobility Strategy

Public Valet Parking Service

Image A

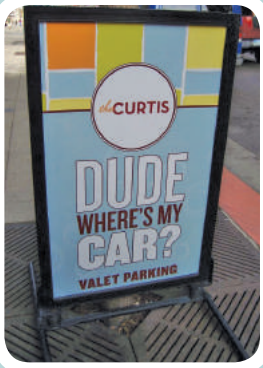

Image B

Mobility Issues	Local Mobility Pedestrian Mobility Traffic Reduction Parking Management
Background	Valet services present an opportunity to capitalize on existing, under-utilized parking inventories, creating a virtual "bottomless" supply of "right-in-front" on-street spaces for venues even in high-demand areas. Private valet services, however, often require customers to retrieve vehicles upon leaving the provider's venue — requiring an additional parking activity to complete any other additional local trips.
Opportunities	Establishing a public Parking Authority presents an ideal opportunity to start a public Valet Service to put under-utilized, inconvenient parking inventories to use, supporting Study Area access. Parking Authority management would allow valet service to be comprehensive, rather than use-based. This will support Park-Once mobility by allowing customers to park at their first destination, walk throughout the Study Area, and retrieve their vehicle near their final stop. Centralized management and distribution of valet stands allows patrons to drop a car off in one location and retrieve it in another. This provides even greater convenience than right-in-front parking. Local destinations may be willing to "validate" the extra cost of valet service for their customers in lieu of providing their own service. Valet can expand parking facility capacities by allowing cars to be parked in tandem or stacked configurations. Valet service can be tailored to periods with sufficient parking demand.
Barriers	**Organization and Administration –** Establishing an areawide Public Valet service requires starting a Parking Authority or the willingness and capacity of some other civic organization to manage the service, in coordination with local parking operators.

Mobility Strategy

Public Valet Parking Service

Mobility Issues	**Local Mobility** **Pedestrian Mobility** **Traffic Reduction** **Parking Management**
Barriers *(cont'd)*	**Cost –** Many visitors will balk at added service charge (though many more may be willing to pay extra for the convenience). **Control –** Many drivers will balk at giving up control of their vehicles and waiting for their retrieval at the end of a visit.
From Previous Studies	"UNOP: District One Charrette Report" 2007 • "Parking must be managed as a district-wide shared commodity…" • "Parking must be considered in the aggregate whenever possible, as the employ of one space tends to generate visits to various adjacent locations."
Key Supportive Strategies	Public Parking Authority Zoning: Reduced or eliminated minimum requirements. Zoning: In Lieu Fee option that can provide funding for valet operations and publicly-controlled parking.
Recommendations	**Establish a public valet service –** Once a public Parking Authority is established, it should establish a public valet service, with well-signed and marketed valet stands placed strategically throughout the Study Area as a major component of creating and maintaining a Park-Once environment within the Study Area.

Mobility Strategy

Park-Once Circulator

L to R, Image A, B, C

Mobility Issues	**Local mobility** **Traffic reduction** **Parking management**
Background	Parking surveys, stakeholder input, and numerous previous studies have all identified parking opportunities that are, for most visitors, too far to connect to local destinations by foot. At the same time, there are few existing transit options suitable for short trips within the Study Area.
Opportunities	Providing local shuttle transit service that connects to remote parking locations will open up their supplies to effectively serve the Study Area. The same service would enhance local mobility by increasing the appeal and feasibility of leaving personal vehicles parked in one location while moving throughout the Study Area.
Barriers	**Funding** – Local shuttle transit service requires subsidized operations to offer service that is sufficiently inexpensive and frequent to attract a significant number of local trips away from personal vehicles.
From Previous Studies	**"UNOP: District One Charrette Report" 2007** • "Provide accessibility to off-street parking facilities by suitable means such as public shuttle, tram or trolley service and related physical improvements such as bus shelters and right-of-way modifications." • "Coordinate plans for parking facility improvements and expansion with public transportation plans and operations in the vicinity." • "(Parking revenue-based) subsidies should be available for the implementation of multimodal systems that connect with parking garages."
Key Supportive Strategies	**Parking Authority** – A public parking authority can be an effective administrator and/or financial contributor to parking-oriented transit circulators.

Mobility Strategy

Park-Once Circulator

Mobility Issues	Local mobility Traffic reduction Parking management

Recommendations

Identify Funder & Provider – Public and/or Public-Private partnerships should be arranged to finance and administer operations. Those with vested interests — such as DDD, neighborhood organizations, the City, the RTA, and private parking operators should be solicited.

DDD to Lead – The DDD should take the lead in publicizing economic development opportunities such as marketing local destinations and events on bus interiors and exteriors and at stops, as well as redevelopment opportunities for underused parcels along the route.

Balance Mobility & Parking Access – Routes should be designed to balance local mobility objectives with effective connections to viable parking facilities.

Coordinate Beneficiaries – Shuttle operator should coordinate with parking operators and Study Area destinations to plan, advertise, and support service.

Free or Cheap Day Pass Fares – Rides should be free or fares should be structured as nominally-charged day-pass fares that can be offered for free with paid parking.

Shuttle Route Options: Primary Route and Additional Routes for Special Events

Example of a Recommended Route: Connecting parking opportunities and enhancing mobility along primary commercial spines.

Recommended options for additional routes during Special Events

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Mobility Strategy

Bicycle System and Facilities




Mobility Issues	Bicycle Mobility Bicycle Parking Traffic Calming Sustainable Travel

Background

Creating a bicycle friendly downtown is an important part of the mobility strategy for New Orleans. Investment in bicycle lanes and trails, especially the Lafitte Greenway, has the potential to increase the number of cyclists, leading to a safer cycling environment and healthier population.

Effective accommodation of bicycles can significantly expand the range of non-motorized access, and consequently reduce vehicle traffic and parking demand among populations travelling mid-range distances to the Study Area—too far to walk, but close enough for cycling trips to be appealing.

Opportunities

Significant planning has already been completed toward developing a bicycle network to connect downtown New Orleans with the surrounding neighborhoods. The bicycle facilities proposed for Canal Street, Esplanade, Lafitte and North Rampart Street offer important connections that will encourage recreational and commuting cycling.

New Orleans' mild winters and relatively flat terrain contribute to its potential to attract significant interest in bicycle travel to and within the Study Area.

From Previous Studies

"Metropolitan Transportation Plan: New Orleans Urbanized Areas", 2007

- Create a safe and more extensive network of bicycle lanes and trails throughout the City

"The Unified New Orleans Plan: Citywide Strategic Recovery and Rebuilding Plan", 2007

- Implement a citywide bike path and bike lane system

"Lafitte Greenway Master Plan", 2007

- Create a greenway system along the Norfolk Southern Rail Line, stretching from Basin Street to Canal Boulevard, adjacent to St. Louis Avenue

Mobility Strategy

Bicycle System and Facilities

Mobility Issues	Bicycle Mobility Bicycle Parking Traffic Calming Sustainable Travel

From Previous Studies *(cont'd)*

"2007-2011 Capital Improvement Program", 2007

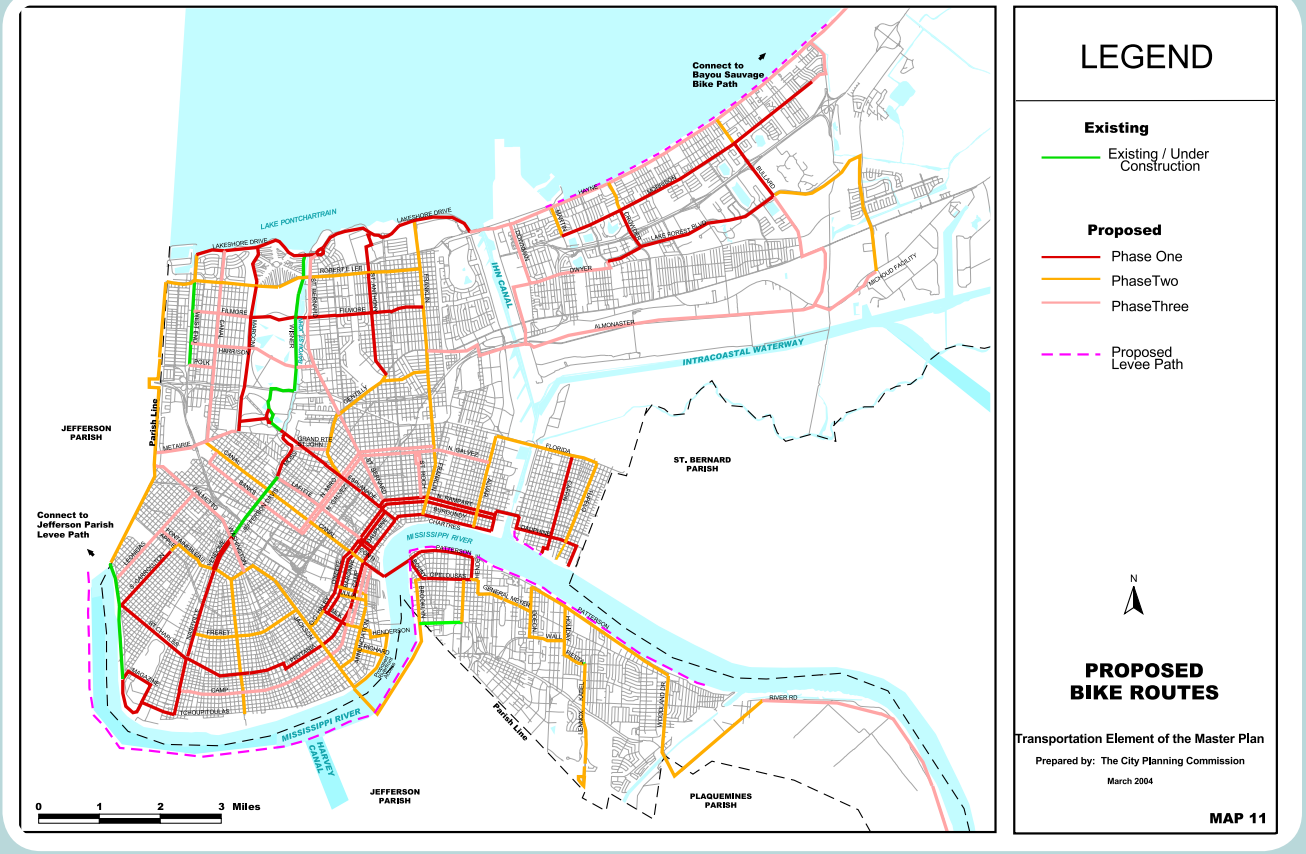
- The City has earmarked $4,000,000 to implement Phase 1 of the Transportation Plan Bikeway Plan.

"2005 New Orleans Metropolitan Bicycle and Pedestrian Plan", 2006

- Create a bicycle network, bicycle parking, and "bikes on buses"

"New Century New Orleans Master Plan: Transportation Plan", 2004

- Protect bicyclists and pedestrian within neighborhoods through creation of infrastructure improvements that emphasize the safety of bicyclists and pedestrians while calming motor vehicle traffic.
- Balance street curb spaces among various user needs (trucks, buses, taxis, car and bicycle parking) as needed to support key function(s) and uses within the block.
- Routinely consider bicycle and pedestrian needs in street improvements.
- Establish and officially designate bikeways throughout the city.



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Mobility Strategy

Bicycle System and Facilities

Mobility Issues	Bicycle Mobility Bicycle Parking Traffic Calming Sustainable Travel
Key Supportive Strategies	Bicycle parking Bike share program Connecting proposed bicycle routes to the existing network Lafitte Greenway: providing a river to lake bicycle connection Potential routing of Mississippi River Trail through the Study Area in conjunction with the Submerged Roads Program Connections to bicycle facilities proposed by the State of Louisiana's Department of Transportation and Development
Recommendations	**Integrate –** To fully integrate bicycling as a mode of transportation into the existing street network, bike facilities need to take people to places they want to go in a direct way that is separated as much as possible from motor vehicle traffic. **Measure Success –** A successful bicycle network is measured by an increase in bicycle mode share, a decrease in per capita injury severity, and an overall improvement to public health. **Provide Parking –** Bicycle Parking is a critical component of a bicycle network. It can take the form of bicycle racks on sidewalks, indoor-secure bike parking in parking garages, and/or parking "swaps" where bicycle parking takes the place of one or two car parking spaces. One other important feature in promoting bicycle commuting is secure indoor bicycle parking at major places of employment. **Build Upon Success –** In developing a network, it is best to look at places that have been able to fundamentally change how streets operate and how people move about the City. The following places have developed policies and plans to increase bicycling and dramatically improve the quality of their streets for all users: • Institute for Transportation Engineers' "Innovative Bicycle Treatments: An Informational Report" • Chicago – www.chicagobikes.org • Copenhagen – www.bycyklen.dk • European Union – http://spicycles.velo.info • London – www.tfl.gov.uk

Bicycle System and Facilities

Mobility Issues	Bicycle Mobility Bicycle Parking Traffic Calming Sustainable Travel
Recommendations *(cont'd)*	• Montreal – http://bixi.ca • New York – www.nyc.gov/html/dot/html/home/home/shtml • Paris – www.en.velib.paris.fr/ • Portland – www.portlandonline.com **Follow Established Standards –** All facilities should meet the standards set forth in the federally issued Manual on Uniform Traffic Control Devices (MUTCD) and Public Rights of Way Accessibility Guidelines (PROWAG).

Mobility Strategy

Zoning

Mobility Issues	Enhancing multi-modal mobility for the Study Area
Background	• Cities across the country are revisiting and updating their zoning codes to eliminate or amend regulations that: • Support auto ownership and use by shifting the costs of auto-mobility to housing (parking included in rent or purchase price) while reducing the competitiveness of alternate modes. • Depreciate traditional, walkable urban forms by requiring a proliferation of parking lots and driveways that spreads land uses further apart and repeatedly disrupts sidewalks. • Specify fixed, minimum parking requirements for new developments. • Allow the placement of driveway access points across primary pedestrian right-of-ways. • At the same time, many options are available to use zoning to specifically enhance area sidewalks and transit access.
Opportunities	The current zoning standards covering the Study Area contain many recommendable regulations that can reduce potential negative mobility impacts inherent in traditional minimum parking requirements. This provides a solid base upon which to make revisions that further support a modern, efficient mobility and parking approach for the Study Area.[1]
From Previous Studies	**"Transportation Plan: CPC New Orleans Final Report", 2004** • "Parking lots…are inappropriate for the CBD." • Surface parking lots and parking on the ground floor of parking garages or other structures are negatively affecting pedestrian activity. • "Require large new developments to improve sidewalks and plant street trees." **"UNOP: District One Charrette Report" 2007** • "Parking requirements have also created barriers towards creating a pedestrian-friendly environment, and, where there is excessive or poorly

1 The City of New Orleans will soon commence a comprehensive review of its zoning ordinances. Recommendations are therefore offered as suggestions for consideration within that study regarding accessory parking standards.

Zoning

Mobility Issues	Enhancing multi-modal mobility for the Study Area
From Previous Studies *(cont'd)*	deployed parking the vitality of streets withers and commercial activity fades." • "Deleterious land-banking practices, principally surface parking, and other exposed parking garages must be actively discouraged." • "Minimally, the implementation of liner buildings buffering deleterious uses must be adopted as a requirement in the zoning code." • "Code regulations should be amended to establish in the Old Commerce District as a shared parking zone, liberating individual developers from meeting parking requirements exclusively and completely on-site." **Vieux Carré Commission "Climatic Responses - Galleries, Porches, Loggias, etc..." 2008** • Operable shutters, balconies, roof overhangs, open loggias, rainwater flumes (gutters) in patios, and passageway paving are some examples of historic architectural features that address climatic conditions and remain valid today.
Recommendations	**Manage Supply –** • **Eliminate Minimum Parking Requirements –** These have already been eliminated for all of the Vieux Carré districts and much of the Study Area overall. Parking requirements should be eliminated within all of the Study Area districts. • **Alternate Option -** Create an In-Lieu Fee option as an alternative to meeting up to 100% of required accessory parking spaces. Set fee to roughly 50% of the cost for a structured parking space. Capture all revenue within a dedicated fund for local mobility investments (including public parking facilities) and/or public mobility improvements. • **Expand Maximums –** Expand the use of limits on accessory parking built for projects within the Study Area. • **Flexible Cap –** Allow developers to build beyond maximum parking standards in return for In Lieu Fee payment or Demand Management investment such as provision of bicycle parking, reserved Carpool or Vanpool spaces, and transit benefit commitments. • **Require Bike Parking –** Implement a tiered approach to set bicycle parking requirements. The minimum requirement should be secure, indoor bike parking based on the number and size of residential units, or overall developed area of other uses. For larger, commercial structures, the minimum requirement should be secure bicycle parking, with locker rooms and showers.

Mobility Strategy

Zoning

Mobility Issues	Enhancing multi-modal mobility for the Study Area

Recommendations *(cont'd)*

Support Efficiency –

- **Unbundle Excess Parking -** Require that, where parking is constructed above the appropriate maximum standard, all parking be "unbundled" — identification of space use or ownership as a separate, optional cost item for all building occupants.

- **Demand Management -** Require provision of commuter benefits designed to reduce parking demand — transit vouchers, carpool spaces, cash for non-parking employees — to accompany the construction above a specified amount of accessory parking spaces within the Study Area.

- **Car-Sharing -** Encourage car-sharing through requirements or incentives to offer spaces to established car-sharing organizations. Promote Attended Parking - Allow any capacity added via attended parking operations to count toward any residual minimum parking requirements. Do not count such added capacity against maximum limits.

Enhance Urban Design and the Pedestrian Environment

- **Sidewalks and Streetscapes -** Require new developments to improve adjoining sidewalks including investments in amenities such as street trees or seating.

- **Wrap with Active Uses -** Require all parking structures to contain active, sidewalk-oriented, commercial or residential land uses at sidewalk level.

- **Shade –** Require the provision of balconies, awnings, or other forms of overhanging structure to expand these historical forms of sidewalk amenity and pedestrian mobility enhancement.

- **Disallow Surface Lot Development –** Prohibit the development of surface lots within the Study Area or, at a minimum, require that they be located to the rear of active, sidewalk-oriented, commercial or residential land uses.

- **Minimize Width and Frequency of Curb Cuts –** Preserve more on-street spaces and minimize vehicle conflicts with pedestrian and transit movements.

Garage with first floor uses

Garage with secure bicycle parking

All images from Nelson\Nygaard

Mobility Strategy

On-Street Parking Management




Mobility Issues	**Pedestrian Mobility** **Bicycle Mobility** **Traffic Calming**
Background	Effective curb-parking management is an essential tool for maintaining desirable mobility and circulation conditions in dense, urban districts like the Study Area. Typically, these districts lack the wide driveways and capacious off-street parking and loading zones common to modern development norms. While this is a boon to non-motorized access — reducing the space between destinations and maintaining the primacy of sidewalks — this in-creases the volume of vehicles and vehicle movements seeking accom-modation within fixed, limited roadway networks.
Opportunities	Demand-based curb-space pricing can dramatically reduce traffic congestion in commercial areas by eliminating the need for vehicles to circulate in search of parking, while also generating space turnover to support visitor access to commercial destinations. Curb-use regulations can effectively reserve curb spaces for priority users (delivery vehicles, residents, etc.) during times and at locations deemed appropriate by the community and/ or its representatives.
Key Supportive Strategies	Wayfinding and Information Public Parking Authority
Recommendations	**Implement Demand-Responsive Pricing –** Set Meter Rates based on levels of demonstrated demand (see parking occupancy findings presented in this study): • Vary rates by time and location to increase responsiveness of pricing to demand patterns and maintain efficient use of curb-space. • Set a target occupancy rate of 85% for each block. • Continue to adjust rates until as many blocks are as close to this target as possible and no blocks are consistently higher than 90-95% full.

Mobility Strategy

On-Street Parking Management

Mobility Issues	Pedestrian Mobility Bicycle Mobility Traffic Calming

Recommendations *(cont'd)*

Implement Demand-Responsive Pricing *(cont'd)*

- Remove time-limit regulations once consistent availability is achieved.
- Return any new revenues generated by demand-responsive rate increases to local mobility and parking improvements.

Update Curb Regulations – Ensure curb regulations reflect current land use patterns and community-supported transportation and mobility priorities.

Expand RPP – Increase both the geographic and temporal coverage of Residential Parking Permit (RPP) regulations:

- Demand for curb-parking peaks during evenings and weekends, when regulations are currently not in effect and when residents most need "come and go" access to parking near their homes.
- Full-time-residential demand within the French Quarter and Marigny would be greatly supported by an expansion of the coverage of streets offering effective RPP coverage.
- Comprehensive RPP coverage for residential blocks that is both clearly communicated (signage and information) and effectively enforced (substantial fines and towing) will greatly reduce traffic within residential neighborhoods, as drivers would cease to find opportunities for free, unlimited evening and weekend parking along these blocks.

Management Objective– Most blocks are almost full, but never completely full, almost all of the time.

Place

Camp Street and Andrew Higgins Drive

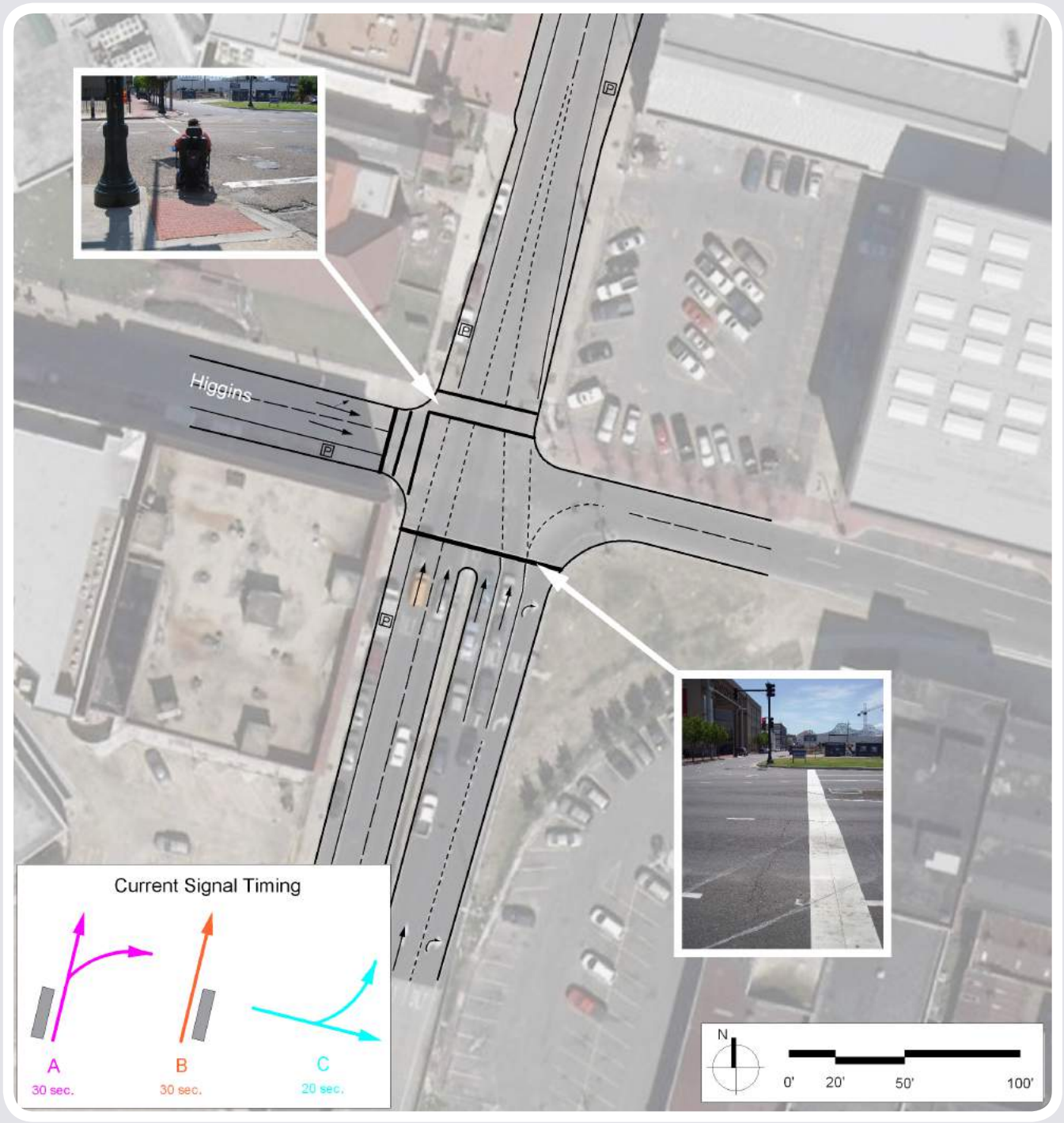
Mobility Issues	Pedestrian Access and Safety Bicycle Mobility
Background	The exit ramp from the Pontchartrain Expressway joins the street grid at the intersection of Andrew Higgins Drive and Camp Street. The design and operation of this intersection facilitates rapid auto movement, at the expense of local circulation, especially for pedestrians: • Only two of the four intersection legs have marked crosswalks. Those walking on the upriver side of Higgins Drive have no way to cross. This leg is potentially the safest place to cross Camp Street, as there are no turning conflicts; however, the crossing distance is currently 75 feet and pedestrians must wait the completion of two vehicle phases, as well as contend with high-speed vehicles exiting the expressway. • There are no pedestrian signals. Pedestrians must rely on traffic signals to judge when to cross. The three-phase signal increases delay for all users - average delay for people wishing to cross Camp Street is 60 seconds. • The two lanes from the ramp expand to three at the intersection, where a right turn lane is added. Then the two through-lanes merge onto Camp Street, adjacent to the corner where people are waiting to cross.
Opportunities	This location is a direct pedestrian link between an expanding museum district, Lee Circle, and the St. Charles Streetcar corridor. Proposed expansion of the World War II Museum, with the Victory Theatre & Stage Door Canteen Complex (scheduled to open in 2009), offers synergy between the street and local development.
From Previous Studies	**"Transportation Plan: CPC New Orleans Final Report", 2004** "Examine the Camp Street/ Pontchartrain Expressway downramp and Lee Circle for improved signalization" **"2005 New Orleans Metropolitan Bicycle Plan", 2006** This section describes the on-street section of the Mississippi River Trail Multi-State Bike Route. "Camp Street is particularly harrowing because after

Camp Street and Andrew Higgins Drive

Mobility Issues	Pedestrian Access and Safety Bicycle Mobility
From Previous Studies *(cont'd)*	passing under the Expressway, off-ramp traffic from the Expressway enters Camp Street on the right side. Cyclists can be caught between lanes and must be very careful to watch for exiting vehicles…The Camp Street corridor is a top candidate for a future bike lane."
Recommendations	**Install Pedestrian Signal Infrastructure –** Install WALK/ DON'T WALK signals facing all crossings. **Redesign the Intersection –** • Reduce through lanes along Camp Street to one to shorten crossings and provide space for a bicycle lane. • Permit vehicle movements from Camp Street and the off-ramp to proceed simultaneously. The elevation of the ramp precludes a merge prior to the intersection. Eliminating one through-lane on the ramp will allow the single remaining lane to merge through the intersection. • Add curb extensions. • Extend the median. • Raise and enlarge the traffic island to better direct drivers. • Add bollards at the corner to protect pedestrians. • Add crosswalks to all legs of the intersection. **Re-time the Signals –** • Reduce vehicle phases from three to two. • Add a Leading Pedestrian Interval for the Higgins Drive phase. **Add Bike Lane –** Add bike lane as per Bicycle Master Plan. Bike lane would be on left side of street to avoid conflict with off-ramp. It would remain on the left side of Camp Street up- and downriver as this is a one-way street.

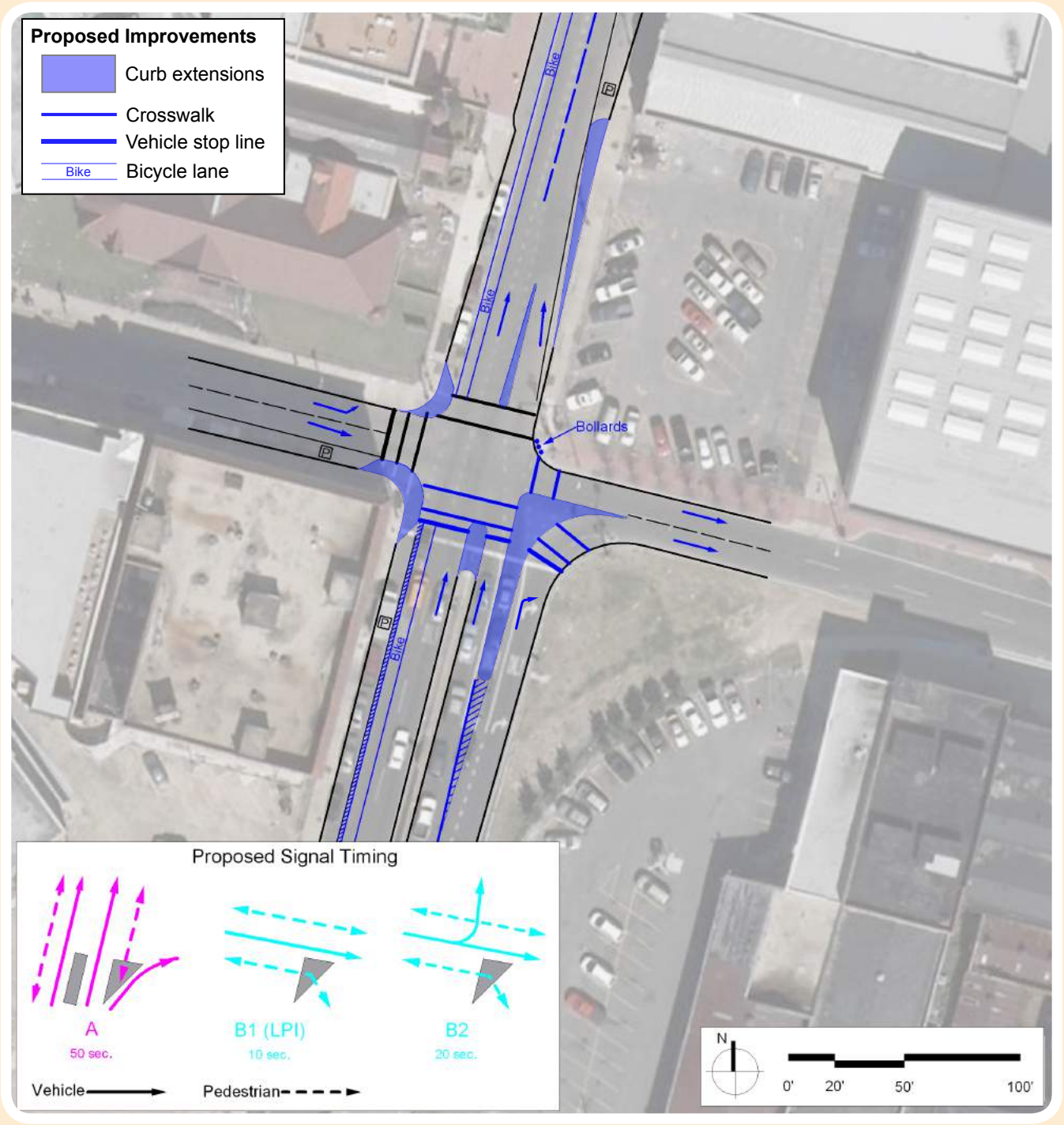
Camp Street and Andrew Higgins Drive

Existing Configuration



Camp Street and Andrew Higgins Drive

Proposed Configuration



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Julia Street & Convention Center Boulevard

Mobility Issues	Pedestrian Access and Safety Riverfront Connectivity
Background	Julia Street serves as a key junction of major riverfront destinations — Convention Center, Riverwalk Marketplace, Aquarium — and a primary, commercial pedestrian spine. The signage above a sheltered, fanned walkway beckons pedestrians to cross Convention Center Boulevard at this terminus of Julia Street — a popular pedestrian corridor connecting numerous galleries, museums, restaurants, and retail and entertainment venues. The intersection's configuration and signalization, however, create discouraging and dangerous conditions for pedestrians: • Right turn pockets on Convention Center Boulevard widen the intersection, make for longer crosswalks, and cause the crosswalks to not be aligned with the sidewalks. • Medians do not extend into the crosswalks - this allows for higher speed turns and offers no protection for pedestrians waiting to cross. • Pedestrians are only allowed to cross during one, 16-second "all-pedestrian" phase. While this crossing is protected from drivers, the average delay is 64 seconds, or LOS F. Pedestrians will not wait over a minute to cross, and 16 seconds is not enough time to cross diagonally, which is the principal benefit of an all-pedestrian phase. • Heavy U-Turn traffic from the taxi stand at the Convention Center consistently disrupts pedestrian use of the upriver crosswalk.
Opportunities	Basic, low-cost improvements can provide a significant remedy to existing constraints. Julia Street could be significantly narrowed, given its two lane configuration, to support heavy sidewalk volumes along this primary pedestrian connector.
Recommendations	**Julia Street –** Convert to two-way operation, add bike lanes and curb extensions.

Julia Street & Convention Center Boulevard

Mobility Issues	Pedestrian Access and Safety Riverfront Connectivity

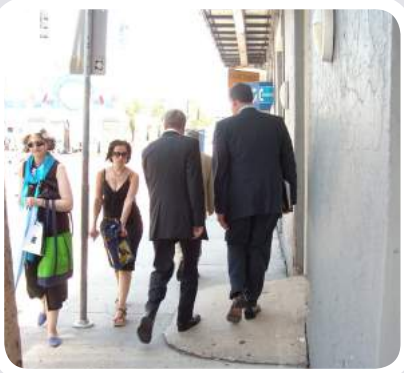
Recommendations *(cont'd)*

Redesign the Intersection –

- Remove Right-Turn Pockets at Convention Center Boulevard.
- Extend the curbs and medians.
- Add bollards to the median tips to better protect pedestrians.

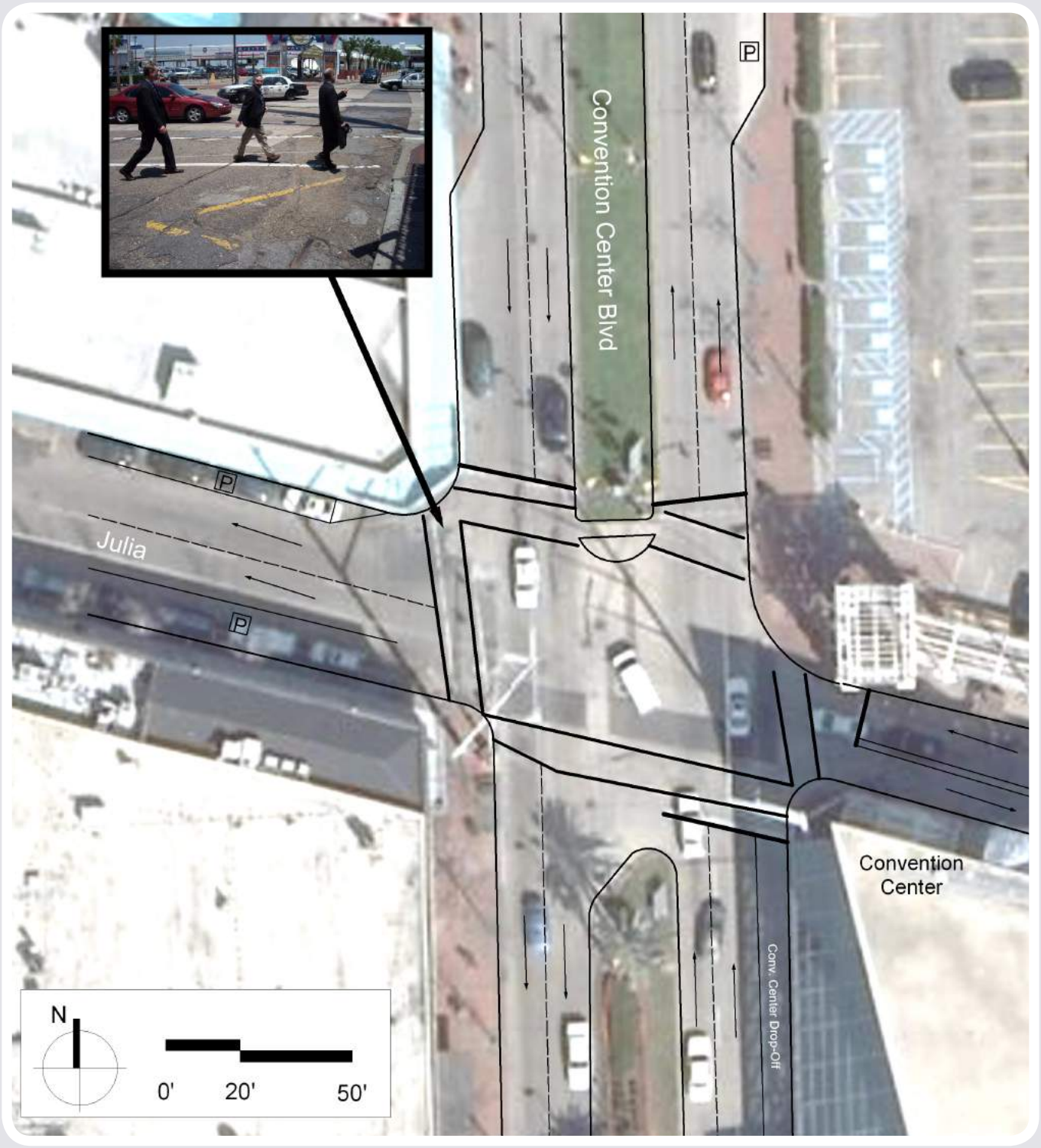
Re-Time Signals –

- Replace the 16-second all-pedestrian phase with two 8-second Leading Pedestrian Intervals for both directions to allow pedestrians to reach the median ahead of turning traffic.
- Continue the pedestrian phase throughout the vehicle phase.



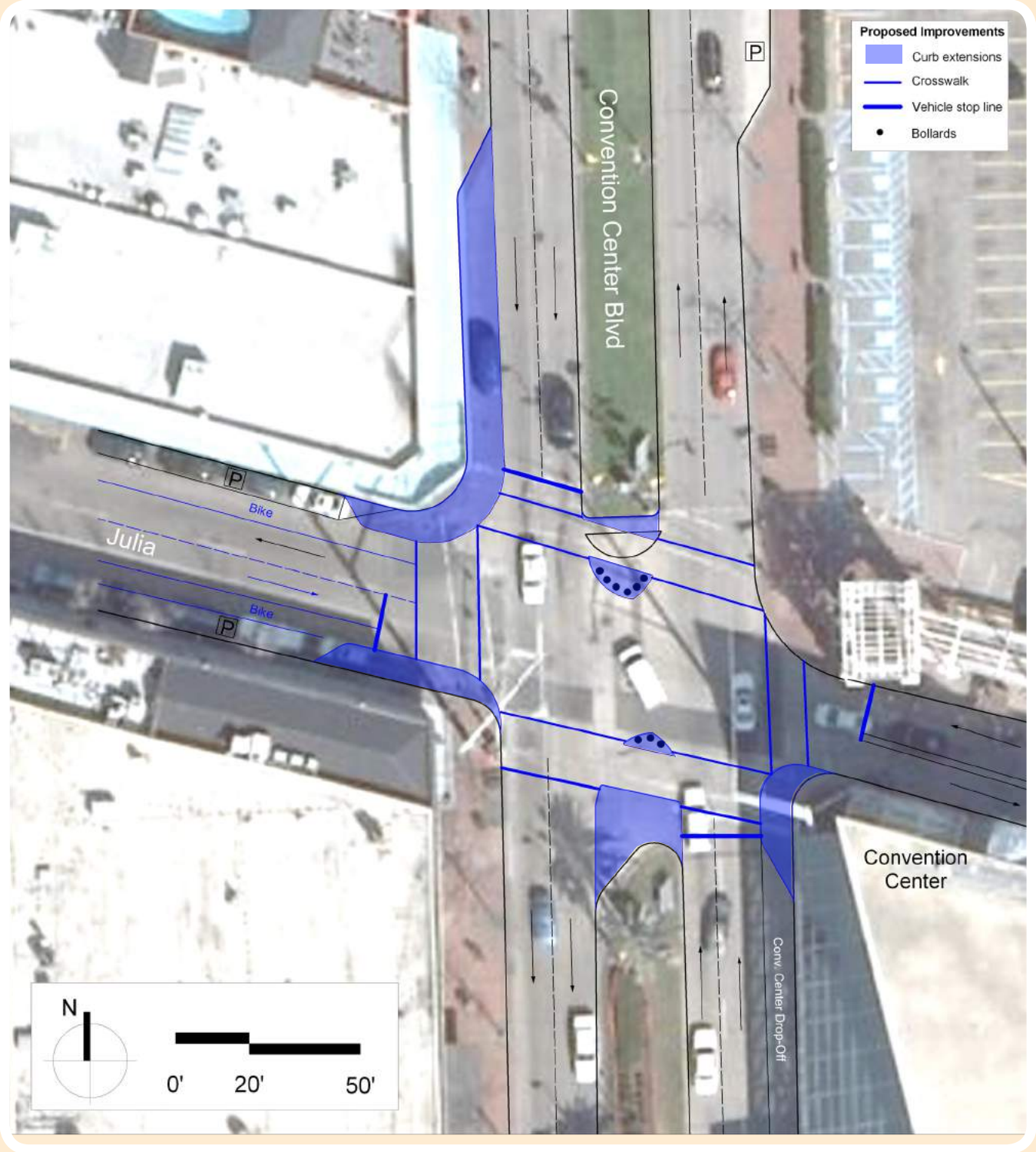
Julia Street & Convention Center Boulevard

Existing Configuration



Julia Street & Convention Center Boulevard

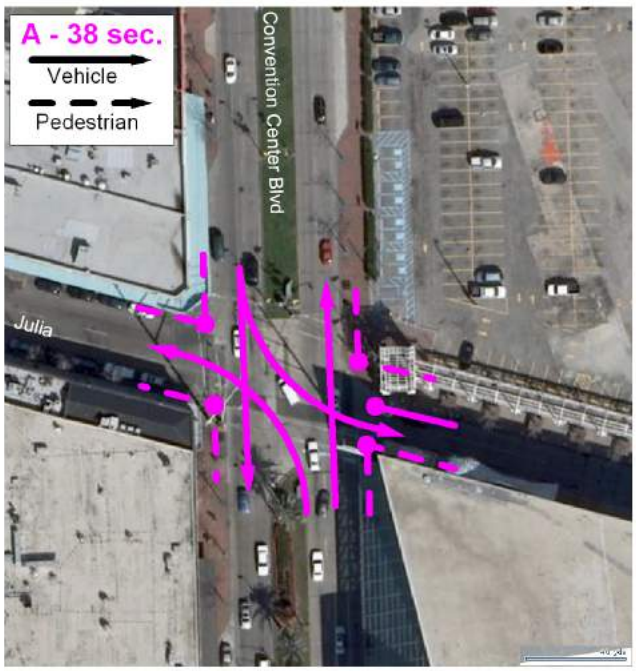
Proposed Configuration

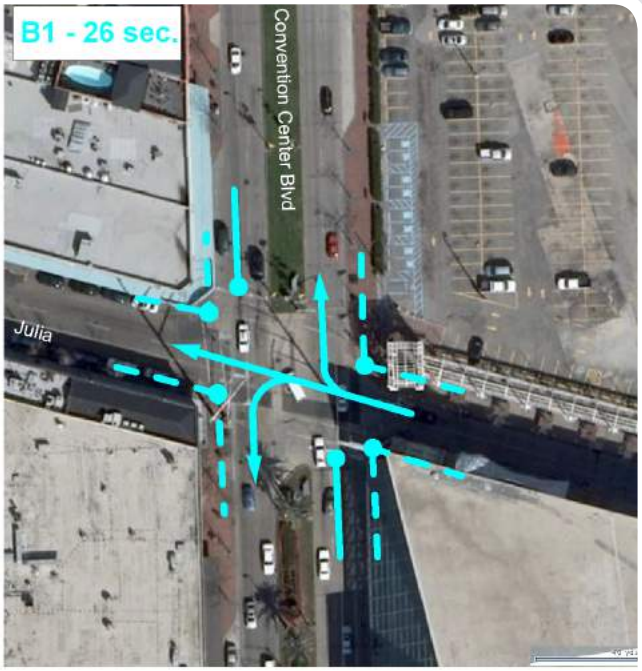


Place

Julia Street & Convention Center Boulevard

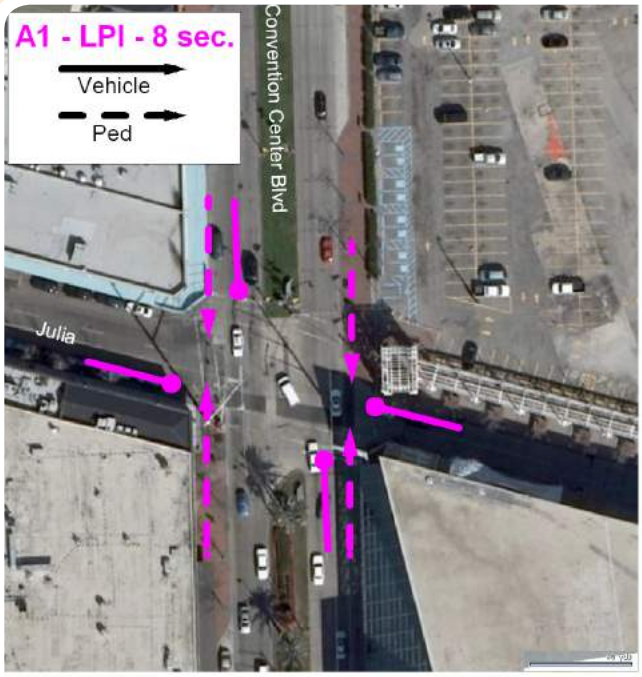
Existing Signal Timing

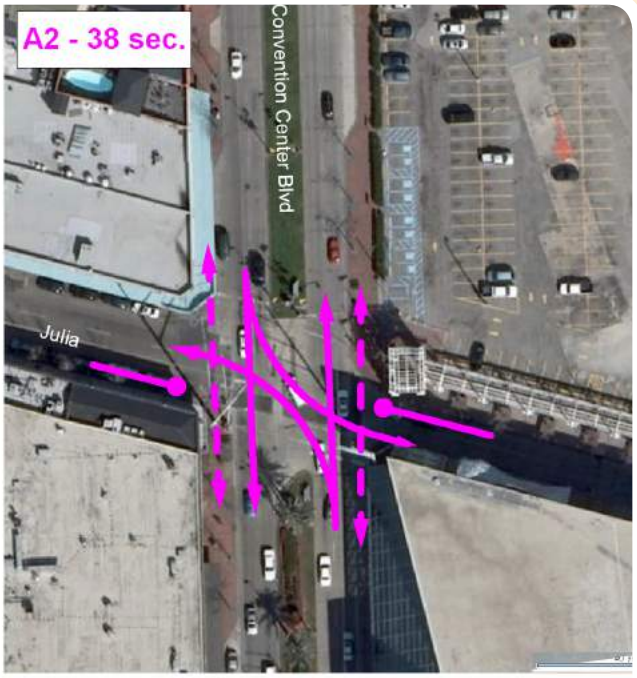


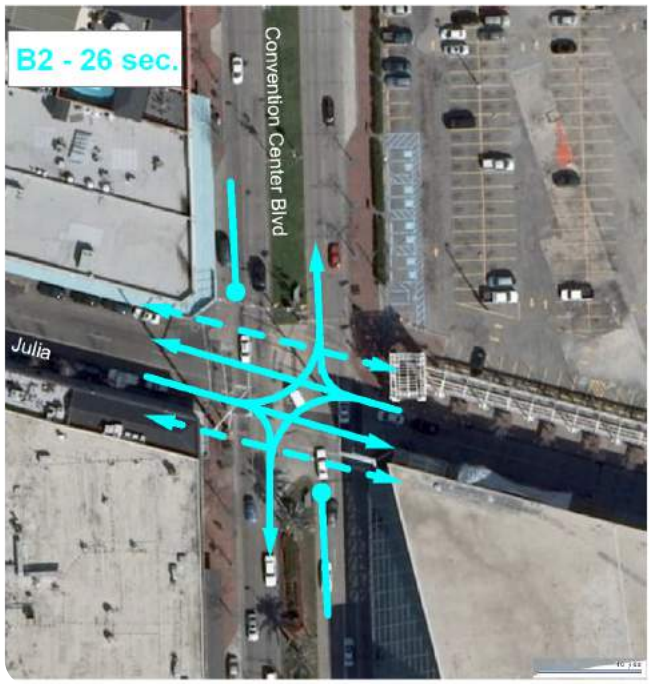


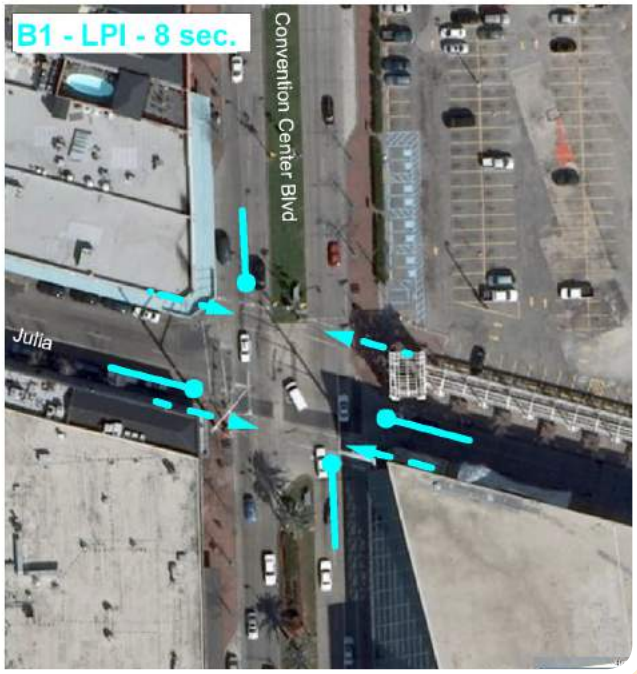
Julia Street & Convention Center Boulevard

Proposed Signal Timing



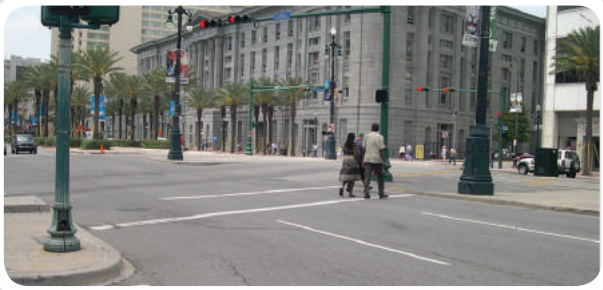






All images from Nelson\Nygaard

Canal Street at Tchoupitoulas Street, and North and South Peters Streets



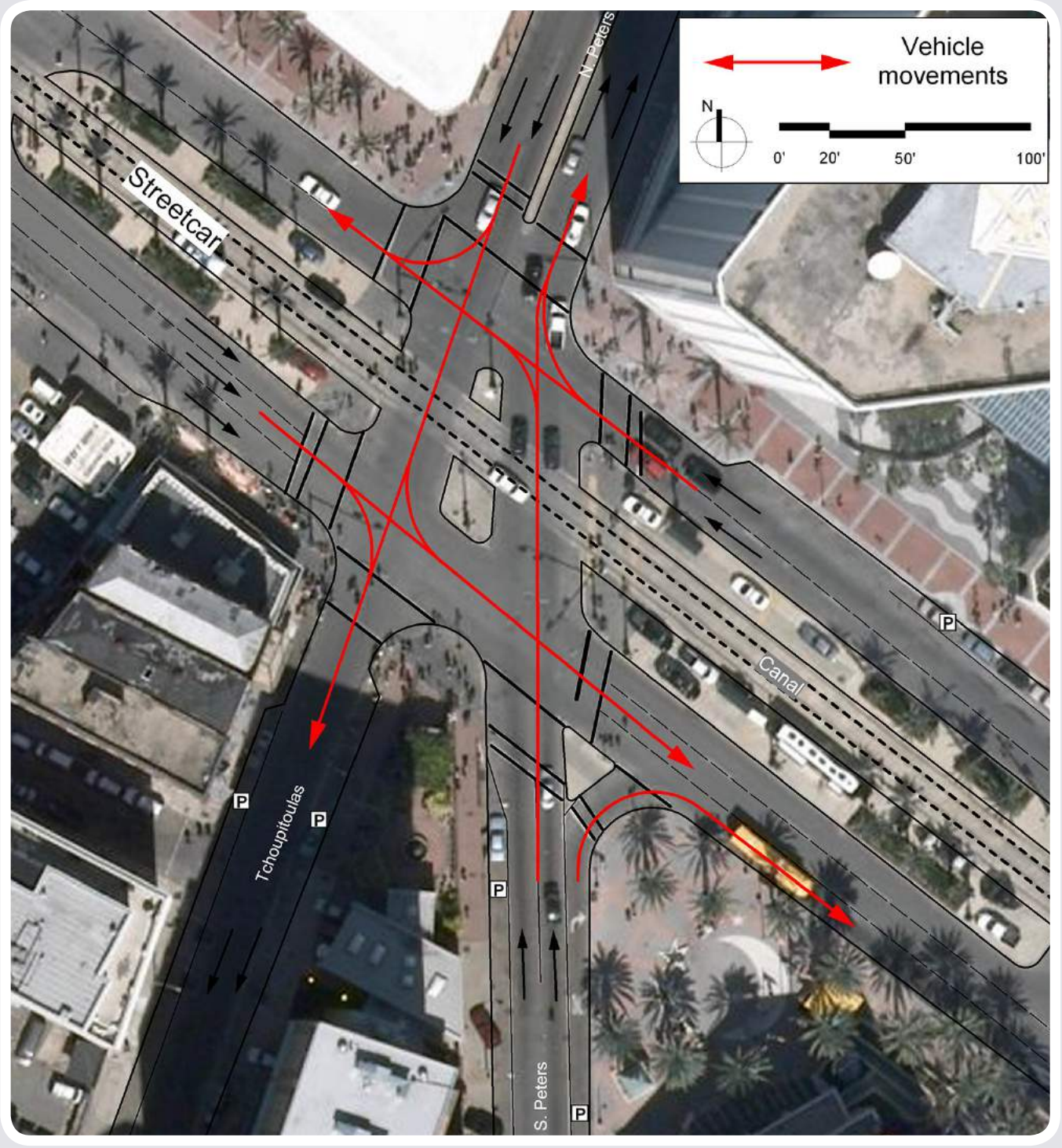
Mobility Issues	**Pedestrian Mobility** **Canal Street Crossings** **Transit Access** **Bicycle Mobility**
Background	Crossing Canal Street at this seven-point intersection is complicated by pedestrian signalization that strongly defers to through movement of vehicles. Canal Street represents a prominent physical and psychological barrier between the French Quarter and the CBD and points upriver. Daunting crossing conditions deepen this sense of Canal Street as pedestrian barrier. Current signal-phasing is complex and difficult to anticipate — some crossing directions are allocated WALK time during GREEN phases while others are not. Current signal-phasing prioritizes all vehicle movements over pedestrian mobility, creating potential conflicts and reducing the safety of the intersection. On some crossings, pedestrians are asked to wait a full minute before they are given as little as 6 seconds of WALK phase crossing time. Vehicle slip lanes further complicate and extend crossing movements.
Opportunities	Re-phasing of pedestrian and traffic signals could simplify crossings and expand opportunities for pedestrians seeking to cross Canal Street. Realigning streets and expanding curb space for pedestrians can create a safer crossing environment.
Recommendations	**Re-Phase Pedestrian Signals –** • Increase WALK times, including matching WALK phases to appropriate green traffic signals. • Create a more even distribution of time allocated to motor vehicles and to pedestrians. Pedestrians are less likely to cross against the light if they are given predictable signal patterns and enough time to cross. Motorists benefit from not having to watch for people crossing against the light.

Canal Street at Tchoupitoulas Street, and North and South Peters Streets

Mobility Issues	Pedestrian Mobility Canal Street Crossings Transit Access Bicycle Mobility
Recommendations *(cont'd)*	**Prohibit RTOR –** Install and enforce "no right turn on red" signs. **Provide Leading Pedestrian Intervals –** Provide five seconds of leading pedestrian intervals (WALK cycle begins before the GREEN cycle) to allow pedestrians to establish presence in the intersection before turning vehicles can proceed. **Extend Curbs –** Shorten the crossing distance for pedestrians by extending each curb. **Raised Crosswalks –** Install raised crosswalks on each leg to slow down motor vehicles. **Realign S. Peters Street –** Create a new curb cut in the Canal median. This turns the location into more of a rectilinear intersection, which is safer for pedestrians.

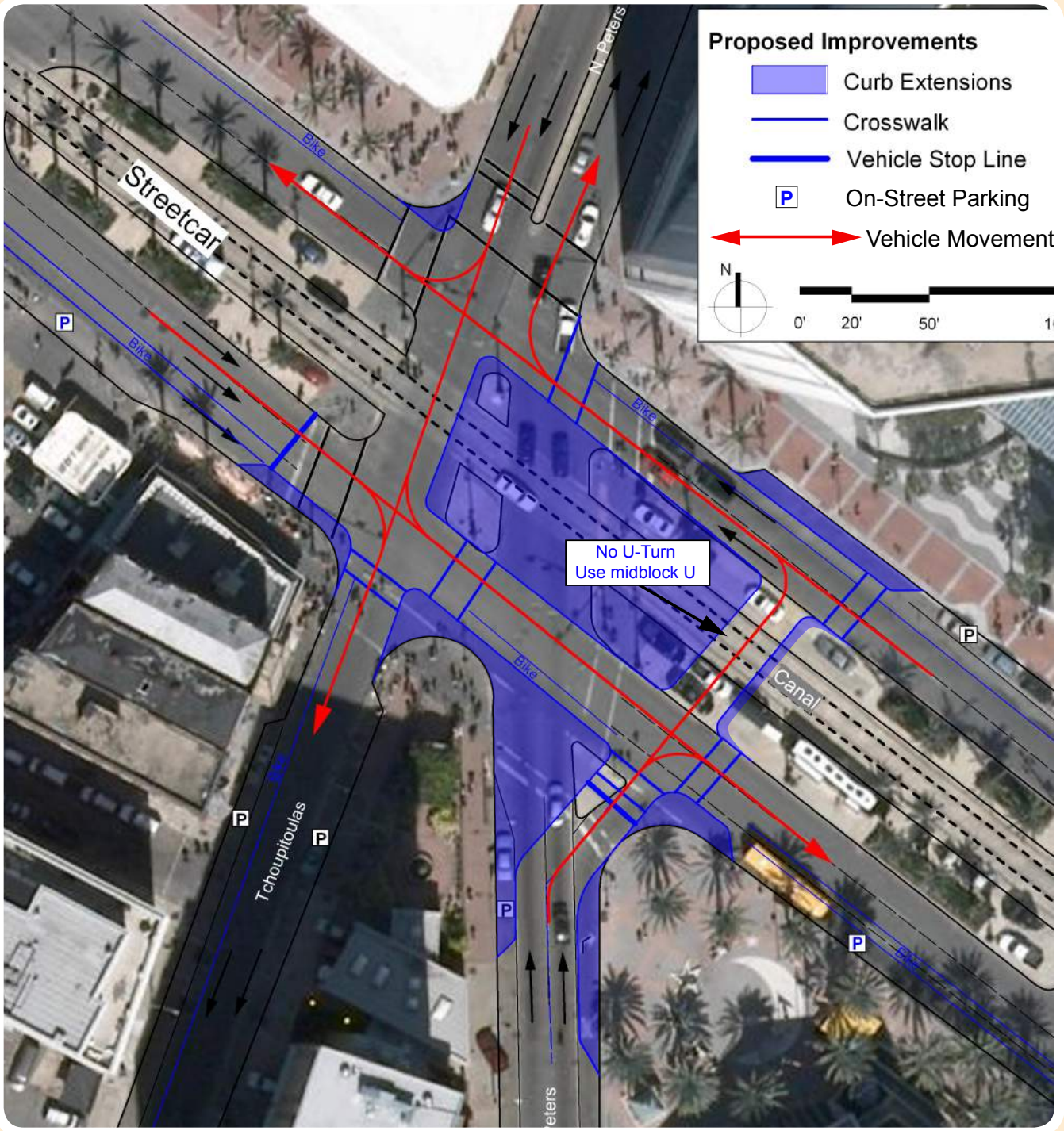
Canal Street at Tchoupitoulas Street, and North and South Peters Streets

Existing Configuration



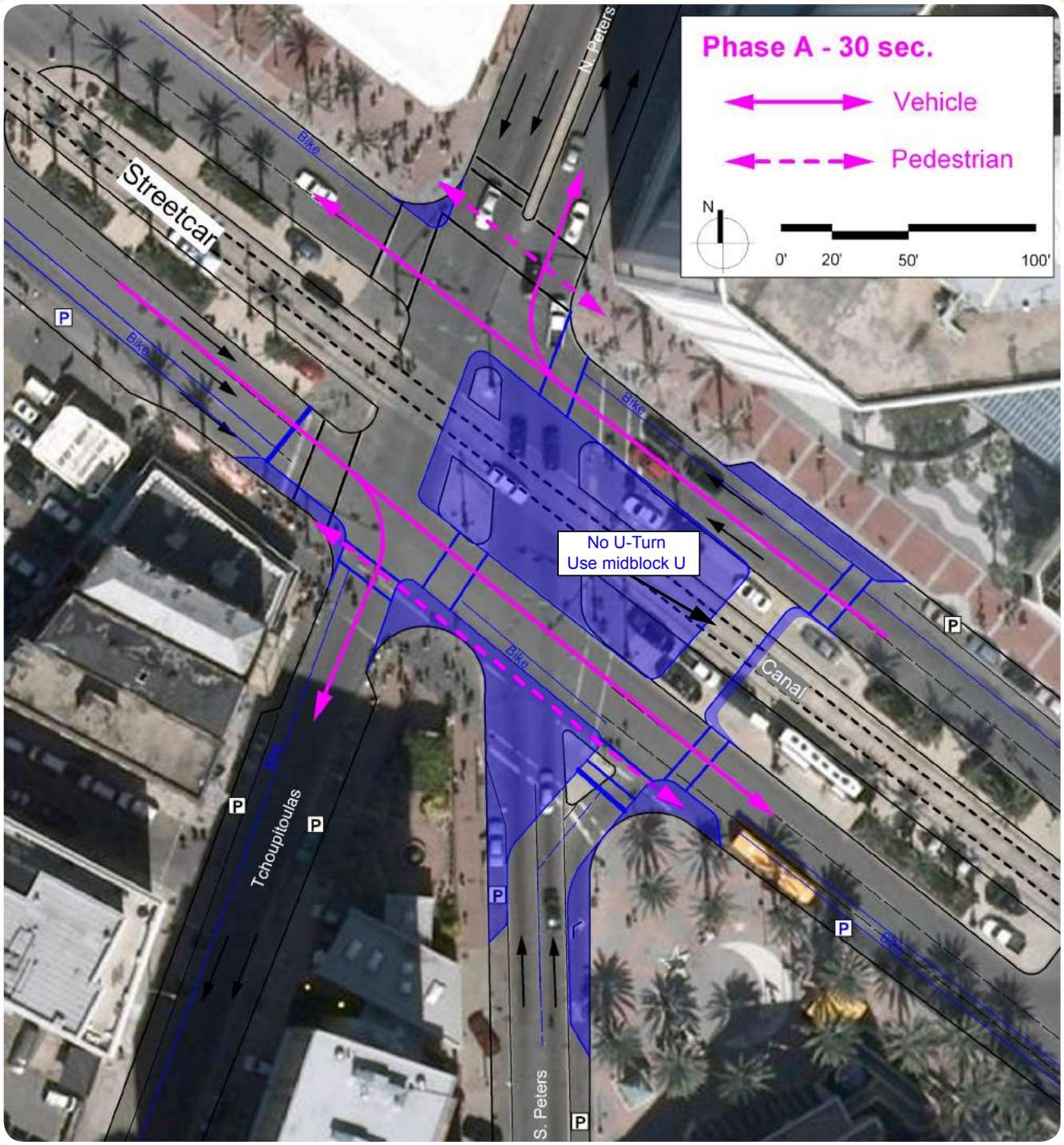
Canal Street at Tchoupitoulas Street, and North and South Peters Streets

Proposed Configuration



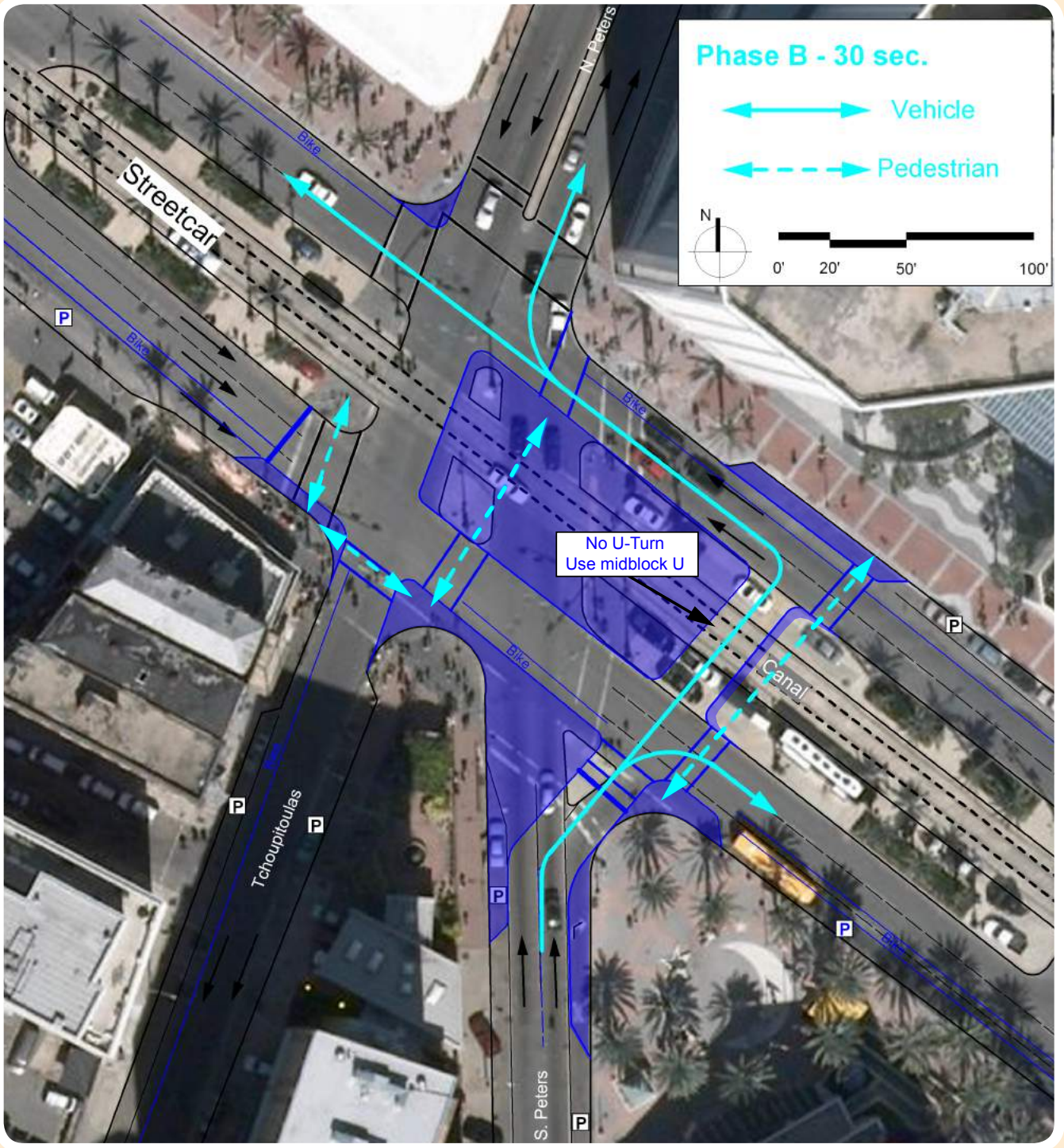
Canal Street at Tchoupitoulas Street, and North and South Peters Streets

Proposed Signal-Phasing - Phase A



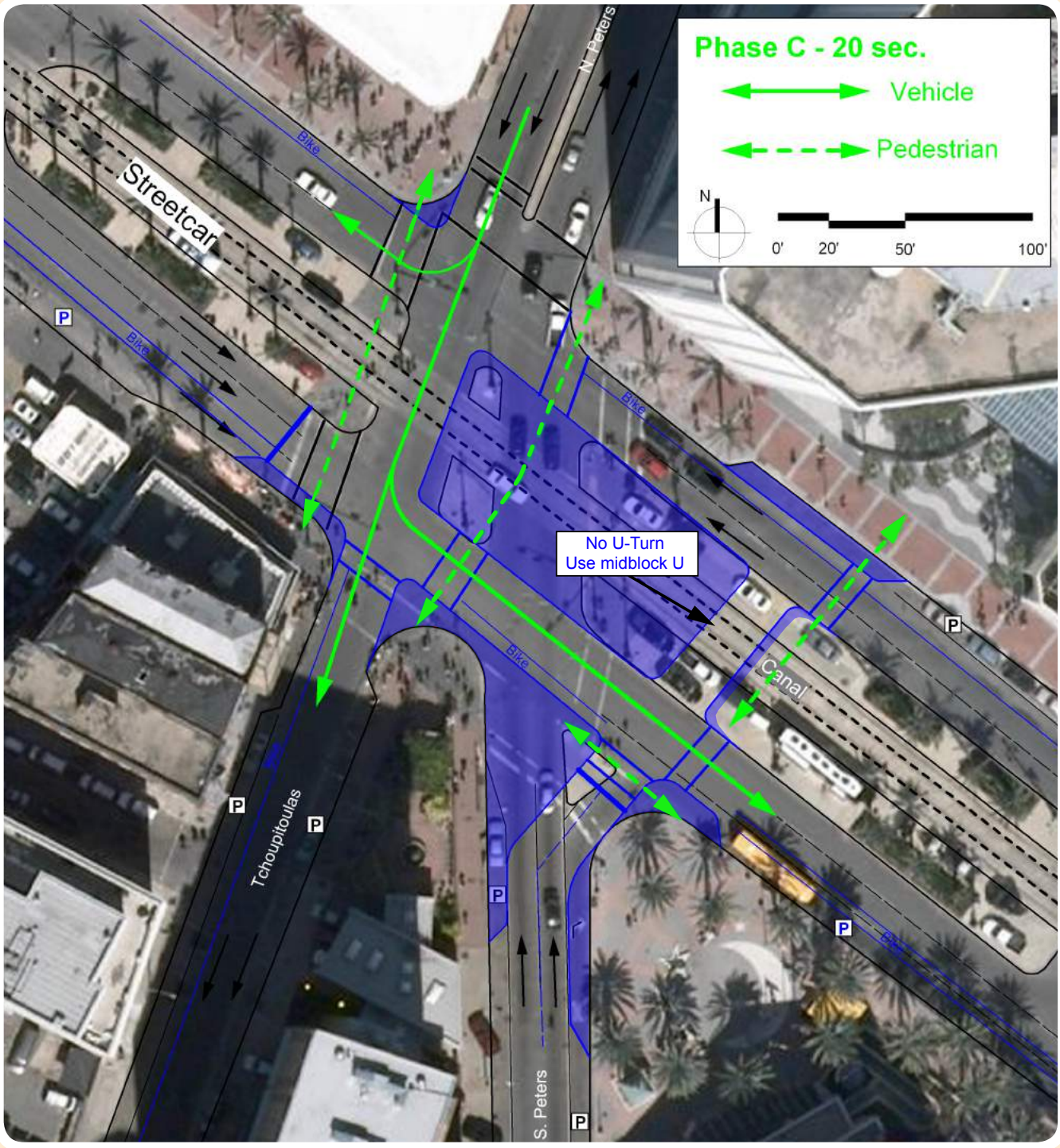
Canal Street at Tchoupitoulas Street, and North and South Peters Streets

Proposed Signal-Phasing - Phase B



Canal Street at Tchoupitoulas Street, and North and South Peters Streets

Proposed Signal-Phasing - Phase C



All images from Nelson\Nygaard

Transit in the Canal and Rampart Street Area

Mobility Issues	Transit Access Pedestrian Mobility
Background	The area containing the intersections of Canal Street, Elk Place, North and South Rampart Streets, and Basin Street serves as a major transfer location for transit riders. As travelers are transferring in all directions, transferring between routes requires crossing and circulating throughout this area and often across Canal Street intersections. The street frontage at this junction, however, contains many underutilized parcels. This results in a lost capture of economic development with significant pedestrian volumes passing through the area throughout the day. The distance between transfers results in extended dwell times for buses, as riders must navigate crossings that span some of the Study Area's widest, boulevard-style streets. A number of directional controls in this area create awkward vehicle flows, examples include: • Left turns are not allowed from Canal Street onto side streets — Vehicles must use mid-block U-turn bays; • Left turns are not permitted from Common or Tulane to Elk; and • South Rampart Street transitions at Common Street between a two-way street and an upriver-only street. Many existing bus routes turn around at Canal Street and loop back, including the 114/115, 101, 28, 57, and 88. This means that passengers transferring between these routes must cross Canal Street. The only route currently providing cross-Canal Street service in this location is the 91.
Opportunities	• Reduce pedestrian crossing volumes, increasing both pedestrian safety and intersection clearance times for all vehicles. • Focus economic development potential by concentrating pedestrians in one waiting area. • Improve bus operations through reduced dwell times caused by buses waiting for passengers to cross Canal Street.

Transit in the Canal and Rampart Street Area

Mobility Issues	Transit Access Pedestrian Mobility
From Previous Studies	**"Canal Street Vision & Development Strategy", Downtown Development District, May, 2004** • "Public transportation, especially revitalizing streetcar and bus service along Canal Street is seen as one of the most important aspects of re-newing this one mile corridor." **"2005 New Orleans Metropolitan Bicycle Plan", 2006** • "Canal Street is...the highest pedestrian crash corridor in the area."
Recommendations	**Option 1: Elk Street Transit Mall** Create a bus transfer station in the neutral ground of Elk Place between Canal Street and Cleveland Place. To maximize effectiveness and facilitate pas-senger transfers, the busses would operate clockwise, or contra-flow on Elk Place. All buses would then open their doors to the neutral ground, energizing the space and generating economic development potential. This energy and development potential could be captured by constructing an open air facility with small-scale retail and a Visitor's Bureau kiosk. With 300 feet of street frontage along both sides of the Elk Place neutral ground, up to 10 buses could access the facility simultaneously. These bays would be for upriver and downriver routes, as well as lake-bound Canal Street routes (after turning left off of Canal Street). One bus bay along Canal Street could be provided to serve river-bound routes. Along the stretch of Elk from Canal to Cleveland, auto traffic would be reduced from three to two through lanes. By eliminating the parking lane, the transit mall would accommodate one through bus lane and one lane for loading and unloading. **Option 2: Rampart Street Transit Mall** Turn the downriver side of South Rampart Street, which consists of two through lanes plus a parking lane, plus one of the upriver travel lanes, into two-way bus traffic. This allows the buses to open their doors either on the sidewalk or the neutral ground. This has little effect on vehicle movements since Rampart turns into a one-way street upriver of Common. Traffic turning right from Common onto Rampart can use University instead. The transit center would consist of 80 foot stops, with five on each side. Once the transit center is established, consider installing sawtooth bus bays to provide maximum bus loading-unloading efficiency.

Transit in the Canal and Rampart Street Area

Mobility Issues

Transit Access: Bus Operations

Pedestrian Connectivity: Passenger Transfers

Comparison of transit mall on Elk Place v. Rampart Street

(Listed in order of importance)

	Elk Place	Rampart Street
Pedestrian & Bicycle Accessibility /Transfers	All passenger transfers entirely within neutral ground Complicates pedestrian crossings as pedestrians must navigate two-way traffic on both sides of the neutral ground Bicycle access to Transit Mall limited to via Canal Street	Half of passenger transfers must cross street Bicycle access to Transit Mall limited to via Canal Street
Constructability	Utilizes existing neutral ground	Requires moving neutral ground
Transit Operations	Opportunity for signature transit center with retail development Routes 57 and 88 are relocated to operate both ways on Rampart Street Reroutes roughly half of the 14 routes Three new bus-only left turns Precludes construction of Loyola Streetcar project on Elk Place without relocating bus or auto access	Reroutes roughly half of the 14 routes Three new bus-only left turns

Transit in the Canal and Rampart Street Area

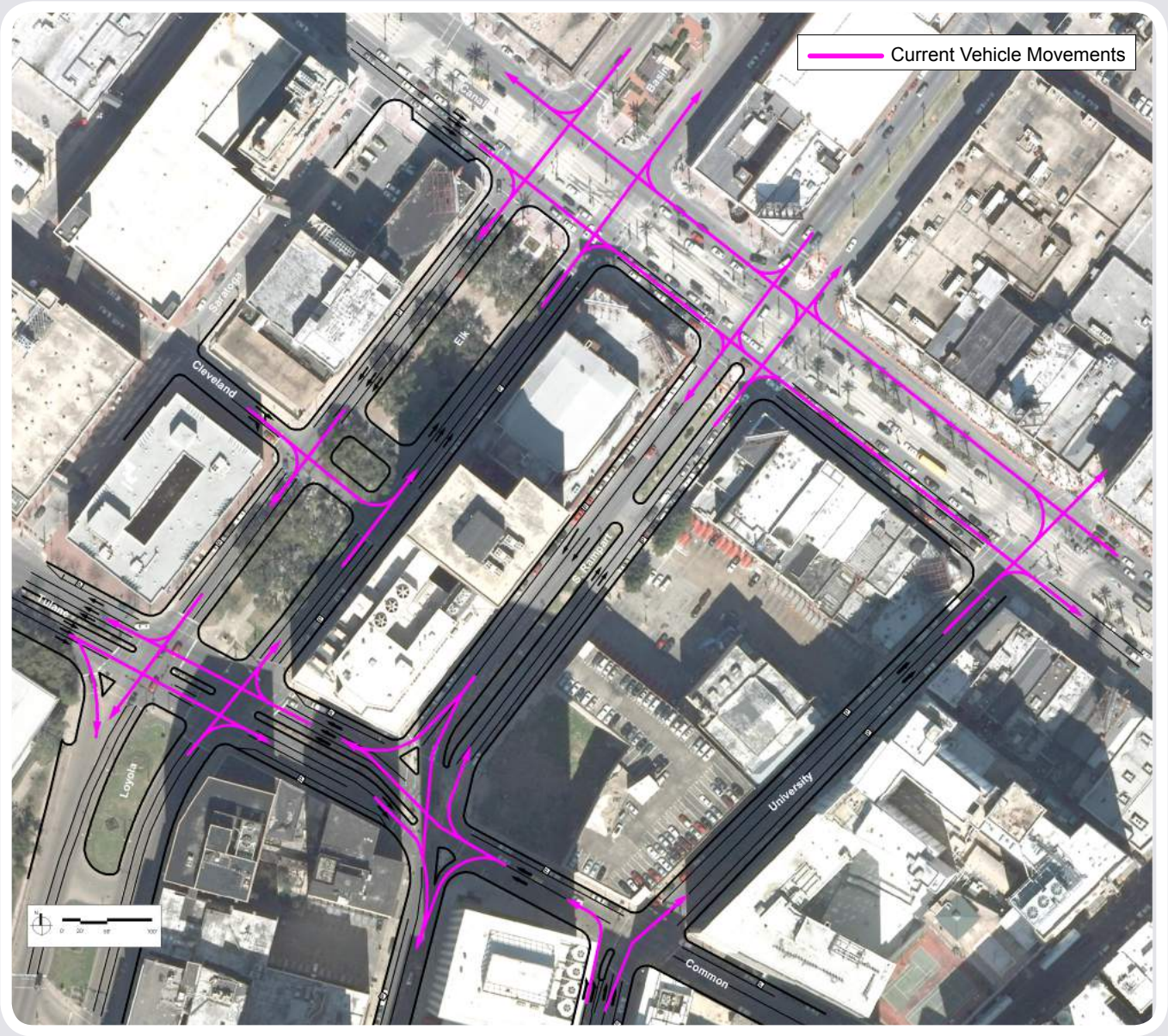
Mobility Issues	Transit Access: Bus Operations Pedestrian Connectivity: Passenger Transfers

Comparison of transit mall on Elk Place v. Rampart Street
(Listed in order of importance)

	Elk Place	Rampart Street
Vehicular Circulation	Reduces vehicle capacity on Loyola-Elk-Basin corridor	Located in underutilized block of S. Rampart Street
	Places moving traffic adjacent to sidewalk (no parking allowed)	Opportunity to better organize Rampart-Common intersection
	Introduces one contra-flow left turn (from Canal to Elk)	Road diet on Rampart Street consistent with other changes proposed along corridor
	Eliminates left turn from Cleveland Place (motorists can use Saratoga Street)	Introduces one S-turn (on Rampart at Canal)
		Eliminates right turn from Common Street (motor ists can use University Street)
	Traffic signals would need to be retimed with additional signal phases, which may increase overall delay	Traffic signals would need to be retimed with additional signal phases, which may increase overall delay

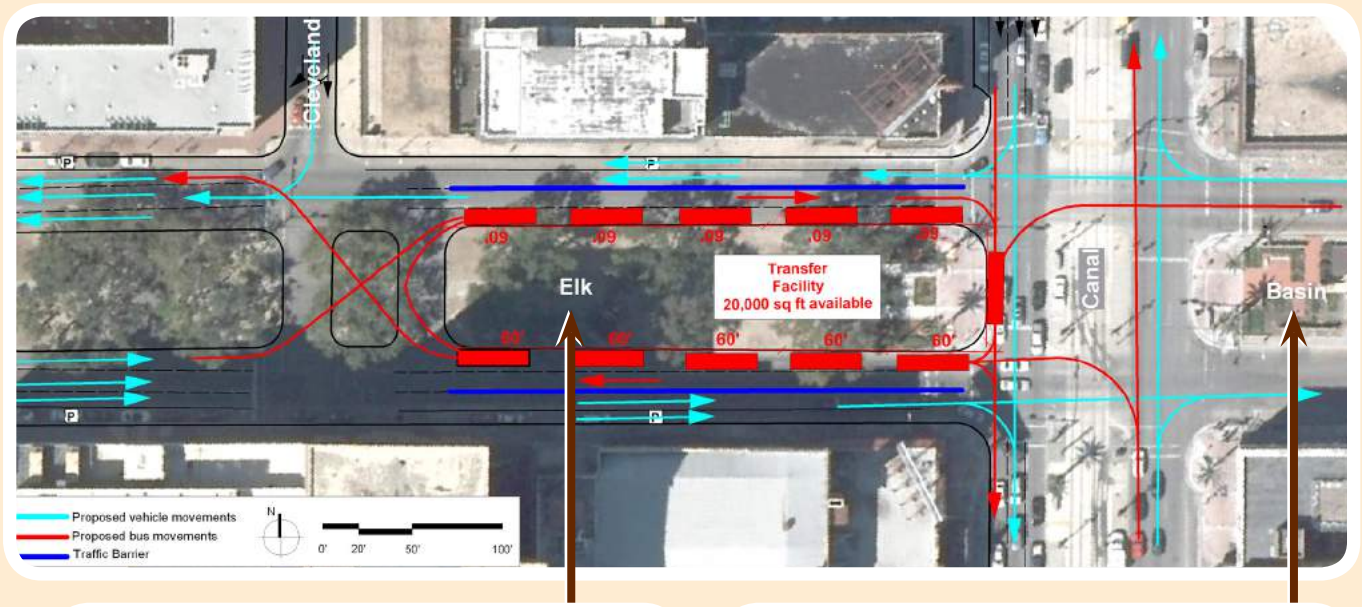
Transit in the Canal and Rampart Street Area

Current Vehicle Patterns



Transit in the Canal and Rampart Street Area

Proposed Option #1 – Elk Street Transit Mall



Existing oak trees can be maintained.

- Vehicle traffic on Elk Place goes from three to two through lanes along the transit mall, with no parking.
- A mini-median (safety barrier) physically separates contra-flow bus traffic from auto traffic.
- No left turn for autos from Cleveland Place to Elk Place.
- Neutral ground at Cleveland Place modified to facilitate bus movements while preserving existing trees.
- Transit facility constructed in the neutral ground can be elevated in order to mitigate impact on existing trees and root structures.
- Nearby bicycle lanes (proposed) on Canal, O'Keefe/Burgandy, and Baronne/Dauphine Streets will facilitate bike-transit connections.
- Nine to 11 bus bays, depending on roadway width (see below).
- Neutral ground is narrowed by four to 16 feet, depending on roadway width, see below.

Transit in the Canal and Rampart Street Area

Proposed Option #1 – Elk Street Transit Mall *(cont'd)*

Roadway Width

As shown in the chart below, the minimal width required for the four lanes of the transit mall is 42 feet, with 48 feet being optimal. The existing Elk Place roadways are 38 feet (upriver) and 42 feet (downriver) wide. Accordingly the upriver side would need to be widened by four to ten feet. The downriver side could work within the existing curbs, or could be widened by six feet. The potential impacts on existing trees and their root structure would need to be further investigated if the neutral ground is to be narrowed.

Having narrower lanes necessitates that the bus stops be longer (80 feet) and therefore fewer (nine) in the same space. An alternative would be to extend the transit mall past Cleveland Place. This would move the contra-flow transition to Loyola Street, or slip lanes could be cut into the neutral ground.

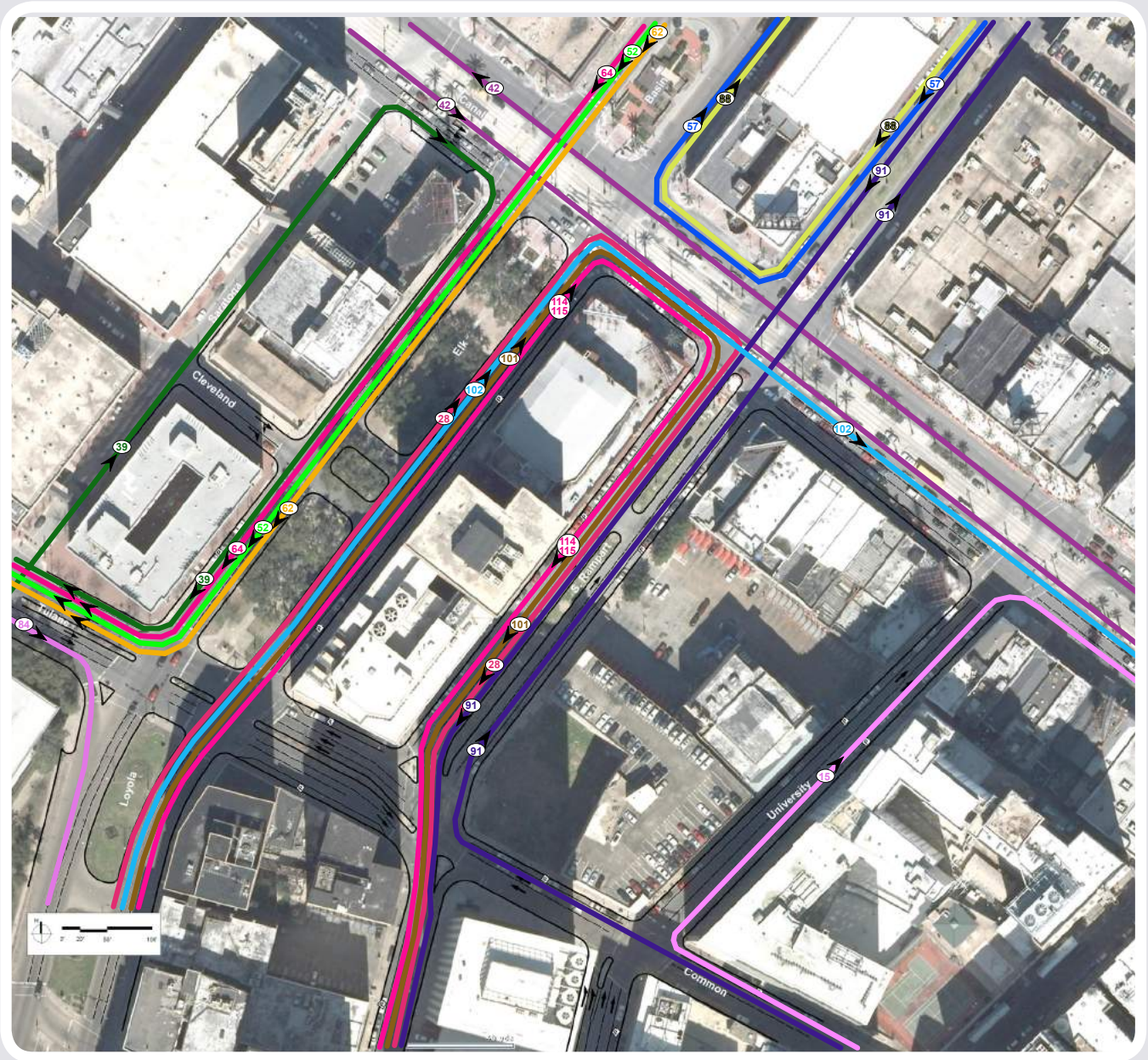
Should a streetcar route be implemented along Elk Place, 22 feet would be needed for a stop and passing lane. The optimal width below would accommodate this; however the minimal width would not.

	Optimal Width	Minimal Width
Bus stop width	10	9
Bus lane width	12	11
Mini-median width	2	1
Inside travel lane width	10	10
Outside travel lane width (shared lane with bikes)	14	11
Total width	48 feet	42 feet
Bus stop length	60	80
Number of bus stops	11	9

Place

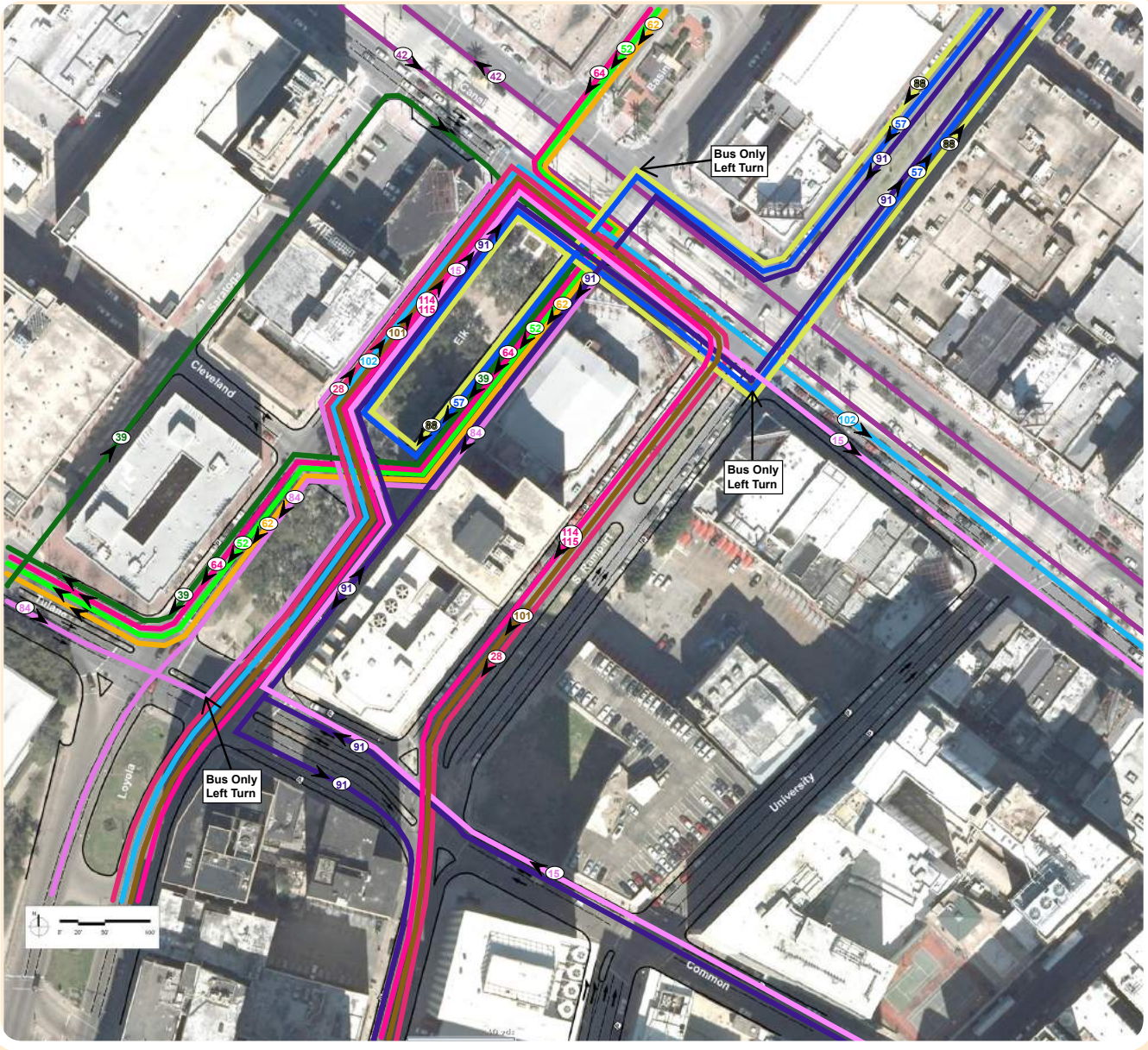
Transit in the Canal and Rampart Street Area

Current Bus Routes



Transit in the Canal and Rampart Street Area

Option #1 Proposed Bus Rerouting



Transit in the Canal and Rampart Street Area

Option #1 Proposed Bus Rerouting *(cont'd)*

Route Changes

- The 28, 101, 102, and 1114/115 cross from the river to the lake side of Elk at Cleveland Place. Buses then turn right onto Canal Street and continue to their current routing on South Rampart.
- The 39 river bound turns right into the new transit mall and crosses the neutral ground at Cleveland, then the bus turns right onto Tulane.
- The 52, 62, and 64 heading upriver turn left onto Canal and then right into Elk. The buses cross back over into the regular traffic lanes and turn right onto Tulane.
- The 57 and 88, after turning right onto Canal, turn left into the Elk mall via a new bus-only left turn signal, go around the neutral ground, then turn right back onto Canal. Rather than continuing on to Basin, the buses remain on Canal and turn left via a new bus-only left turn signal onto North Rampart.
- The 91 upriver is rerouted from South Rampart onto Canal and then into the Elk mall. The bus turns left onto Common and right onto South Rampart. Heading downriver, the bus turns right onto Elk and crosses over the neutral ground at Cleveland, then turns right onto Canal and left onto North Rampart.
- The 15 moves from University to Elk.
- The 84, which today turns right from Tulane to Loyola, would be routed through the transit mall by turning left onto Elk, circulating around the mall, and heading back upriver on Elk/Loyola.
- The 42, which runs hourly and duplicates streetcar service, continues to utilize its lake-bound stops on Canal and will not be routed through the transit mall.

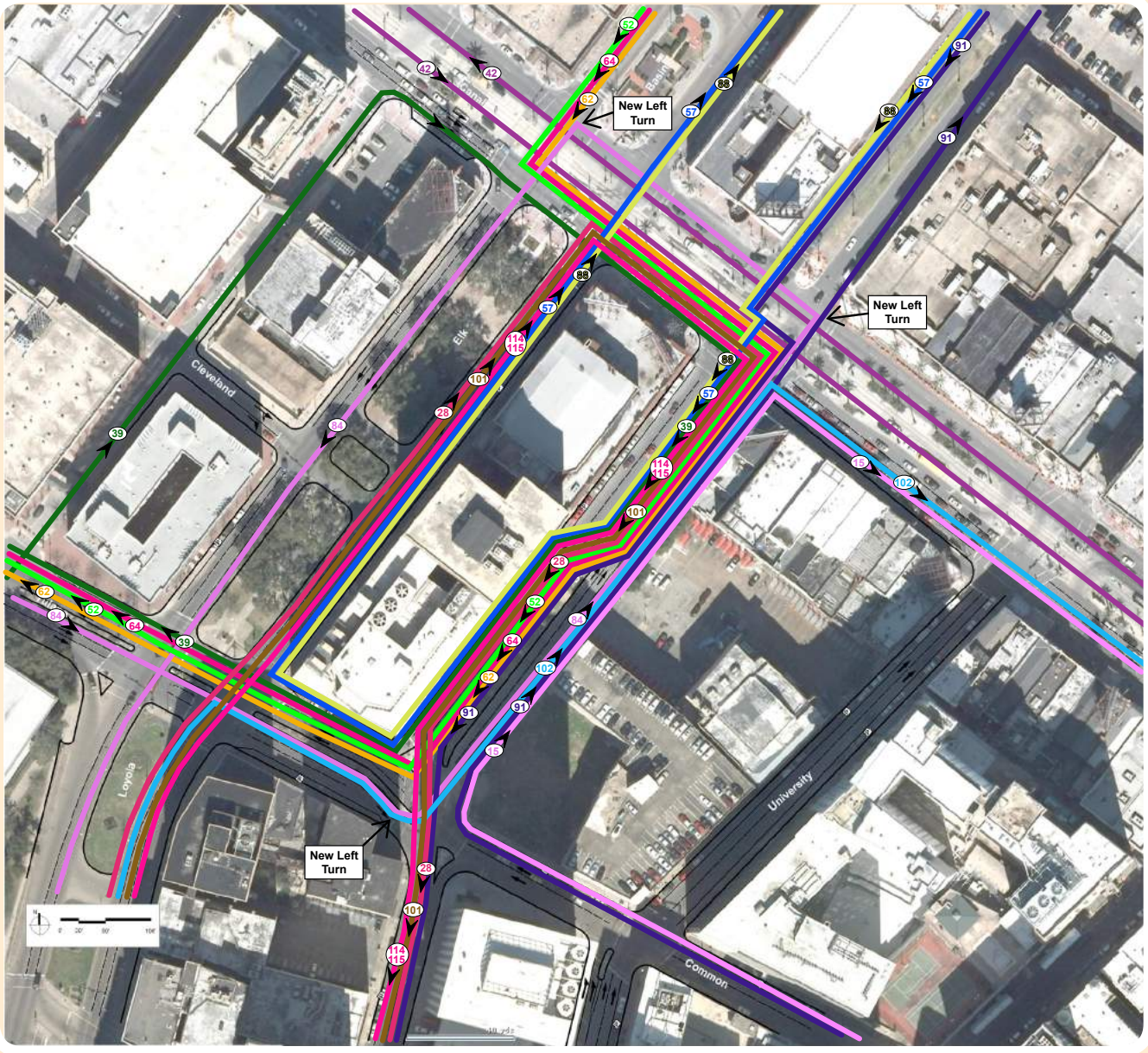
Transit in the Canal and Rampart Street Area

Proposed Option #2 – South Rampart Street Transit Mall

- 10 bays
- Street narrowed to one lane upriver with parking along transit mall.
- New neutral ground separates auto and bus traffic and provides space for bus stops and shelters.
- Curb cut in the neutral ground allows upriver buses to re-enter general traffic lanes before the Common Street signal.
- Located adjacent to proposed bicycle lanes on Canal, O'Keefe/Burgandy, and Baronne/Dauphine Streets.

Transit in the Canal and Rampart Street Area

Option #2 Proposed Bus Rerouting



Transit in the Canal and Rampart Street Area

Option #2 Proposed Bus Rerouting *(cont'd)*

Route Changes

- The 39 stays on Canal river-bound and turns right onto Rampart instead of Elk, then right again on Tulane and back on its current route.
- The 52, 62, and 64 turn left onto Canal then right onto Rampart, then turn right onto Tulane and head back lake-bound.
- The 28, 101, 102, and 114/115 keep their existing routing, but the routes are moved onto the new bus mall on the river side of Rampart.
- The 91 sticks to its current route, but the upriver side is moved to the bus mall.
- Route 15 moves from University to South Rampart.
- The 57 and 88 upriver turn left onto Canal then right onto Rampart. The routes go around the block and onto Elk, then straight across Canal and back onto Basin.
- The 102 coming from Loyola turns right onto Tulane then left onto the transit mall, then right on Canal.
- The 84 continues on Tulane, turns left onto Rampart, left again onto Canal, and left into Elk, then continues onto Loyola.
- The 42, which runs hourly and duplicates streetcar service, continues to utilize its lake-bound stops on Canal and will not be routed through the transit mall.

All images from Nelson\Nygaard

Triangle formed by Decatur, Conti, North Peters, and St. Louis Streets




Mobility Issues	**Pedestrian Access and Safety** **Riverfront Connectivity** **Expanded Pedestrian Plaza**
Background	This triangle contains a small park and a statue of Jean-Baptiste Le Moyne de Bienville. This location generates a significant amount of pedestrian traffic, despite a lack of marked crosswalks and limited sidewalk investments. The Decatur – St. Louis intersection is a popular crossing point that serves as a gateway between the French Quarter and the Riverfront. However, with no infrastructure to facilitate pedestrian crossing and a traffic horizon complicated by the Decatur/ North Peters split, getting across Decatur is discouragingly stressful. Excessive vehicle pavement along North Peters Street causes the following: • Higher vehicle speeds; • Less “effective” pedestrian space; and • Discourages crossing between the riverfront and the French Quarter. There is a general lack of crossing support in this area - marked crosswalks, auto traffic controls, curb extensions, etc. – despite the frequency and volume of pedestrian crossing actions. Further hindering pedestrian crossing at the St. Louis Street-Decatur Street intersection is the unusual auto traffic patterns created by the Decatur Street-North Peters Street merge just upriver.
Opportunities	A large, accessible park/pedestrian plaza area would create a sense of place at this location, help to stitch the French Quarter to the Riverfront, and provide additional business opportunities. Converting North Peters Street to one-way between Conti and St Louis Streets would allow for a significant gain of right-of-way for pedestrians while also calming traffic. Existing parking lanes provide curb extension opportunities that can shorten effective crossing distances. Crossings could be made safer and easier without the need for additional traffic control devices. Ideal location to provide a stronger sense of connection between the French Quarter and the Riverfront.

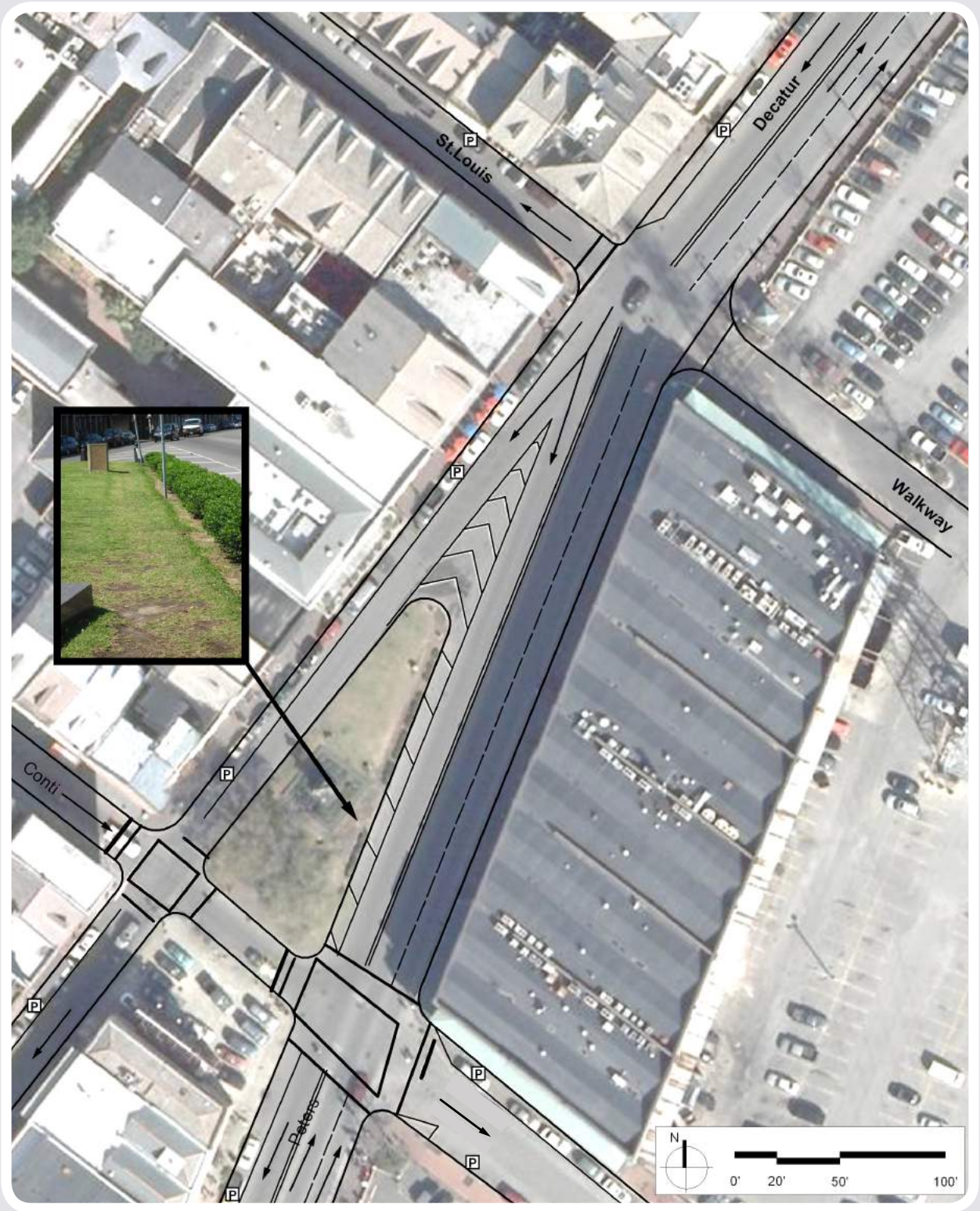
Triangle formed by Decatur, Conti, North Peters, and St. Louis Streets

Mobility Issues	**Pedestrian Access and Safety** **Riverfront Connectivity** **Expanded Pedestrian Plaza**
From Previous Studies	**"New Orleans, Reinventing the Crescent", 2008.** "In addition to creating a more continuous, public, activity-rich riverfront environment lies the challenge of facilitating access to it from the city's neighborhoods. The best way to achieve this is to take the prominent streets that run perpendicular to the river and make certain that they reach river's edge." **"2005 New Orleans Metropolitan Bicycle Plan", 2006.** "From 2003 to August, 2005 there were 8 crashes between pedestrians and motorists at the intersection of N. Peters and Conti Street — the third highest crash-frequency in the city during that time."
Recommendations	**Expand the Plaza –** • Significantly expand the green triangle formed by N Peters, Decatur and Conti Streets by removing the upriver bound half of N. Peters Street. Traffic would continue up Decatur, or return to N Peters St via Conti, Iberville or Canal Streets. • Given the additional space, the triangle can be utilized more as a park-like space and less like a traffic island. • Extend the tip of the triangle to provide a pedestrian refuge at the St. Louis St. intersection. • Create additional on-street parking spaces within the riverside curb lane of N Peters St. **Road Diet for Decatur Street –** • Formalize the one-lane operation of this street by adding curb extensions at corners with on-street parking. This will decrease crossing distances for pedestrians. • Construct a median along Decatur Street to provide a refuge for pedestrians crossing the street and to manage driver behavior. **Road Diet for North Peters Street –** • Evaluate the number of lanes, on-street parking, and traffic control on N Peters St between Canal and Conti Streets. It may be possible to reduce the number of lanes to one in each direction given the above, yet the impacts of traffic destined for adjacent parking lots needs to be considered. In addition, the intersection of N Peters and Iberville Streets is one of the most pedestrian crash prone in the area, thus fewer lanes to cross and or a stop sign would be a benefit.

Place

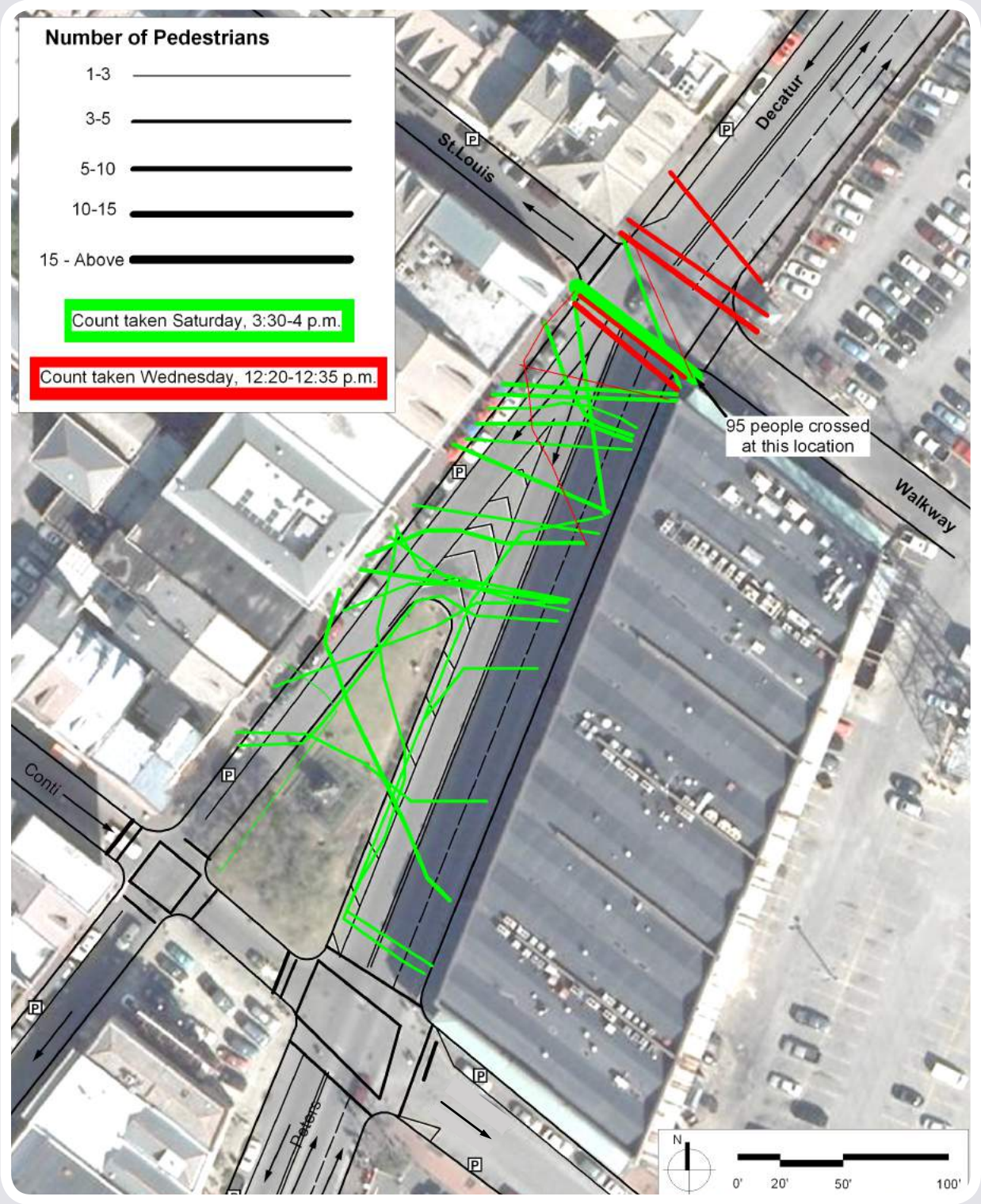
Triangle formed by Decatur, Conti, North Peters, and St. Louis Streets

Existing Configuration



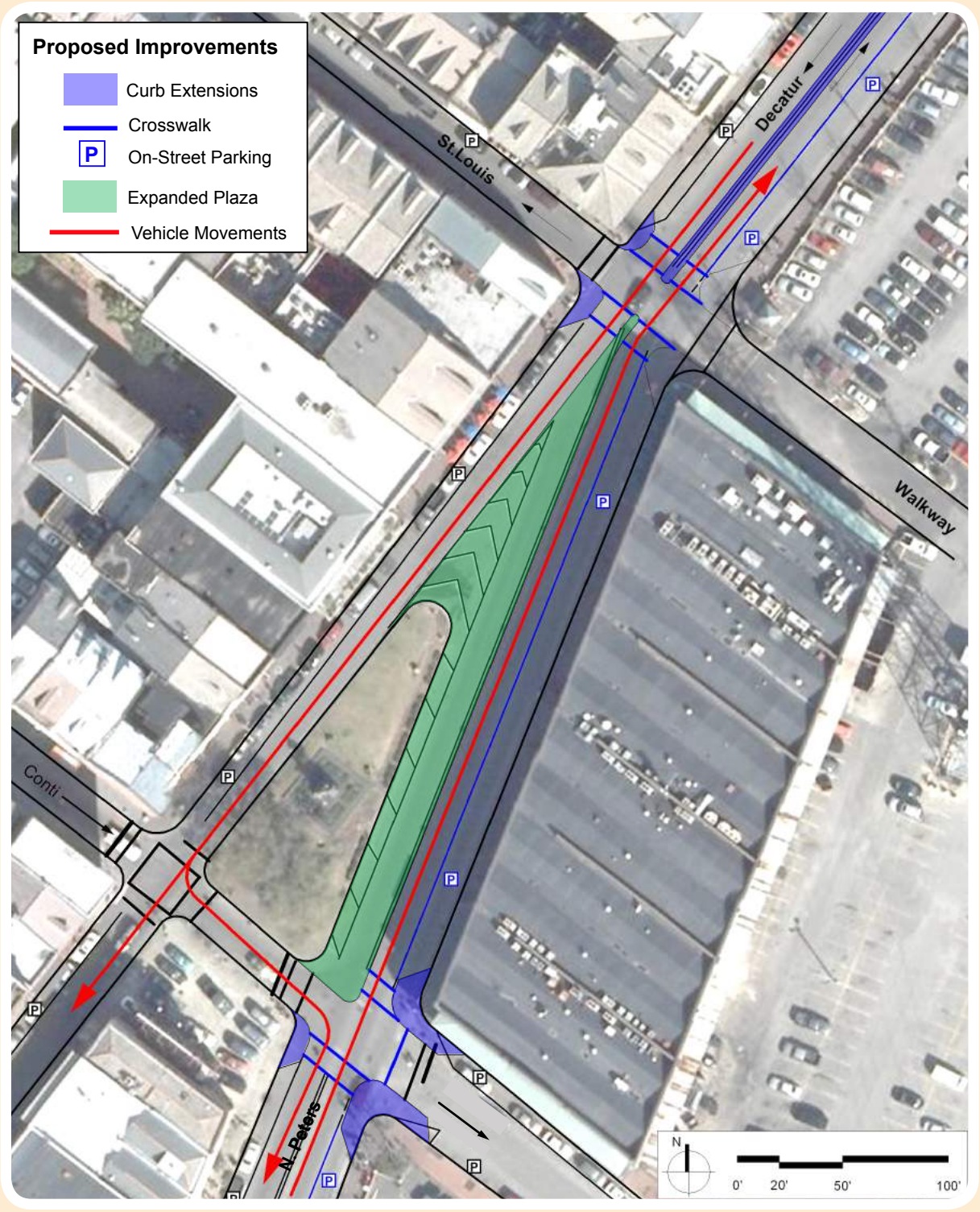
Triangle formed by Decatur, Conti, North Peters, and St. Louis Streets

Tracking Pedestrian Movements through Existing Configuration



Triangle formed by Decatur, Conti, North Peters, and St. Louis Streets

Proposed Configuration



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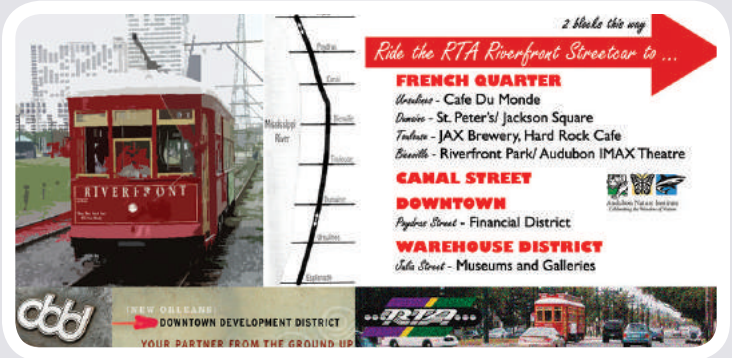
Riverfront Streetcar Stop at Esplanade

Mobility Issues	**Pedestrian Access and Safety** **Transit Access** **Wayfinding** **Riverfront Connectivity**
Background	A lack of infrastructural support for crossing North Peters Street, combined with the street's excessive right-of-way, limits pedestrian access to what should be a key multi-modal asset for the French Quarter and Marigny Triangle areas. This site is both a terminal station for the Riverfront Streetcar and a short walk from City-owned parking lots along Elysian Fields. These conditions provide an opportunity to connect parkers to transit serving destinations throughout the Study Area. The stop generates pedestrian traffic to the French Market and parking off of Elysian Fields. The station, however, is minimally identified. Vast stretches of blank flood walls running to either side of the stop could provide high-visibility identification of the stop and description of the service instead of hiding the station. The intersection of North Peters Street, Elysian Fields and Esplanade is awkwardly configured. An excess of asphalt and undefined driving areas combine to create general confusion, induce higher vehicle speeds, and extend crossing distances.
Opportunities	Pedestrian crossing demand is significant, based on a convergence of parking opportunities, transit access, Frenchman Street destinations, and the French Market. Excess Right of Way – Potential to re-allocate for pedestrian infrastructure to shorten crossings and reduce traffic speeds. Transit opportunities to connect parkers to all of Study Area and represent the area as a multi-modal place for future development opportunities. The area could be celebrated as an entry point to the French Quarter and downtown.

Place

Riverfront Streetcar Stop at Esplanade

Mobility Issues	**Pedestrian Access and Safety** **Transit Access** **Wayfinding** **Riverfront Connectivity**
Barriers	Service vehicle/truck-traffic capacity must be maintained along North Peters Street.
Recommendations	**Convert Excess Vehicle Right-of-Way –** Large amounts of roadway area should be converted to sidewalk space, plazas, gardens and other uses. **Define Space to Manage Traffic –** A roundabout at the foot of Elysian Fields can more clearly define the space and manage traffic more effectively. **Add Crosswalks –** Add marked crosswalks at all corners. **Re-Configure North Peters Street –** • Maintain one travel lane on North Peters Street and create a median. • Add curb extensions where there is on-street parking. **Use Flood Wall for Wayfinding –** Introduce bold transit marketing and way-finding signage along the floodwalls to either side of the opening leading to the Riverfront Streetcar stop. **Add Amenities –** Improve the visual appeal and transit-prominence of this multi-modal junction with streetscaping and bus shelters and benches. **Induce Ridership –** Allow parking customers to ride the Streetcar for free via token or day-pass provided at city-owned, Elysian Fields Avenue lots. **Re-Configure Elysian Fields –** Continue the re-capture of excess vehicle right-of-way for multi-modal uses along Elysian fields (See Elysian Fields sheet).



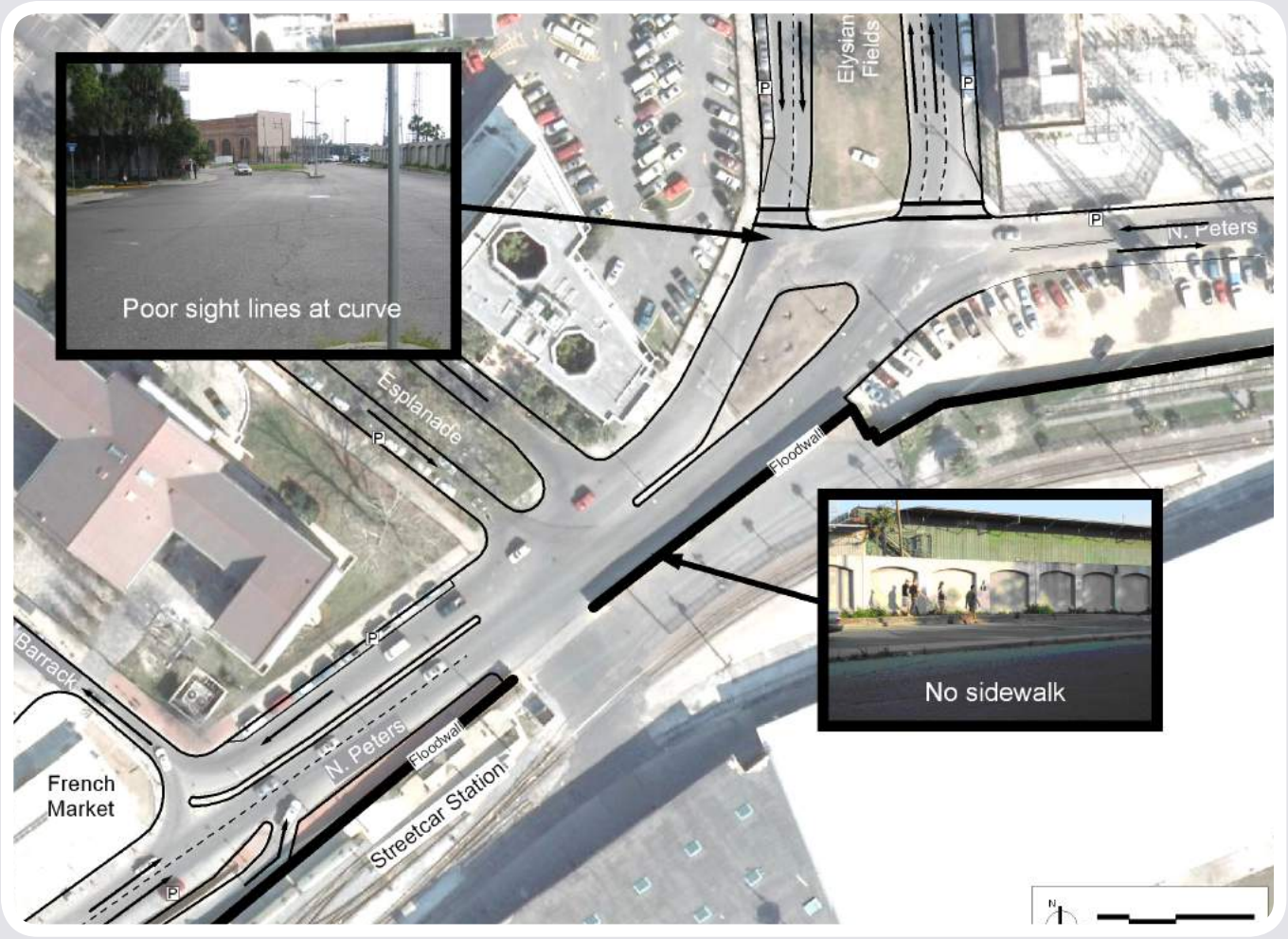
Riverfront Streetcar Stop at Esplanade

Existing Conditions – Wayfinding/ Transit Identification

Proposed Conditions – Wayfinding/ Transit Identification

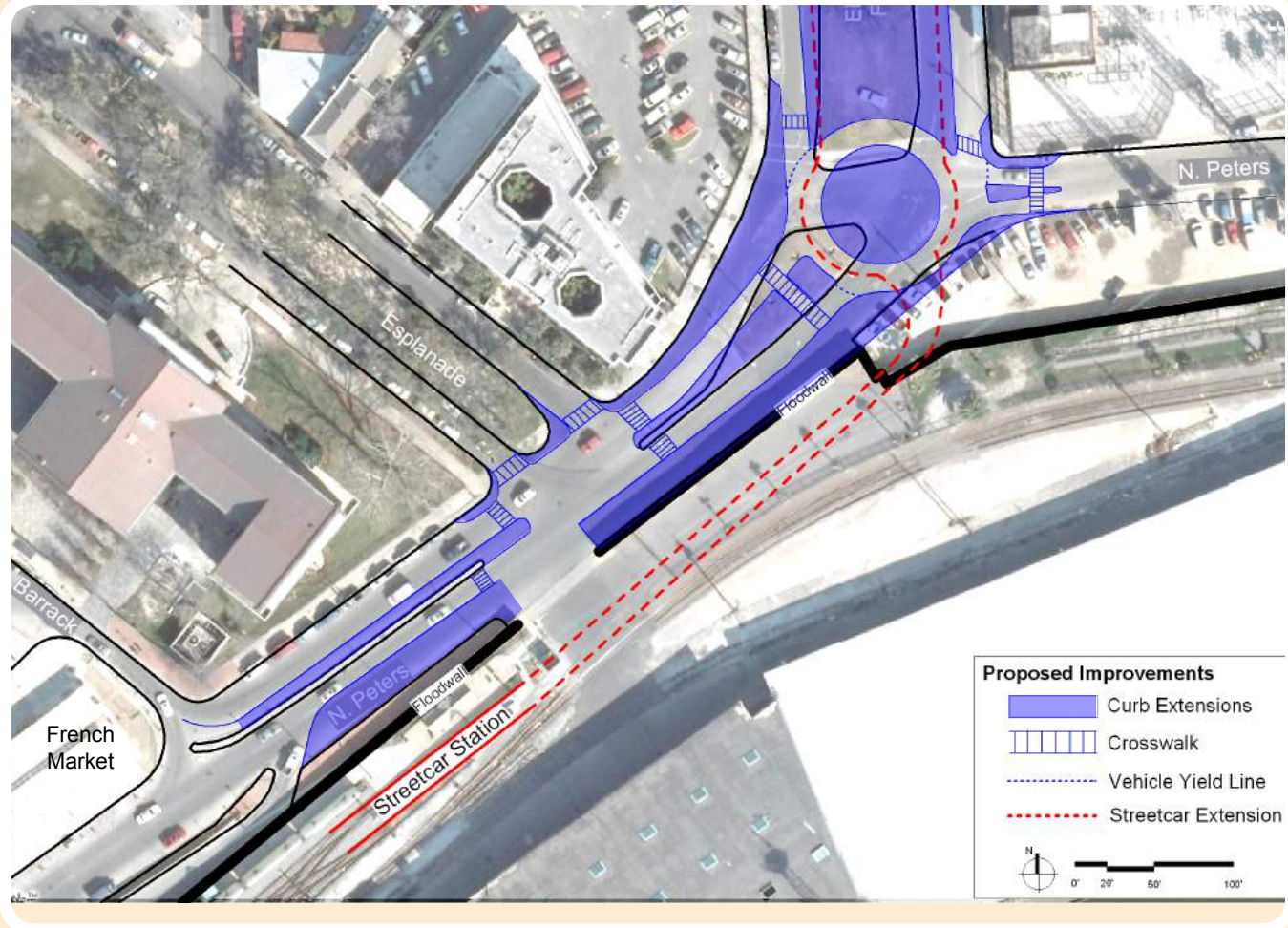
Riverfront Streetcar Stop at Esplanade

Existing Conditions



Riverfront Streetcar Stop at Esplanade

Proposed Conditions



All images from Nelson\Nygaard

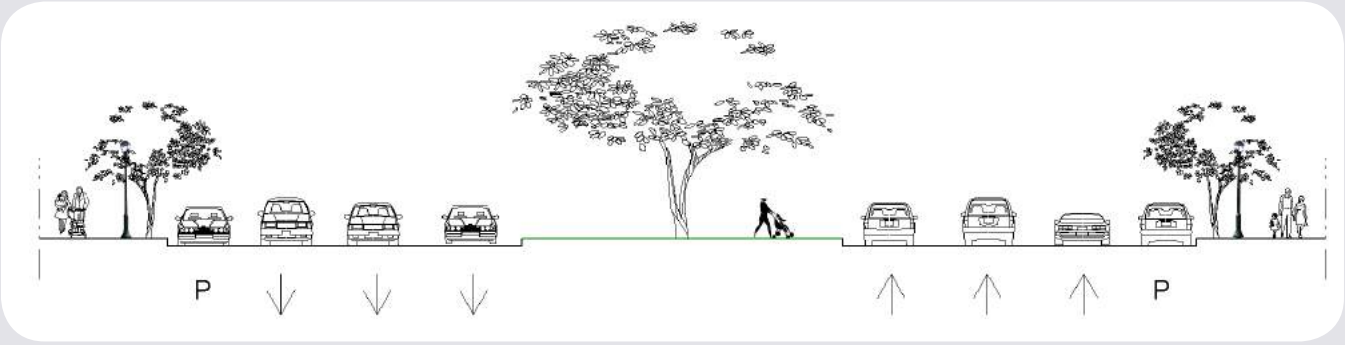
Elysian Fields Avenue

Mobility Issues	**Pedestrian Access and Safety** **Traffic Calming** **Bicycle Mobility** **Transit Access**
Background	Elysian Fields Avenue carries a tremendously generous right-of-way for vehicles all the way to its junction with North Peters Street and Esplanade Avenue. This wide, under-utilized street at the edge of the Study Area creates a strong visual and psychological barrier between Marigny and surrounding neighborhoods. Excessive width allows high speeds which in turn degrade safety for all users.
Opportunities	The current liability, street width, can be converted to an asset by introducing infrastructural accommodations for additional modes of travel along this historic avenue. A wider neutral ground (about 60 feet) presents numerous opportunities for more active uses such as playgrounds, picnic areas, pathways, and a streetcar route. Given the adjacent residential land uses, we do not recommend more intensive development. Rather we see this as a multi-modal mobility and park corridor.
Recommendations	**Reallocate the underutilized roadway width to other uses –** • Reduce travel lanes to one in each direction, plus bike lanes (can also be used for EMS access). • Reserve space on the neutral ground for a future streetcar corridor. • Add playgrounds, areas for people to walk, benches for sitting, picnic areas and sports fields in the neutral ground. **Maintain Existing On-Street Parking –** Maintain street spaces the length of the corridor and add curb extensions at the corners.

Place

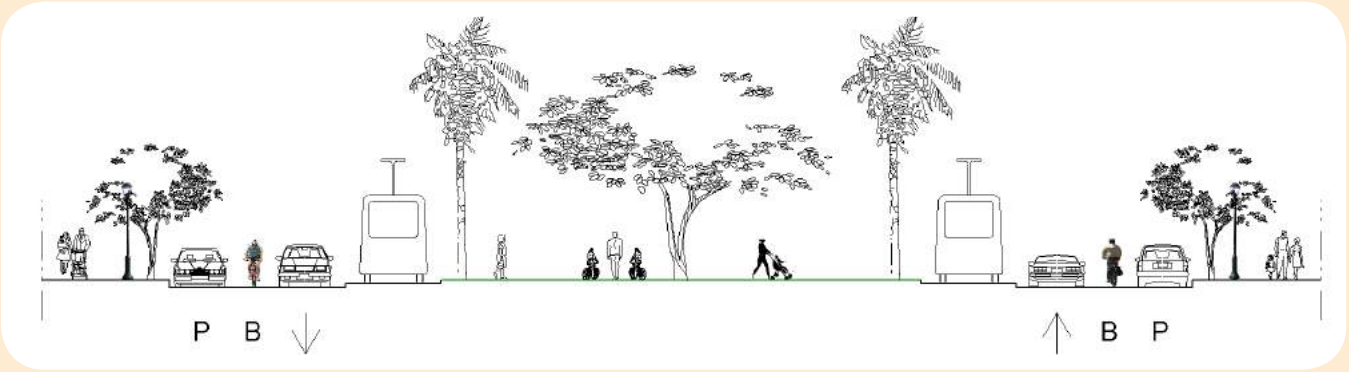
Elysian Fields Avenue

Existing Configuration



Elysian Fields at Rampart

Proposed Configuration

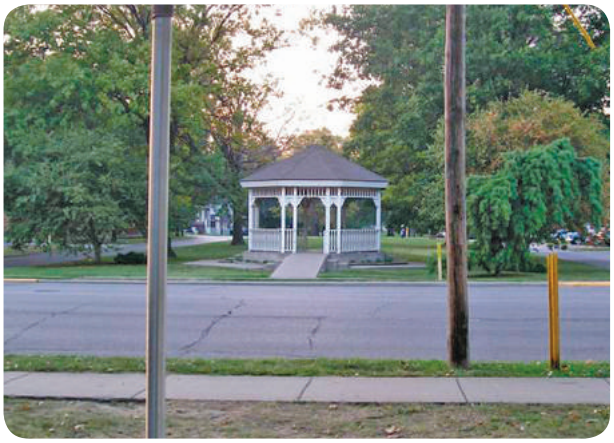


Elysian Fields at Rampart

Examples of active uses along planted median strips

Dortmund, Germany

Granite City, IL



All images from Nelson\Nygaard

Riverfront

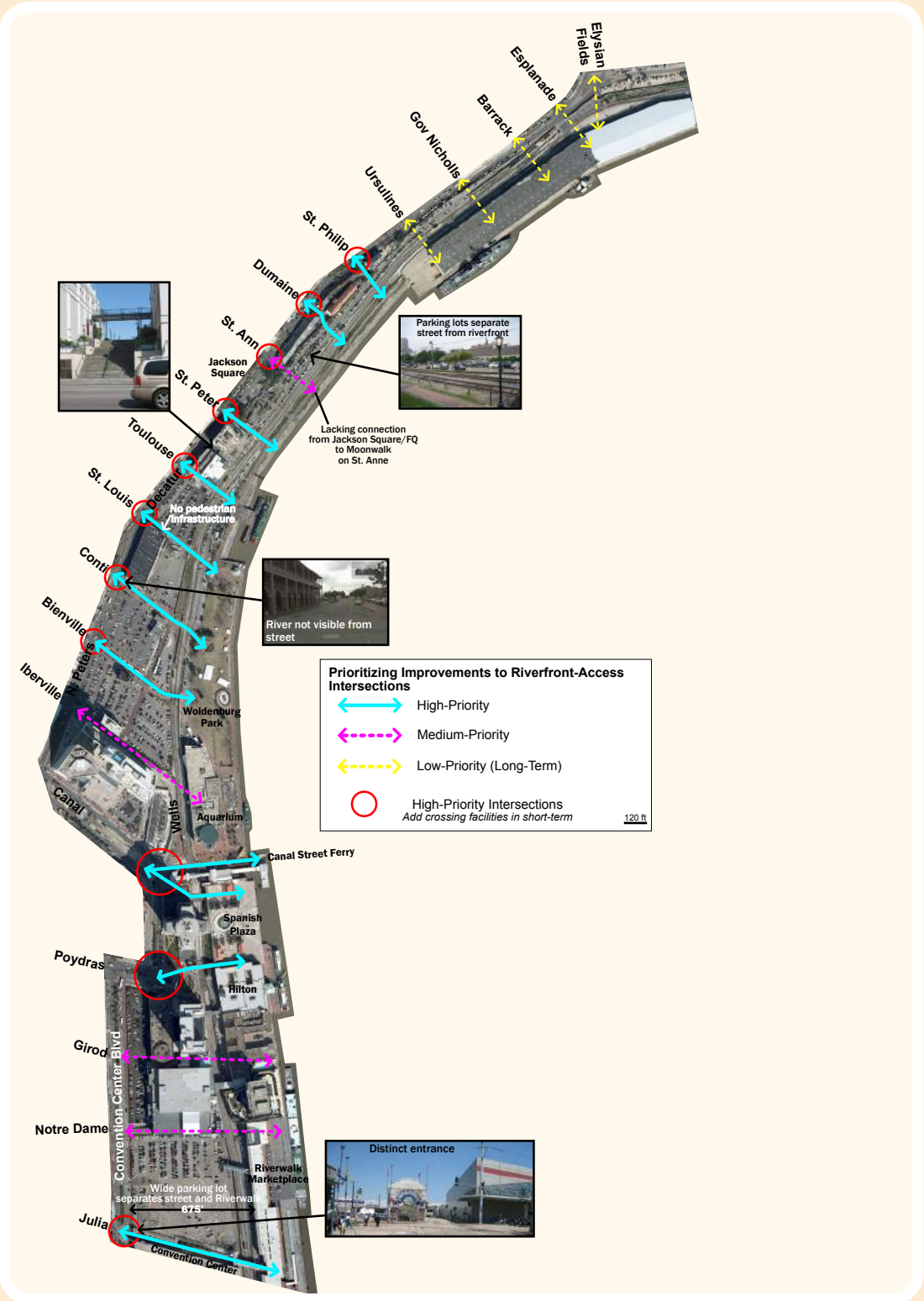
Mobility Issues	Pedestrian Access Transit Access
Background	The historic Mississippi riverfront (Riverfront), running the length of the Study Area, is a valuable, yet hard to find natural, recreational, and educational resource for Study Area residents, employees, and visitors. Pedestrian connections to this resource, however, are limited. Many physical and visual barriers — railroad tracks, utilities infrastructure, large parking lots, and flood walls — create a sense of disconnect between the Riverfront and the rest of the Study Area.
Opportunities	While suggested re-development strategies offer promise of providing connecting land uses to overcome many of these barriers, without careful planning, design, and non-motorized mobility investments, these land uses may worsen others by increasing the already significant concentrations of parking and traffic directly adjacent the Riverfront. The Riverfront streetcar line, running directly between the Riverfront and the Study Area, provides a tremendous mobility asset by placing people directly along this junction.
Key Support Strategies	**Reducing Parking at Riverfront –** • Zoning Standards for Parking • Park-Once Circulator • Public Parking Authority • Public Valet **Increasing Awareness and Access –** • Wayfinding and Information • Sidewalk Design and Maintenance • Crossing Design and Maintenance

Riverfront

Mobility Issues	Pedestrian Access Transit Access
From Previous Studies	**"Reinventing the Crescent Development Plan", 2008** • "Bring the streets running perpendicular to the Mississippi River to the River." • "Reconnect the neighborhoods to the waterfront." • "Remove the physical barriers to public access of the Mississippi River." **"Transportation Plan: CPC New Orleans Final Report", 2004** • "Improve pedestrian access to all segments of the Mississippi Riverfront..." **"UNOP: District One Charrette Report" 2007** • "The French Quarter's Riverfront, though beautiful, is difficult for pedestrians to access." • "Uninviting roads currently separate the Quarter from the primarily industrial Riverfront." • "[A] sea of large surface parking lots run two blocks outward from Canal Place, separating the city from the Riverfront and Woldenburg Park."
Recommendations	**Expand Non-Motorized Access –** • Create and maintain protected, visible, and direct pedestrian passage through all parking facilities to the Riverfront. • Install crossing facilities along North Peters Street, Decatur Street, and Convention Center Boulevard at every street that leads to the riverfront. This could include marked crosswalks, curb extensions, medians, traffic signals, stop signs, yield to pedestrian signage, leading pedestrian intervals, et al. • Support bicycle access to and along the Riverfront via construction of bike lanes, parking facilities, and a Bike Station that could house a bike-sharing service. • Include all passageways to the Riverfront, whether open to auto traffic or not on wayfinding maps of the area. This would include private and/or enclosed passageways. **Keep it Visible –** Create, enhance, and maintain Riverfront view corridors across the Study Area to maintain a sense of proximity to this valuable resource.

Riverfront

Prioritize Intersection Improvements to Enhance Riverfront Access



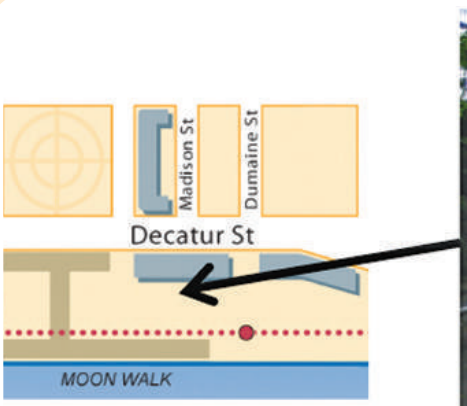
Riverfront

Expand Bicycle Use at the Riverfront – Example: Create Bike Station for Rentals

Bike Station

Image courtesy of Aaron Naperstack

Enhance Wayfinding – Example: Include Pedestrian Paths on Maps



All images from Nelson\Nygaard, except as noted.

Future Parking Conditions

There are two different methods for projecting the future parking volumes. One method involves using historical growth rates to project future demand incrementally. The other method involves collecting information, in terms of land use and square footage changes, to forecast vehicular volumes and parking demand for the new uses in conjunction with current demand. However, as the planning horizon goes further and further into the future, the ability to predict these changes becomes more and more difficult. Walker used incremental growth projections, based on historical rates, to predict future parking demand for the City of New Orleans. These projections do not account for any changes in parking policy or implementation of mobility improvements.

The Study Area in general is expected to experience steady, moderate growth, due in part to the continued redevelopment of existing buildings in the Study Area post-Katrina. The Project Team has projected future demand based on three annual growth rate factors: a 1% growth rate, a 2% growth rate, and a 3% growth rate. While it is difficult to define an exact annual growth rate, conservative overall growth of approximately two percent per year, consistent with regional growth rates obtained from the U.S. Census Bureau, is the most viable scenario presented herein. While five, ten, and Twenty-Year projections have been analyzed for the downtown New Orleans area, it is important to recognize that the degree of certainty decreases as the projection periods increase. For the purposes of this analysis, it has been assumed that no additional parking will be built within the Study Area boundaries. The inclusion of the assumption to hold the parking supply constant, despite the probability that new parking may likely be constructed, adds a level of conservatism to the projections below. Additionally, it should be noted that in areas described as having parking deficits, the number of blocks with a negative parking adequacy have been calculated (to specifically located the blocks in which we project there to be more demand than there is supply). The parking deficit experienced on these block may be counterbalanced, to an extent, by a surplus of parking on blocks adjacent to the problematic area and is still considerable acceptable.

Five-Year Projection

The public off-street, private off-street, on-street and overall parking demands for each sub-area were analyzed at one percent, two percent, and three percent annual growth rates and projected out to the year 2013. At five years, these projections are based upon clearly identified developments, as well as current redevelopment efforts underway within the Study Area. Although an increase in parking supply is not assumed (to maintain the most conservative supply estimates), several future developments may provide new parking. The known developments in the downtown area allow for a greater level of accuracy in projection future parking demand and adequacy.

Please note that Figure 2 and Figure 4 demonstrate overall demand projections for 2013, at one and three percent increments.

Public Off-Street Growth

The following figures provide the public off-street parking adequacy for the three growth rate scenarios over a five-year growth horizon. As presented in the figures, adequate parking is projected for each sub-area, as well as for the entire Study Area. At the conservative, moderate, and aggressive growth rates, none of the sub-areas, as a whole, are projected to experience a parking deficit. There were, however, 23 blocks that may experience deficits

under a conservative scenario (1% annual growth), 29 blocks may have deficits under a moderate growth scenario (2% annual growth), and 34 blocks under an aggressive growth scenario (3% annual growth). The blocks projected to experience higher demand are generally located along Poydras Street in the Central Business District, along Tchopitoulas in the Warehouse District, and along Bourbon and Dauphine Streets in the French Quarter. There is also a small shortage of parking projected around the Superdome. Overall, however, there are over 11,000 excess public off-street spaces, even when considering the most aggressive growth scenario.

Figure 2: Five-Year Off-Street Public Parking Projection – Sub-Areas

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
French Quarter	5,598	3,693	3,881	4,077	4,281
Adequacy		1,905	1,717	1,521	1,317

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Central Business District	8,455	6,107	6,419	6,743	7,080
Adequacy		2,348	2,036	1,712	1,375

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Warehouse District	16,013	6,384	6,710	7,048	7,401
Adequacy		9,629	9,303	8,965	8,612

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Frenchman St. District	127	51	54	56	59
Adequacy		76	73	71	68

Figure 3: Five-Year Public Off-Street Parking Projections

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Total	30,193	12,542	17,064	17,924	18,821
Adequacy		17,651	13,129	12,269	11,372

Private Off-Street Growth

Figure 4 and Figure 5 illustrate the private off-street parking adequacy for the three growth scenarios over a five year period. The adequacy is shown for both the individual sub-areas and the overall Study Area. With each of the growth scenarios, the individual sub-areas as well as the entire Study Area are projected to experience a surplus in private off-street parking. More specifically, there are 17 blocks projected to experience parking deficits under a 1% annual growth rate, 20 blocks under a 2% growth scenario, and 24 total blocks under a 3% growth scenario. This higher demand occurs primarily within the Central Business District and Warehouse District. On a block by block basis, private parking shortages are expected to occur along Rampart Street on the perimeter of the French Quarter, in the residential areas of the French Quarter, along Poydras throughout the Central Business District, and around Tchopitoulas Street near Girod Street and Julia Street.

Figure 4: Five-Year Private Off-Street Parking Projections – Sub-Areas

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
French Quarter	1,517	745	783	823	864
Adequacy		772	734	694	653

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Central Business District	7,059	4,380	4,603	4,836	5,078
Adequacy		2,679	2,456	2,223	1,981

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Warehouse District	3,673	2,565	2,696	2,832	2,974
Adequacy		1,108	977	841	699

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Frenchman St. District	280	153	161	169	177
Adequacy		127	119	111	103

Figure 5: Five-Year Private Off-Street Parking Projections

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Total	12,529	7,098	8,243	8,660	9,093
Adequacy		5,431	4,286	3,869	3,436

On-Street Growth

The figures below show the projected on-street parking adequacy for the conservative, moderate, and aggressive growth scenarios over a five year period. The adequacy is shown for both the individual sub-areas and the overall Study Area. On-street parking is more highly utilized than off-street parking, resulting in higher demand figures for the five-year projection period presented in Figure 7. Under a 1% growth rate, 65 blocks may experience parking deficits; this number grows to 79 blocks under a 2% moderate scenario. In an annual 3% growth projection, there are 89 individual blocks that may experience an on-street parking deficit. Even under aggressive growth conditions, however, there is still a large surplus of on-street parking within the Study Area.

Additionally, it should be noted that parking occupancies for on-street parking alone are higher than both public off-street and private off-street parking. This finding is congruent with the results of the 2008 UNO Parking Intercept Survey Findings, conducted as part of this study. Over two-thirds of the respondents to that survey reported that they were looking primarily for on-street parking spaces; this report has similarly found that on-street occupancy is, and may continue to be during the next Five-Years, in higher demand. It should be noted that the high on-street demand may be a consequence of differences in the on-street and off-street parking rates.

Figure 6: Five-Year On-Street Parking Projections – Sub-Areas

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
French Quarter	1,700	1,217	1,279	1,344	1,411
Adequacy		483	421	356	289

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Central Business District	1,300	1,020	1,072	1,126	1,182
Adequacy		280	228	174	118

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Warehouse District	1,837	1,211	1,273	1,337	1,404
Adequacy		626	564	500	433

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Frenchman St. District	403	312	328	344	362
Adequacy		91	75	59	41

Figure 7: Five-Year On-Street Parking Projections

	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Total	5,240	2,543	3,952	4,151	4,359
Adequacy		2,697	1,288	1,089	881

Overall Growth

In addition to considering the growth in each of the three defined parking types (Public Off-Street, Private Off-Street and On-Street) individually, the Project Team has calculated the projected the overall parking demand for the four sub-areas and the entire Study Area. A surplus of parking is projected for the Study Area as a whole, and for each sub-area, during the next five years. However, there are 42 blocks within the Study Area that could experience deficits under a 1% growth rate, 58 blocks under a 2% rate, and 71 individual blocks under the most aggressive 3% annual growth scenario. Please note that there are 287 blocks within the defined Study Area.

The blocks projected to experience deficits are generally located along Poydras and Loyola Streets in the Central Business District, along Tchopitoulas in the Warehouse District, and along Bourbon and Dauphine Streets in the French Quarter. There is also a shortage of parking along Poydras Street around the Superdome.

Figure 8: Five-Year Parking Projections – Sub-Areas

	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
French Quarter	8,815	5,655	5,943	6,244	6,556
Adequacy		3,160	2,872	2,571	2,259

	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Central Business District	16,814	11,507	12,094	12,705	13,370
Adequacy		5,307	4,720	4,109	3,444

	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Warehouse District	21,523	10,160	10,678	11,217	11,778
Adequacy		11,363	10,845	10,306	9,745

	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Frenchman St. District	810	516	542	570	598
Adequacy		294	268	240	212

Figure 9: Five-Year Parking Projections

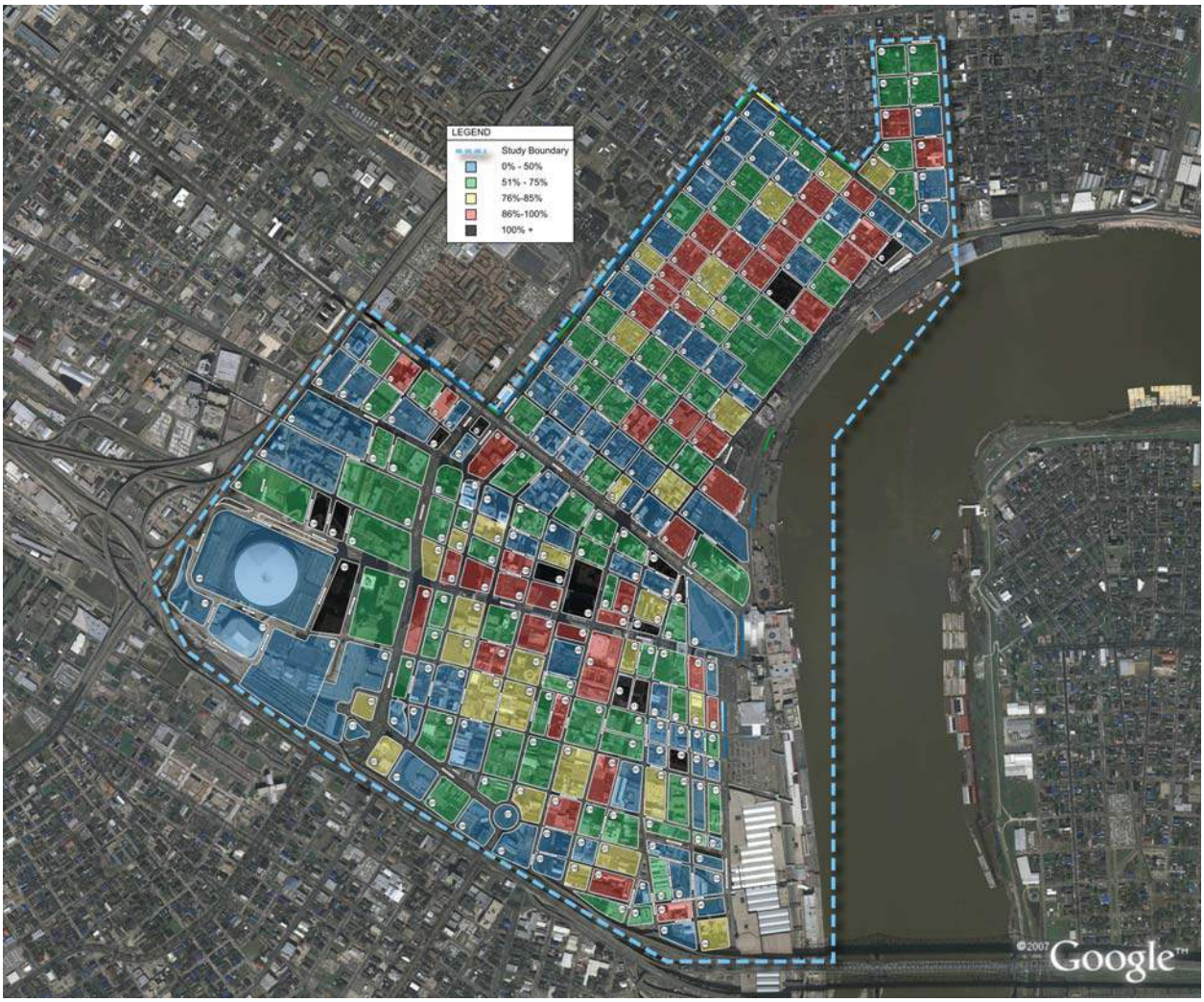
	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Total	47,962	27,838	29,257	30,736	32,302
Adequacy		20,124	18,705	17,226	15,660

As previously mentioned, the most viable scenario presented is that moderate growth rate of two percent annually. The parking adequacy assuming these conditions, by block, for each of the four sub-areas, is not significantly different from current conditions. Approximately 58 blocks move to a parking deficit within the Study Area. The combined deficit on these 58 blocks totals 898 on- and off-street spaces.

When the sum of all the blocks is totaled, the Study Area as a whole, as well as each sub-area, has an adequate parking supply at conservative, moderate, and aggressive growth scenarios. However, at a two percent annual growth rate, approximately 23 blocks in the French Quarter are projected to face a combined parking supply deficit of 291± spaces. In the Central Business District, approximately 16 blocks are projected to experience a 301-space deficit within Five-Years. Fifteen blocks, with a total of 302 deficit spaces, are projected in the Warehouse District. The Frenchman Street District is projected to face a combined parking deficit of five spaces over two blocks.

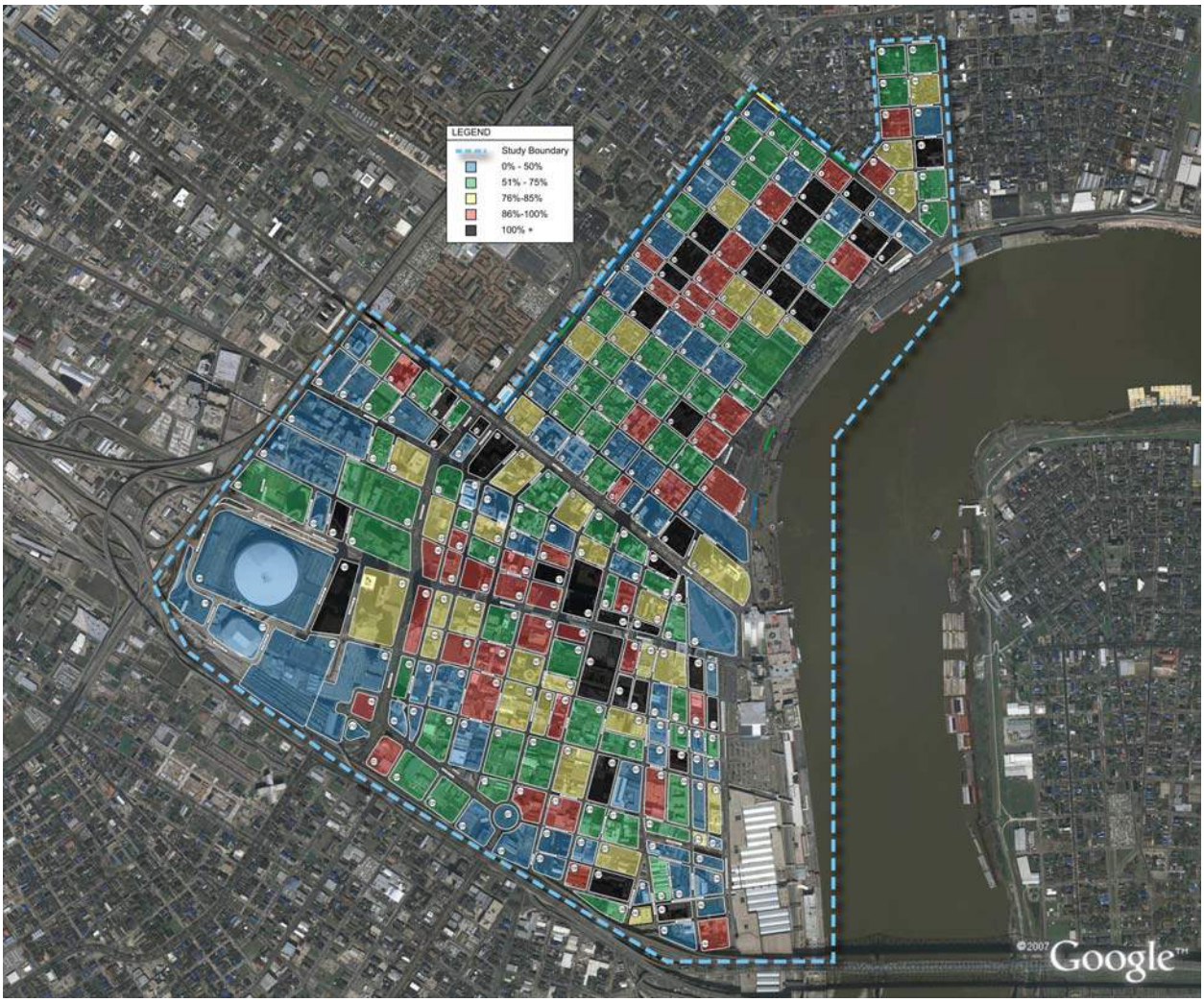
The location of the few blocks projected to experience a deficit at a 1% growth rate can be seen in red and black in Figure 10; Figure 11 demonstrates the 3% annual growth rate. The blocks experiencing a deficit within each sub-area are generally located close together. The areas of highest demand, as previously mentioned, are located along Poydras Street, encompassing mostly business traffic; along Dauphine Street in the French Quarter; and some select blocks along Tchopitoulas Street in the Warehouse District. There is one block in the Frenchman Street District that may experience a shortage of parking.

Figure 10: Five-Year Parking Occupancy by Block – 1% Increase



The location of the few blocks projected to experience a deficit at a 3% growth rate can be seen in red and black in the maps below. The deficit blocks are generally located close together in the individual sub-areas. The areas of highest demand, as previously mentioned, are located along Poydras Street, encompassing mostly business traffic; between Burgundy and Royal Streets from Toulouse to Barracks Streets in the French Quarter; and some select blocks along Camp Street and Tchopitoulas Street in the Warehouse District. There are three blocks in the Frenchman Street District that may experience a shortage of parking.

Figure 11: Five-Year Parking Occupancy by Block – 3% Increase



Ten-Year Projection

As with the five-year projection above, the public off-street, private off-street, on-street and overall parking demand for each sub-area were analyzed at one percent, two percent, and three percent growth rates and projected out to the year 2018. Because these projections do not factor in any specific future developments, these figures are intentionally additionally conservative. The lesser degree of certainty regarding future development in the Study Area may result in a less certain level of accuracy in projection future parking demand and adequacy.

Public Off-Street Growth

The following figures provide the public off-street parking adequacy for the three growth rate scenarios over a ten-year growth horizon. Adequacy is projected for each sub-area in Figure 12, while Figure 13 illustrates adequacy for the entire Study Area. While the overall and sub-area public parking supplies are adequate at the conservative (1%), moderate (2%), and aggressive (3%) growth rates, several blocks within the study are projected to experience a parking deficit. These shortages in public off-street parking generally located in the Central Business District and Warehouse District: more specifically along Poydras Street between

Camp and Baronne, along Girod Street near Tchopitoulas, around the business-heavy area near the Superdome (blocks 140 and 150). Dauphine and Bourbon Streets in the French Quarter also experience slight parking deficits. Overall, 29 blocks show a parking deficit at 1%, 37 blocks show a parking deficit at a 2% growth rate, and 49 blocks may experience parking shortages at a 3% annual growth rate.

Figure 12: Ten-Year Off-Street Public Parking Projection – Sub-Areas

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
French Quarter	5,598	3,693	4,079	4,502	4,963
Adequacy		1,905	1,519	1,096	635

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Central Business District	8,455	6,107	6,746	7,444	8,207
Adequacy		2,348	1,709	1,011	248

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Warehouse District	16,013	6,384	7,052	7,782	8,580
Adequacy		9,629	8,961	8,231	7,433

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Frenchman St. District	127	51	56	62	69
Adequacy		76	71	65	58

Figure 13: Ten-Year Public Off-Street Parking Projections

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Total	30,193	12,542	17,933	19,790	21,819
Adequacy		17,651	12,260	10,403	8,374

Private Off-Street Growth

Figure 14 and Figure 15 illustrate the private off-street parking adequacy for the three growth scenarios over a ten-year period. The adequacy is shown for both the individual sub-areas and the overall Study Area. Within the next ten-year planning horizon, there are no deficits projected for the sub-areas or overall Study Area. On a block by block basis, private parking shortages are expected to occur along Rampart Street on the perimeter of the French Quarter, in the residential areas of the French Quarter, along Poydras throughout the Central Business District, and along Girod Street near Tchopitoulas. There are 20 blocks that may experience deficits at a 1% growth rate, 27 blocks at a 2% rate, and 35 individual blocks that could experience a parking deficit with aggressive 3% annual growth.

Figure 14: Ten-Year Private Off-Street Parking Projections – Sub-Areas

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
French Quarter	1,517	745	823	908	1,001
Adequacy		772	694	609	516

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Central Business District	7,059	4,380	4,838	5,339	5,886
Adequacy		2,679	2,221	1,720	1,173

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Warehouse District	3,673	2,565	2,833	3,127	347
Adequacy		1,108	840	546	3,326

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Frenchman St. District	280	153	169	187	206
Adequacy		127	111	93	74

Figure 15: Ten-Year Private Off-Street Parking Projections

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Total	12,529	7,098	8,663	9,561	7,440
Adequacy		5,431	3,866	2,968	5,089

On-Street Growth

Figure 16 and Figure 17 show the on-street parking adequacy for the three growth scenarios over a ten-year period. The adequacy is shown for both the individual sub-areas and the overall Study Area. The majority of the four districts, as well as the overall Study Area, are projected to experience on-street parking surpluses in the next ten-years when a conservative (1%), moderate (2%) or aggressive (3%) growth rate is applied to the current demand. It should be noted, however, that the Central Business District as a whole is expected to experience a minor 71-space deficit, and the Frenchman Street District may experience a 16-space on-street shortage at the aggressive 3% growth scenario.

Additionally, it should be noted that parking occupancies for on-street parking alone are higher than both public off-street and private off-street parking. This finding is congruent with the results of the 2008 UNO Parking Intercept Survey Findings, conducted as part of this study. Over two-thirds of the respondents to that survey reported that they were looking primarily for on-street parking spaces; this report has similarly found that on-street occupancy is, and may continue to be during the next ten-years, in higher demand. One possible reason for the continued preference of parkers towards on-street spaces may be the lower parking rate, as compared to off-street rates.

Figure 16: Ten-Year On-Street Parking Projections – Sub-Areas

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate 2% *growth*	Aggressive *3% growth*
French Quarter	1,700	1,217	1,344	1,484	1,636
Adequacy		483	356	216	64

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Central Business District	1,300	1,020	1,127	1,243	1,371
Adequacy		280	173	57	(71)

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate 2% *growth*	Aggressive *3% growth*
Warehouse District	1,837	1,211	1,338	1,476	1,627
Adequacy		626	499	361	210

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Frenchman St. District	403	312	345	380	419
Adequacy		91	58	23	(16)

The overall projected on-street surplus at the 1%, 2%, and 3% growth rates shown in Figure 17 does not mean that individual blocks within the Study Area are not projected to experience parking deficits within the ten-year projection period. The following number of blocks may exceed capacity at the corresponding growth rates: 79 blocks at 1% annual growth, 98 blocks at 2% annual growth, and 115 blocks under the 3% growth scenario. The projected shortages are located throughout the French Quarter; in the Central Business District and Warehouse District, roughly between Loyola Street and Camp Street from Girod Street to Union Street.

Figure 17: Ten-Year On-Street Parking Projections

		Weekday Daytime Peak Demand			
	Effective Supply	Current	Conservative *1% growth*	Moderate 2% *growth*	Aggressive *3% growth*
Total	5,240	2,543	4,154	4,583	5,053
Adequacy		2,697	1,086	657	187

Overall Growth

In addition to considering the growth in each of the three defined parking types (public off-street, private off-street and on-street) individually, the Project Team calculated the projected the overall parking demand for the four sub-areas and the entire Study Area. A surplus of parking is projected for the Study Area as a whole and each of the four sub-areas in the next ten years under all of the growth scenarios. Individual blocks within the Study Area will however experience a shortage. The greatest shortages in on- and off-street parking are located, as aforementioned, between Loyola Street and Camp Street from Girod Street to Union Street, in the residential areas of the French Quarter, as well as along Dauphine and Bourbon Streets, and near the Superdome.

Figure 18: Ten-Year Parking Projections – Sub-Areas

	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
French Quarter	8,815	5,655	6,247	6,893	7,600
Adequacy		3,160	2,568	1,922	1,215

	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Central Business District	16,814	11,507	12,711	14,027	15,464
Adequacy		5,307	4,103	2,787	1,350

	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Warehouse District	21,523	10,160	11,223	12,385	13,654
Adequacy		11,363	10,300	9,138	7,869

	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Frenchman St. District	810	516	570	629	693
Adequacy		294	240	181	117

Figure 19: Ten-Year Parking Projections

	Effective Supply	Weekday Daytime Peak Demand			
		Current	Conservative *1% growth*	Moderate *2% growth*	Aggressive *3% growth*
Total	47,962	27,838	30,751	33,934	37,411
Adequacy		20,124	17,211	14,028	10,551

As previously mentioned, the most viable scenario presented is the moderate growth rate of two percent annually. The change from current conditions for the ten-year projections is significant (a nearly 12,000 space increase in demand), with approximately 29% of the blocks experiencing a parking deficit in the core downtown area.

At a moderate 2% growth rate, the Study Area as a whole has an adequate parking supply (14,198 spaces), when the sum of all the blocks is totaled. Further analysis of each sub-area indicates that approximately thirty-two blocks in the French Quarter are projected to face a combined parking supply deficit of 466± spaces. In the Central Business District, approximately twenty-two blocks are projected to experience an 809-space deficit within ten years. Twenty-four blocks with a total of 748 deficit spaces are projected in the Warehouse District. The Frenchman's District is projected to face a combined parking deficit of 17 spaces over four blocks.

The location of the blocks projected to experience a deficit can be seen more generally in the maps below. The deficit blocks within each sub-area are generally located close together in the individual sub-areas.

Figure 20 demonstrates parking occupancy at a ten-year 1% annual growth scenario. Figure 21 demonstrates the ten-year projections at the aggressive 3% annual growth scenario.

Figure 20: Ten-Year Parking Occupancy by Block at 1% Annual Growth

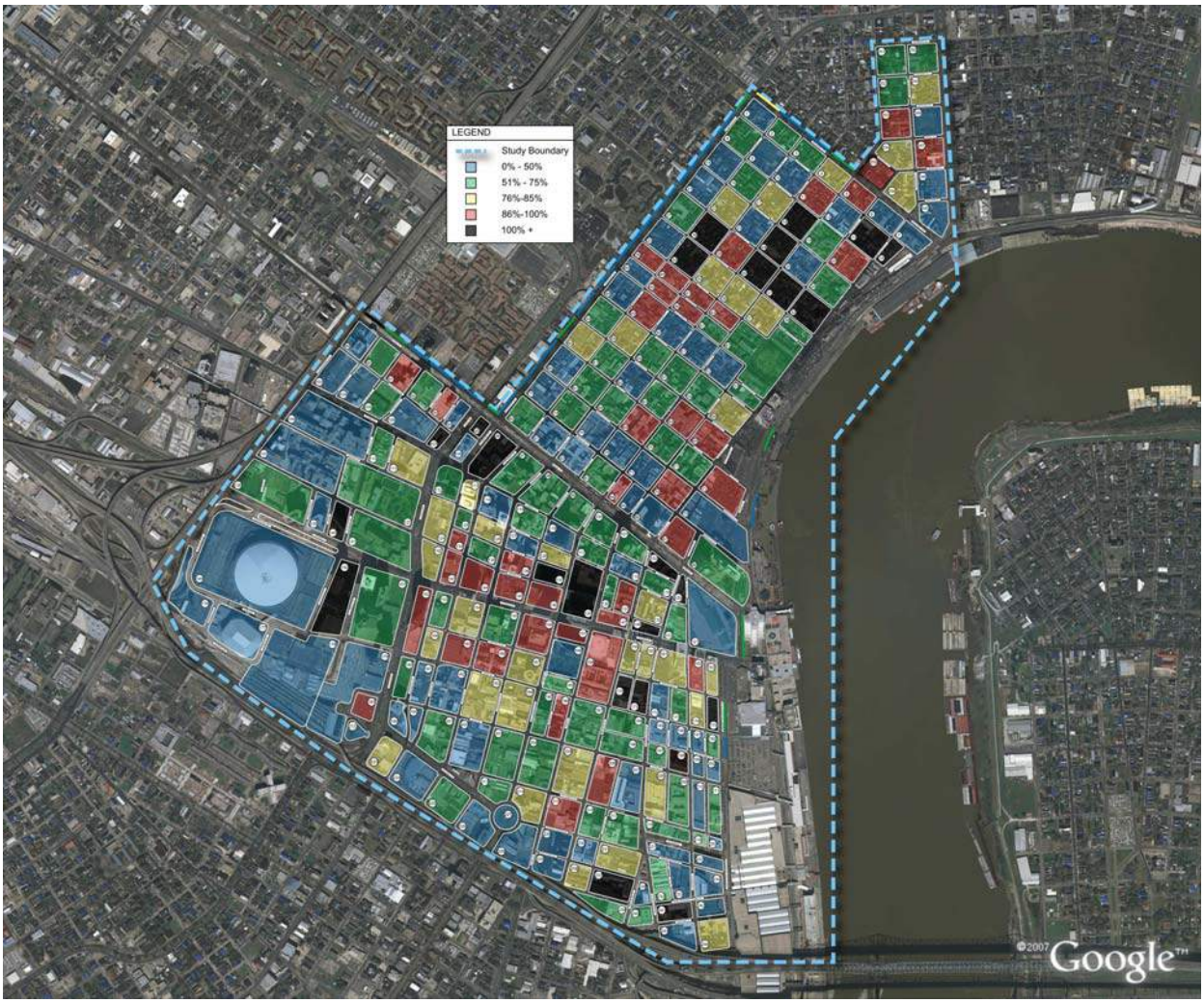
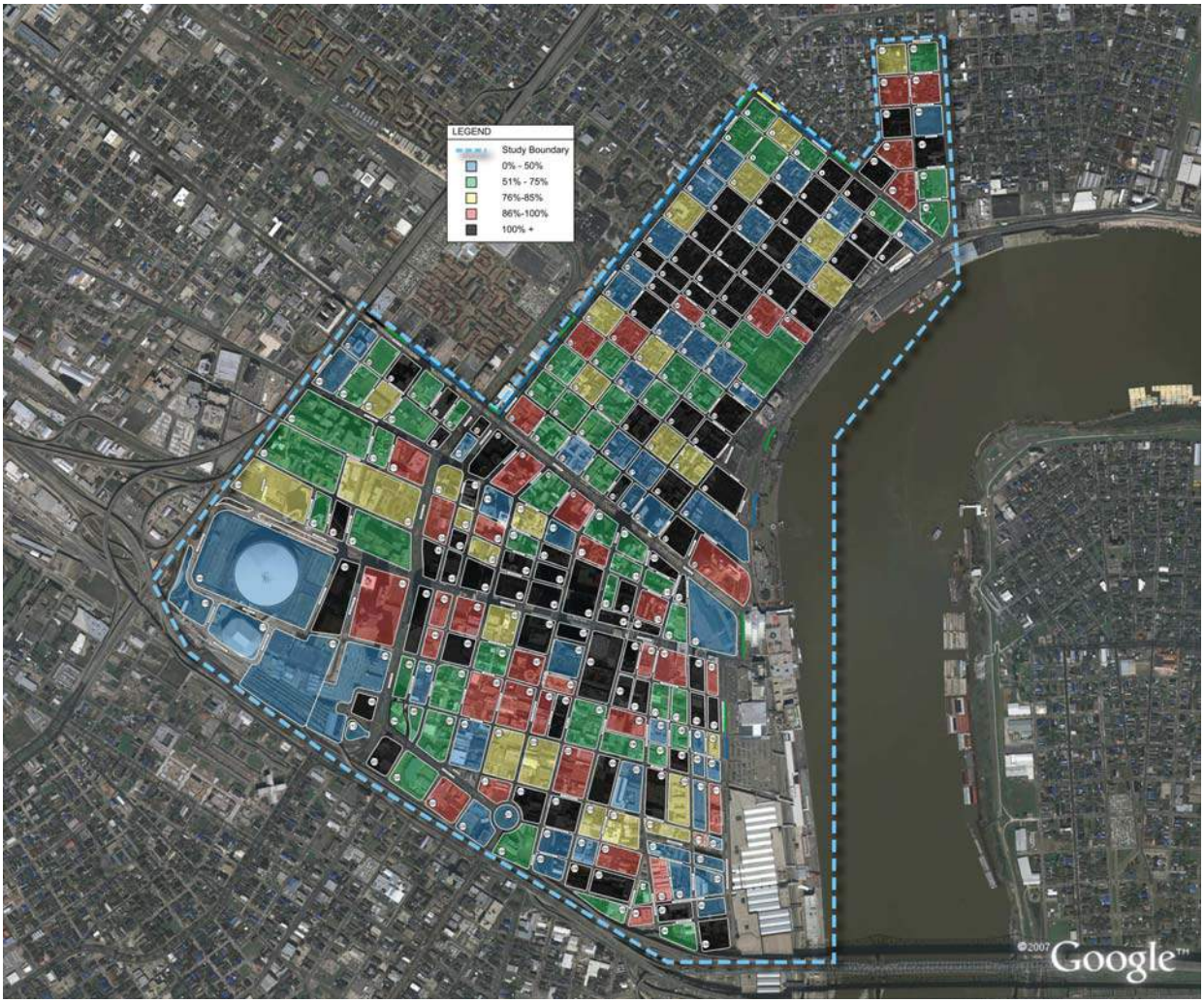


Figure 21: Ten-Year Parking Occupancy by Block at 3% Annual Growth



Twenty-Year Projection

While the public off-street, private off-street, on-street and overall parking demand for each sub-area were projected out to the year 2028, the analysis was performed with a two percent growth rate through ten years, with one percent growth rate per year thereafter. At twenty years, many developments are either in a conceptual format, or do not yet exist. Because of the uncertainty associated with projecting a Twenty-Year planning horizon, the Project Team has provided only this moderate growth scenario, not the three scenarios presented in the five- and ten-year projections.

Public Off-Street Growth

The following figures provide the public off-street parking adequacy for the moderate growth rate scenario over a twenty-year growth horizon. Adequacy is shown for each sub-area in Figure 22, while Figure 23 illustrates adequacy for the entire Study Area. Public off-street parking is not expected to have a shortage in any of the four sub-areas within the Study Area. In the twenty-year projections, there are 57 blocks located throughout all of the districts, in almost a checkerboard fashion, that experience individual deficits.

Figure 22: Twenty-Year Off-Street Public Parking Projection – Sub-Areas

		Weekday Daytime Peak Demand	
	Effective Supply	Current	*Moderate growth*
French Quarter	5,598	3,842	4,973
Adequacy		1,756	625

		Weekday Daytime Peak Demand	
	Effective Supply	Current	*Moderate growth*
Central Business District	8,455	6,354	8,223
Adequacy		2,101	232

		Weekday Daytime Peak Demand	
	Effective Supply	Current	*Moderate growth*
Warehouse District	16,013	6,642	8,596
Adequacy		9,371	7,417

		Weekday Daytime Peak Demand	
	Effective Supply	Current	*Moderate growth*
Frenchman St. District	127	53	69
Adequacy		74	58

Figure 23: Twenty-Year Public Off-Street Parking Projections

		Weekday Daytime Peak Demand	
	Effective Supply	Current	*Moderate growth*
Total	30,193	13,049	21,861
Adequacy		17,144	8,332

Private Off-Street Growth

Figure 24 and Figure 25 illustrate the private off-street parking adequacy at the moderate growth scenario over a twenty-year period. The adequacy is shown for both the individual sub-

areas and the overall Study Area. The Central Business District and Warehouse District, as well as the overall Study Area are projected to experience parking surpluses when a conservative one percent growth rate is assumed. Although there are no deficits projects for the Study Area as a whole, there are 46 individual blocks within the Warehouse District and Central Business District that are projected to experience private off-street parking shortages.

Figure 24: Twenty-Year Private Off-Street Parking Projections – Sub-Areas

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
French Quarter	1,517	775	1,003
Adequacy		742	514

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Central Business District	7,059	4,557	5,898
Adequacy		2,502	1,161

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Warehouse District	3,673	2,669	3,454
Adequacy		1,004	219

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Frenchman St. District	280	159	206
Adequacy		121	74

Figure 25: Twenty-Year Private Off-Street Parking Projections

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Total	12,529	7,385	10,561
Adequacy		5,144	1,968

On-Street Growth

The figures below show the on-street parking adequacy when a moderate growth scenario is applied to the current parking demand over a twenty-year planning horizon. The adequacy is shown for both the individual sub-areas and the overall Study Area. All four districts, as well as the overall Study Area are projected to experience on-street parking surpluses in the next twenty years at this conservative growth rate. While the Study Area as a whole may not experience an on-street parking shortage, there are 133 individual blocks, mostly within the French Quarter and Central Business District, which are projected to experience deficits.

Additionally, it should be noted that parking occupancies for on-street parking alone are higher than both public off-street and private off-street parking. This finding is congruent with the results of the 2008 UNO Parking Intercept Survey Findings, conducted as part of this study. Over two-thirds of the respondents to that survey reported that they were looking primarily for on-street parking spaces; this report has similarly found that on-street occupancy is, and may continue to be during the next Twenty-Years, in higher demand. The continued preference of parkers towards on-street spaces may be due to the lower parking rate, as compared to off-street spaces.

Figure 26: Twenty-Year On-Street Parking Projections – Sub-Areas

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
French Quarter	1,700	1,266	1,639
Adequacy		434	61

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Central Business District	1,300	1,061	1,373
Adequacy		239	(73)

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Warehouse District	1,837	1,260	1,631
Adequacy		577	206

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Frenchman St. District	403	325	420
Adequacy		78	(17)

The overall on-street adequacy at the mixed growth rate is projected at 177 spaces. It must be noted, however, that the adequacy shown in Figure 27 does not mean that individual blocks within the Study Area are not projected to experience parking surpluses within the twenty-year projection period.

Figure 27: Twenty-Year On-Street Parking Projections

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Total	5,240	2,646	5,063
Adequacy		2,594	177

Overall Growth

In addition to considering the growth in each of the three defined parking types (public off-street, private off-street and on-street) individually, the Project Team calculated the projected overall parking demand for the four sub-areas and the entire Study Area. Each of the individual sub-areas, as well as the Study Area overall, is projected to experience parking surpluses over a twenty-year planning horizon.

Figure 28: Twenty-Year Parking Projections – Sub-Areas

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
French Quarter	8,815	5,655	7,615
Adequacy		3,160	1,200

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Central Business District	16,814	11,972	15,495
Adequacy		4,842	1,319

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Warehouse District	21,523	10,570	13,681
Adequacy		10,953	7,842

	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Frenchman St. District	810	537	695
Adequacy		273	115

Figure 29: Twenty-Year Parking Projections

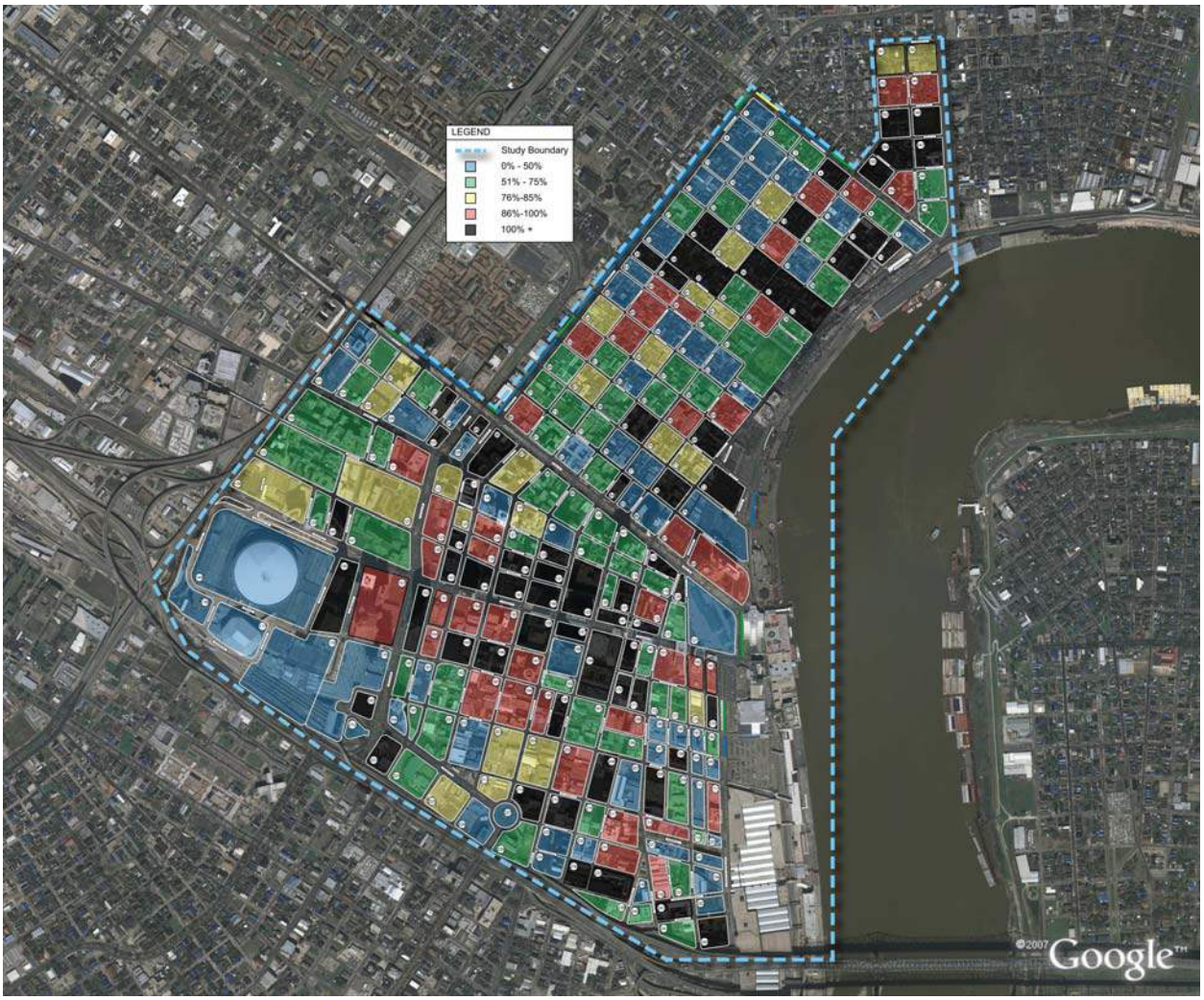
	Effective Supply	Weekday Daytime Peak Demand	
		Current	*Moderate growth*
Total	47,962	23,079	37,161
Adequacy		24,883	10,801

As previously mentioned, the most viable scenario for a twenty-year projection is a moderate growth rate of two percent until ten years and then one percent annually until twenty years. The parking adequacy, assuming these conditions, is projected to significantly change from current parking adequacy, with approximately 48% of the blocks experiencing a parking deficit in the core of the Study Area. While individual blocks may experience parking shortfalls, a sufficient parking supply is projected for each sub-area.

At a moderate growth rate, the Study Area as a whole has an adequate parking supply (10,801 spaces), when the sum of all the blocks is totaled. Further analysis of each sub-area indicates that approximately forty blocks in the French Quarter are projected to face a combined parking supply deficit of 719± spaces. In the Central Business District, approximately twenty-nine blocks are projected to experience a 1,461-space deficit within twenty years. Thirty-nine blocks with a total of 1,447 deficit spaces are projected in the Warehouse District. The Frenchman Street District is projected to face a combined parking deficit of 45 spaces on six blocks.

The location of the blocks projected to experience a deficit can be seen in the maps below. The deficit blocks within each sub-area are generally located close together in the individual sub-areas. The areas within a two block radius along Poydras Street are expected to experience large parking deficits within twenty years.

Figure 30: Twenty-Year Parking Occupancy by Block-Conservative Annual Growth Rate



Future Parking Conditions with Mobility Improvements

In addition to calculating demand for five, ten, and Twenty-Year scenarios, the Project Team has calculated our future projections to account for the influence of potential transportation demand management (TDM) strategies, identified in the Mobility Strategies section of this report. These strategies include, but are not limited to the following:

- Public valet parking services;
- Implementing a park-once circulator transit shuttle;
- Bike parking requirements;
- Revision of municipal parking requirements;
- Pedestrian- and bicycle-oriented wayfinding;
- Improved pedestrian crossings and sidewalks; and
- Promoting walkability to tourists to reduce rental-car parking demand.

Based on the Project Team's experience both with the implementation of TDM strategies and the city of New Orleans, we have concluded that the application of this influence is best determined by three different potential phases. We expect TDM practices to gradually influence parking demand within the Study Area. Specifically, the Project Team predicts that parking demand could be reduced by 15% within five years, 18% within ten years, and 25% within 20 years.

These estimates are in part based on research conducted by Walker staff, and in part based on figures from the Victoria Transport Policy Institute (VTPI)[1], the Federal Highway Administration (FWHA), and Federal Transit Administration. The supplementary information from VTPI, however, is mostly based on studies done in California and British Columbia; therefore adjustments have been made to account for the discrepancies between this research and conditions specific to New Orleans. Similarly, the information from FWHA and FTA has been provided by small-scale studies and must be modified accordingly. For example, "according to the FHWA and FTA National Transportation Library, with the right mix of TDM alternatives and strategies, an individual employment site can reduce vehicle trips by as much as 30 to 40 percent in relation to background conditions." Clearly, these figures are not applicable to our Study Area in New Orleans; a much more conservative parking demand reduction is more suitable.

Different reports have calculated that TDM can reduce parking demand anywhere from 5 percent to 50 percent in certain areas. For New Orleans, we have estimated a range from 15 percent to 25 percent over Twenty-Years. While conservative, the Project Team considers these reductions achievable and appropriate.

Figure 31 shows five-year parking demand at a moderate annual growth rate of 2%, with an overall 15% reduction for TDM strategy implementation. Each sub-area and the Study

[1] http://www.vtpi.org/tdm/tdm71.htm#_Toc133540706.

Area as a whole demonstrates abundant parking adequacy, with 21,900 available parking spaces. As mentioned previously, individual blocks will experience the reduction in demand by TDM measures. In the five-year scenario, there are 17 blocks, scattered within the French Quarter and otherwise mostly along St. Charles and Magazine Streets in the Central Business District, that may experience a slight deficit.

Figure 32 presents the future anticipated parking conditions by block, with the mobility recommendations implemented. As seen in

Figure 32, every block with a parking deficit would be surrounded by blocks with excess parking capacity, thus minimizing user frustration.

Figure 31: Five-Year Mobility Influenced Projections

Sub-Area	Effective Supply	5 Yr Demand	TDM Strategy Implemented 15% Reduction
French Quarter	8,815	6,200	5,270
Adequacy		*2,615*	*3,545*
Central Business District	16,814	12,683	10,781
Adequacy		*4,131*	*6,033*
Warehouse District	21,523	11,197	9,517
Adequacy		*10,326*	*12,006*
Frenchman St. District	810	581	494
Adequacy		*229*	*316*
Total	47,962	30,661	26,062
Adequacy		*17,301*	*21,900*

Figure 32: Five-Year Parking Occupancy by Block With Mobility Recommendations

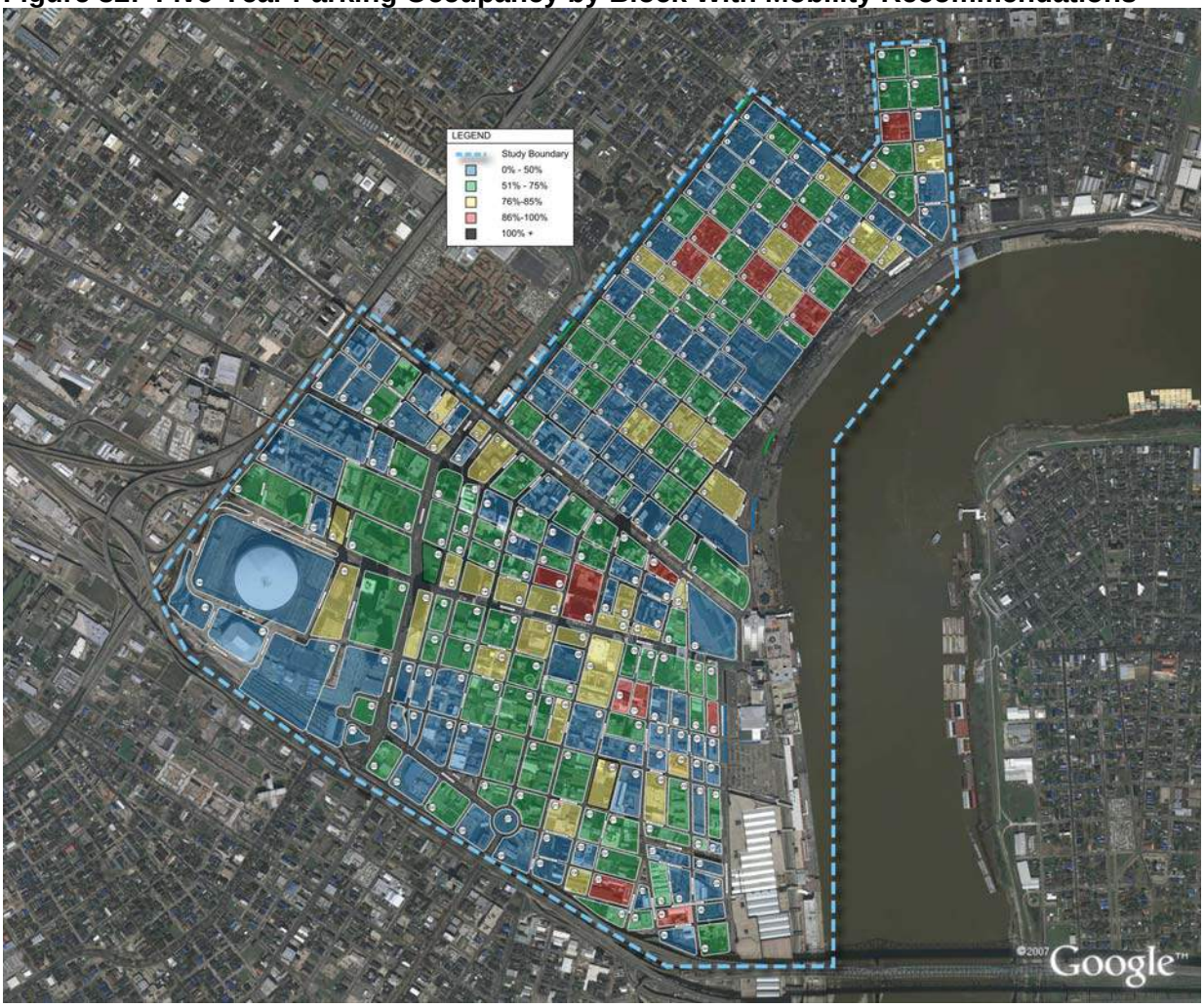


Figure 33 shows ten-year parking demand at a moderate annual growth rate of 2%, with an overall 18% reduction for TDM strategy implementation. Each sub-area and the Study Area as a whole demonstrates abundant parking adequacy, with nearly 20,300 available spaces throughout. As mentioned previously, there may be some individual blocks that experience parking shortages, though there will be surrounding blocks with parking adequacy. There are 19 blocks, mostly in the Central Business District along Poydras Street, which may experience a deficit. Figure 34 presents the future anticipated parking conditions by block, with the mobility recommendations implemented. As seen in Figure 34, every block with a parking deficit would be within one block of multiple blocks with excess parking capacity, thus minimizing user frustration.

Figure 33: Ten-Year Mobility Influenced Projections

Sub-Area	Effective Supply	10 Yr Demand	TDM Strategy Implemented 18% Reduction
French Quarter	8,815	6,802	5,578
Adequacy		*2,013*	*3,237*
Central Business District	16,814	13,971	11,456
Adequacy		*2,843*	*5,358*
Warehouse District	21,523	12,345	10,123
Adequacy		*9,178*	*11,400*
Frenchman St. District	810	646	530
Adequacy		*164*	*280*
Total	47,962	33,764	27,686
Adequacy		*14,198*	*20,276*

Figure 34: Ten-Year Parking Occupancy by Block With Mobility Recommendations

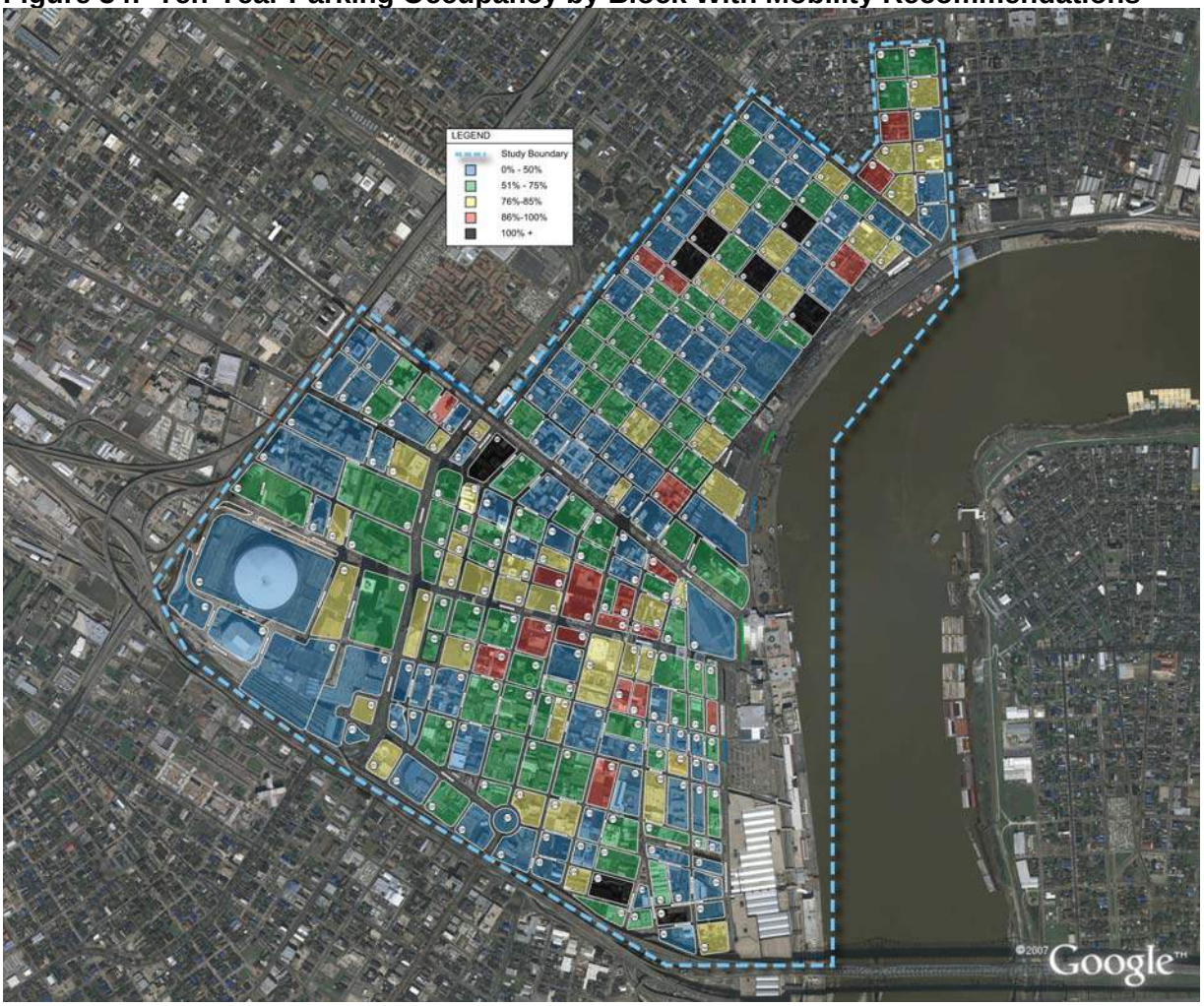


Figure 35 shows 20-year parking demand at a moderate annual growth rate of 2%, with an overall 25% reduction for TDM strategy implementation. Each sub-area and the Study Area as

a whole demonstrates abundant parking adequacy; there may remain a total of 20,091 available spaces within the area. There may be some isolated parking deficits on 45 individual blocks, though these blocks border those with sufficient parking, alleviating any user frustration. Figure 36 presents the future anticipated parking conditions by block, with the mobility recommendations implemented. As seen in Figure 36Figure 34, every block with a parking deficit would be within one block of multiple blocks with excess parking capacity, thus minimizing user frustration.

Figure 35: Twenty-Year Mobility Influenced Projections

Sub-Area	Effective Supply	20 Yr Demand	TDM Strategy Implemented 25% Reduction
French Quarter	8,815	7,441	5,581
Adequacy		*1,374*	*3,234*
Central Business District	16,814	15,409	11,557
Adequacy		*1,405*	*5,257*
Warehouse District	21,523	13,595	10,196
Adequacy		*7,928*	*11,327*
Frenchman St. District	810	716	537
Adequacy		*94*	*273*
Total	47,962	37,161	27,871
Adequacy		*10,801*	*20,091*

Figure 36: Twenty-Year Parking Occupancy by Block With Mobility Recommendations

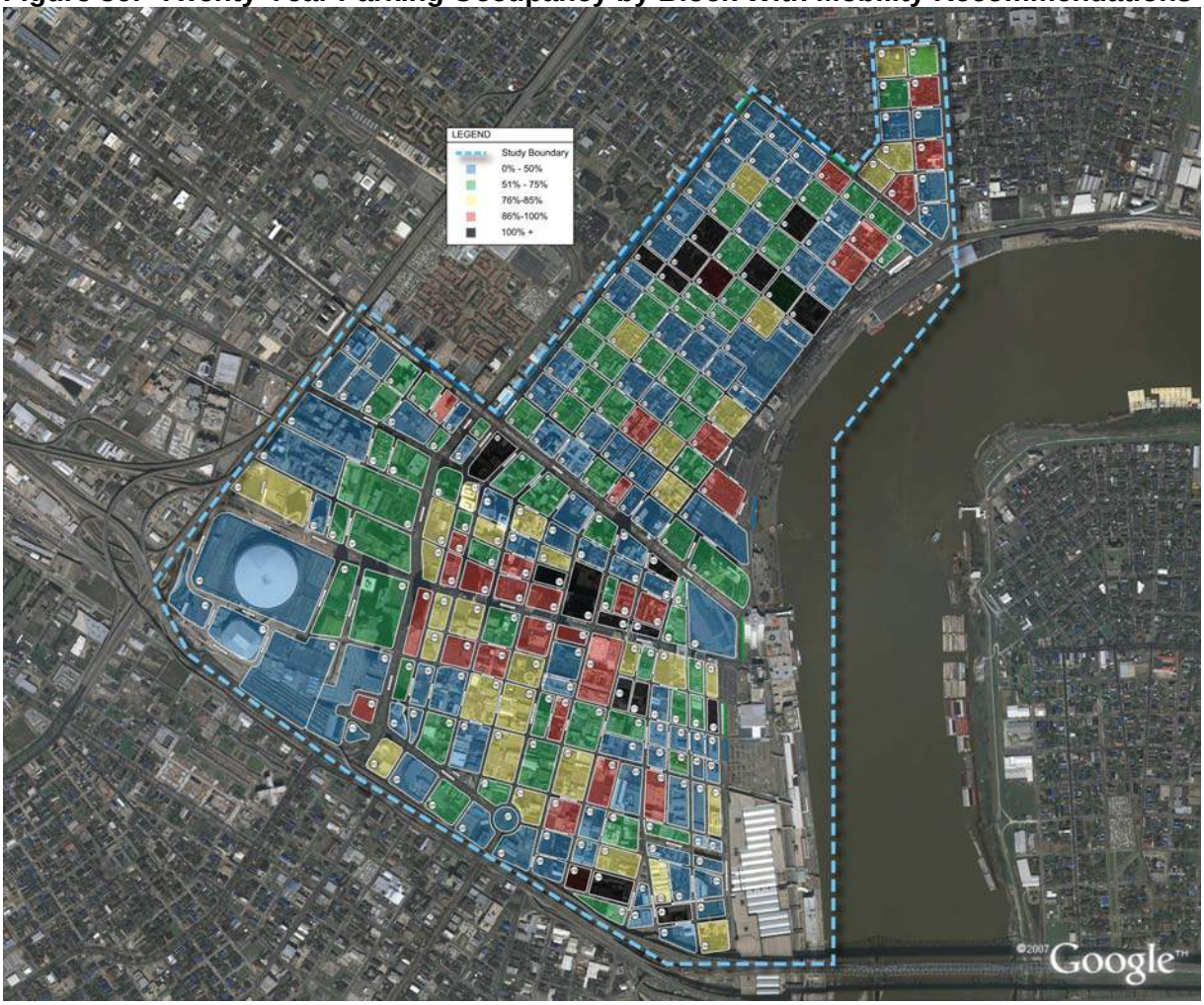
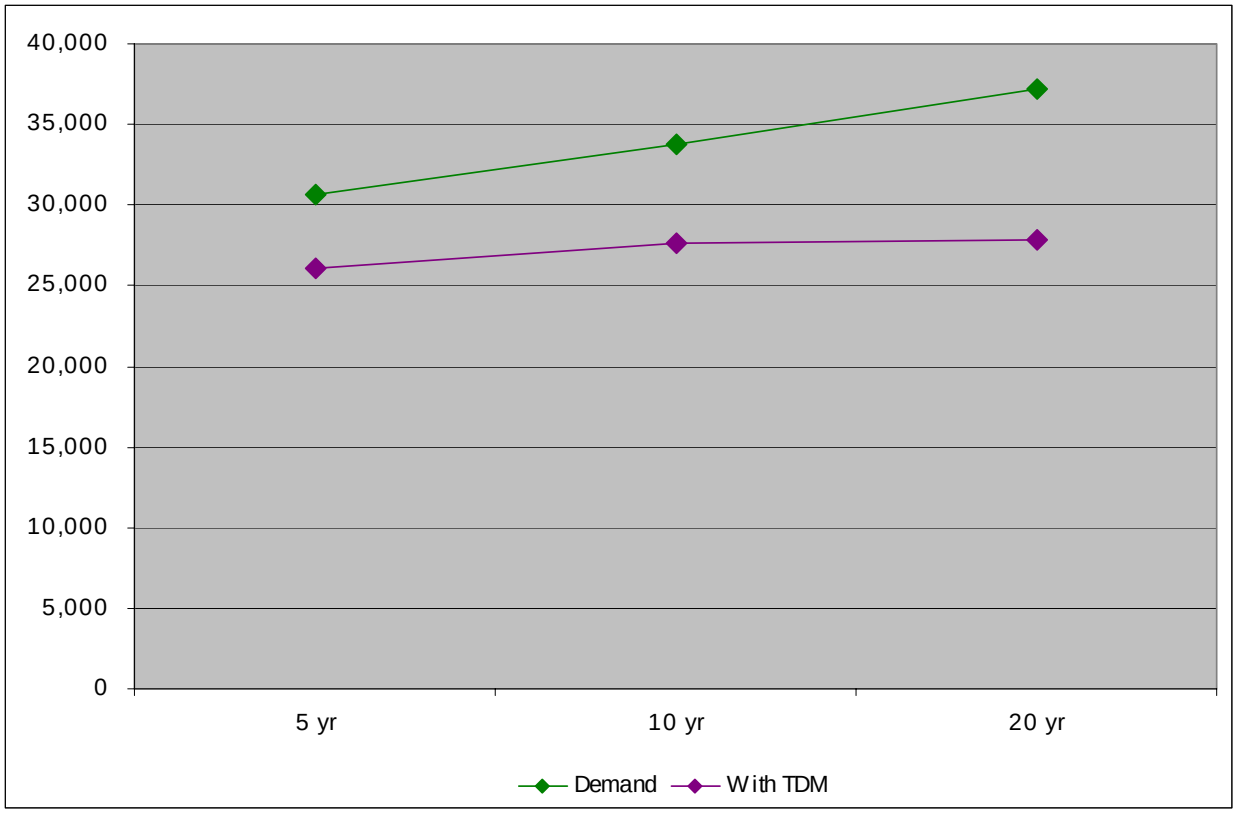


Figure 37 demonstrates the overall reduction in demand projected at five, ten, and 20 years. Please note that the five- and ten-year projections use a moderate annual growth rate of 2%, while the 20-year projection uses the mixed 2% until ten-years and 1% thereafter annual growth rate.

Figure 37: Parking Demand with and without TDM Influence at 5, 10, and 20 Years



Appendix A: Definitions

- **All-Pedestrian WALK Phase:** A unified traffic signal phase where every pedestrian WALK signal is simultaneously lit to allow pedestrians to cross in any direction.
- **Americans with Disabilities Act (ADA):** A federal civil rights law that requires all public agencies to make public places, including sidewalks and transportation systems, accessible to people with disabilities.
- **Accessible Pedestrian Signal:** A WALK light that emits a sound to help people with a visual impairment safely cross a roadway.
- **Bike Station:** A facility that provides amenities to cyclists, such as secure bicycle parking, showers, lockers, bike rentals or shares, and repairs.
- **Bike-Sharing:** A service that provides members with free or inexpensive short-term use of bicycles that are made accessible at self-service kiosks located throughout a designated area.
- **Bollard:** A rigid post or obstacle that can be arranged to close a road or path to vehicles above a certain width or to generally separate traffic from pedestrians.
- **Bus Bay:** A designated storage location outside of moving traffic lanes that provides an inlet for buses to pull into a stop.
- **Bus Cameras:** Cameras that are mounted to buses to record the license plates of vehicles that drive or park in bus lanes or bus stops.
- **Bus Transfer Station:** A facility located where bus routes converge to speed passenger transfers.
- **Car-Sharing:** A service that allows members to rent cars for short time-periods at locations scattered throughout a service area. Members are pre-approved, and reservations, pick-ups and drop offs are self-service.
- **Commuter Benefits:** Benefits provided by employers to increase the options, improve the quality, and/or reduce the cost, of commuting for their employees. Common examples include on-site parking, discount transit passes, secure bike parking, and showers and locker facilities.
- **Contra-Flow Lane:** A traffic lane, usually reserved for a special purpose, such as a bus lane, that travels in the opposite direction to the flow of traffic.
- **Curb Extension:** An expansion of a sidewalk into a roadway.
- **Dwell Time:** The amount of time a bus or train spends at a stop.
- **In Lieu Fee:** A fee paid by developers into a public fund in lieu of providing the amount of parking required by zoning.
- **Leading Pedestrian Interval (LPI):** A walk light that illuminates a few seconds before a complementary vehicle green light, an LPI provides pedestrians with more time to cross the street while also allowing them to establish early visible presence within the crosswalk.
- **Median (Neutral Ground):** An area in the middle of a roadway, protected by a curb or bollards, that offers refuge to pedestrians.

- **Multi-Modal:** The provision or use of more than one mode of transportation — automobile, streetcar, bus, bicycle, walking, etc.
- **Park-Once:** A system of policies and transportation resources that supports efficient use of existing parking facilities by allowing and encouraging drivers to leave their cars in one space while travelling between local destinations via walking or other available modes.
- **Raised Crosswalk:** A marked crosswalk that is raised 3-4 inches above the road surface, a raised crosswalk provides a visual cue to drivers to expect pedestrians crossing the roadway.
- **Raised Intersection:** A vertical traffic calming devices used to slow traffic and to put pedestrians on the same plane as vehicles in intersections.
- **Red Light Cameras:** An automated system to detect and record vehicles that cross a stop line after a traffic signal turns red.
- **Retro-Reflective Materials:** Materials that send undiffused, reflected light back to its source, commonly used on road surfaces and signs to send light from a car's headlights directly back to its driver.
- **Right Turn Pocket:** A short lane that angles outwards near an intersection for vehicles to make right turns.
- **Right-of-way:** A road, street, sidewalk or path that permits public travel.
- **Sawtooth Bus Bays:** Parallel bus parking spots that are angled out from the road.
- **Slip Lane:** A roadway outlet that allows vehicles to turn without entering an intersection.
- **Street Frontage:** The portion of land or of a building adjacent to the street.
- **Traffic Signal Phases:** Stages of a synchronized sequence of signals that control vehicle and pedestrian traffic.
- **Truncated Dome:** A textured surface that can be detected underfoot and by a cane that is used to warn of dangerous boundaries, such as between the sidewalk and the street.
- **Vehicle Stop Line:** A line painted on the pavement to mark the spot where vehicles must stop before a red light or a stop sign.
- **View Corridor:** A visual pathway to something of interest in the environment — for example a landscape, a cityscape, or a building.
- **Wayfinding:** A system of signs or other cues to help drivers, pedestrians, or transit riders find important locations.

Appendix B: Street Classification Existing Conditions

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Andrew Higgins Dr	Convention Center Blvd	Fulton St	1	no	no	no	no	none						no	CBD	Neighborh ood
Andrew Higgins Dr	Fulton St	S Peters St	1	no	no	no	no	none						no	CBD	Neighborh ood
Andrew Higgins Dr	S Peters St	Poe Dr	1	no	no	no	no	none						no	CBD	Neighborh ood
Andrew Higgins Dr	Poe Dr	Tchoupitoulas St	1	no	no	no	no	one	W	3	one	W	1	no	CBD	Neighborh ood
Andrew Higgins Dr	Tchoupitoulas St	Constance St	1	no	no	no	no	both		16	both		3	no	CBD	Neighborh ood
Andrew Higgins Dr	Constance St	Magazine St	1	yes	no	no	no	both		14	one	E	2	no	CBD	Neighborh ood
Andrew Higgins Dr	Magazine St	Camp St	2	yes	no	no	no	one	E	3				no	CBD	Neighborh ood
Andrew Higgins Dr	Camp St	Lee Circle	2	yes	no	no	no	one	W	11				no	CBD	Neighborh ood
Annunciatio n St	Calliope St	John Churchill Chase St	1	no	no	yes	no	one	N	3				no	CBD	Neighborh ood
Annunciatio n St	John Churchill Chase St	Poeyfarre St	1	no	no	yes	no	both		15				no	CBD	Neighborh ood
Annunciatio n St	Poeyfarre St	Andrew Higgins Dr	1	no	no	yes	no	one	N	12				no	CBD	Neighborh ood
Baronne St	Calliope St	Howard Ave	2	yes	no	yes	yes	both		15	one	N	1	no	CBD	Neighborh ood
Baronne St	Howard Ave	St Josephs	2	yes	no	yes	yes	none						no	CBD	Neighborh ood
Baronne St	St Josephs	Julia St	2	yes	no	yes	yes	both		28	one	N	6	no	CBD	Neighborh ood
Baronne St	Julia St	Girod St	2	yes	no	yes	yes	both		35	both		6	no	CBD	Neighborh ood
Baronne St	Girod St	Lafayette St	2	yes	no	yes	yes	both		19	both		3	no	CBD	Neighborh ood
Baronne St	Lafayette St	Poydras St	2	yes	no	yes	yes	both		26	both		3	no	CBD	Neighborh ood
Baronne St	Poydras St	Perdido St	2	yes	no	yes	yes	none						no	CBD	Neighborh ood
Baronne St	Perdido St	Union St	2	no	no	yes	yes	both		11	both		4	no	CBD	Neighborh ood
Baronne St	Union St	Gravier St	2	yes	no	yes	yes	both		19	one	S	2	no	CBD	Neighborh ood
Baronne St	Gravier St	Common St	2	yes	no	yes	yes	both		15	both		4	no	CBD	Neighborh ood

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Baronne St	Common St	Canal	2	yes	no	yes	yes	both		34	both		2	no	CBD	Neighborh ood
Barracks St	N Peters St	French Market Pl	1	no	no	no	no	none						no	VCS/V CP	Neighborh ood
Barracks St	French Market Pl	Decatur St	1	no	no	no	no	one	N	8				no	VCS/V CP	Neighborh ood
Barracks St	Decatur St	Chartres St	1	no	no	no	no	one	N	13				no	VCR	Calm
Barracks St	Chartres St	Royal St	1	no	no	no	no	one	N	13				no	VCR	Calm
Barracks St	Royal St	Bourbon St	1	no	no	no	no	one	N	11				no	VCR	Neighborh ood
Barracks St	Bourbon St	Dauphine St	1	no	no	no	no	one	N	12				no	VCR	Calm
Barracks St	Dauphine St	Burgundy St	1	no	no	no	no	one	N	10				no	VCR	Calm
Barracks St	Burgundy St	N Rampert St	1	no	no	no	no	one	N	14				no	VCR	Calm
Basin St	Canal	Iberville St	6	yes	yes	yes	no			n/a				no	CBD	Major
Basin St	Iberville St	Bienville St	6	no	yes	yes	no			n/a				no	CBD	Major
Basin St	Bienville St	Conti St	6	no	yes	yes	no			n/a				no	CBD/R M	Major
Basin St	Conti St	St Louis St	6	yes	yes	yes	no			n/a				no	CBD/R M	Major
Basin St	St Louis St	Toulouse St	6	no	yes	yes	no			n/a				nno	CBD/R M	Major
Bienville St	Waterfront	N Front St	1	no	no	no	no	none						yes	VCP	Passage
Bienville St	N Front St	N Peters St	1	yes	no	no	no	none						yes	VCS	Neighborh ood
Bienville St	N Peters St	Clinton St	1	yes	no	no	no	none						no	VCS/V CE	Neighborh ood
Bienville St	Clinton St	Decatur St	1	no	no	no	no	none						no	VCE	Neighborh ood
Bienville St	Decatur St	Chartres St	1	no	no	no	no	one	N	5				no	VCC	Neighborh ood
Bienville St	Chartres St	Royal St	1	no	no	no	no	one	N	13				no	VCC	Neighborh ood
Bienville St	Royal St	Bourbon St	1	no	no	no	no	none						no	VCE	Neighborh ood
Bienville St	Bourbon St	Dauphine St	1	no	no	no	no	one	N	13				no	VCC	Neighborh ood
Bienville St	Dauphine St	Burgundy St	1	no	no	no	no	one	N	11	one	N	3	no	VCC	Neighborh ood
Bienville St	Burgundy St	N Rampert St	1	yes	no	no	no	none						no	VCC	Neighborh ood

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Bienville St	N Rampert St	Basin St	1	no	no	no	no			n/a				no	CBD	Neighborh ood
Bourbon St	Canal	Iberville St	1	yes	no	no	no	none						no	VCE	Civic
Bourbon St	Iberville St	Bienville St	1	no	no	no	no	none						no	VCE	Civic
Bourbon St	Bienville St	Conti St	1	no	no	no	no	none						yes	VCE	Civic
Bourbon St	Conti St	St Louis St	1	no	no	no	no	one	E	15				no	VCE	Civic
Bourbon St	St Louis St	Toulouse St	1	no	no	no	no	one	E	14				no	VCE	Civic
Bourbon St	Toulouse St	St Peters St	1	no	no	no	no	one	E	0				no	VCE	Civic
Bourbon St	St Peters St	Orleans Ave	1	no	no	no	no	one	E	0				no	VCE	Civic
Bourbon St	Orleans Ave	St Ann St	1	no	no	no	no	one	E	6				no	VCE	Civic
Bourbon St	St Ann St	Dumaine St	1	no	no	no	no	one	E	13				no	VCR	Calm
Bourbon St	Dumaine St	St Phillip St	1	no	no	no	no	one	E	9				no	VCR	Calm
Bourbon St	St Phillip St	Ursuline	1	no	no	no	no	one	E	13				no	VCR	Calm
Bourbon St	Ursuline	Gov Nicholls St	1	no	no	no	no	one	E	11				no	VCR	Calm
Bourbon St	Gov Nicholls St	Barracks St	1	no	no	no	no	one	E	13				no	VCR	Calm
Bourbon St	Barracks St	Esplanade Ave	1	no	no	no	no	one	E	6				no	VCR	Calm
Burgundy St	Canal	Iberville St	1	yes	no	no	yes	one	E	16				no	CBD	Neighborh ood
Burgundy St	Iberville St	Bienville St	1	no	no	no	yes	one	E	11	one	E	1	no	VCC	Neighborh ood
Burgundy St	Bienville St	Conti St	1	no	no	no	yes	one	E	13				no	VCC	Neighborh ood
Burgundy St	Conti St	St Louis St	1	no	no	no	yes	one	E	10				no	VCC/V CR	Neighborh ood
Burgundy St	St Louis St	Toulouse St	1	no	no	no	yes	one	E	10				no	VCC/V CR	Neighborh ood
Burgundy St	Toulouse St	St Louis St	1	no	no	no	yes	one	E	15				no	VCC/V CR	Neighborh ood
Burgundy St	St Peters St	Orleans Ave	1	no	no	no	yes	one	E	6				no	VCC/V CR	Neighborh ood
Burgundy St	Orleans Ave	St Ann St	1	no	no	no	yes	one	E	8				no	VCC/V CR	Neighborh ood
Burgundy St	St Ann St	Dumaine St	1	no	no	no	yes	one	E	13				no	VCC/V CR	Calm
Burgundy St	Dumaine St	St Phillip St	1	no	no	no	yes	one	E	5				no	VCC/V CR	Calm
Burgundy St	St Phillip St	Ursuline	1	no	no	no	yes	both		19				no	VCC/V CR	Calm

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Burgundy St	Ursuline	Gov Nicholls St	1	no	no	no	yes	one	E	13				no	VCC/V CR	Calm
Burgundy St	Gov Nicholls St	Barracks St	1	no	no	no	yes	one	E	14				no	VCC/V CR	Calm
Burgundy St	Barracks St	Esplanade Ave	1	no	no	no	yes	one	E	7				no	HMR	Calm
Burgundy St	Touro St	Frenchmen St	1	no	no	no	yes	both		26				no	HMC	Calm
Burgundy St	Frenchmen St	Elysian Fields Ave	1	no	no	no	yes	both		20				no	HMC	Calm
Calliope St	Convention Center Blvd	S Peters St	2	no	no	no	no	none						no	CBD	Service
Calliope St	S Peters St	Tchoupitoulas St	2	no	no	no	no	none						no	CBD	Service
Calliope St	Tchoupitoulas St	Constance St	2	no	no	no	no	none						no	CBD	Service
Calliope St	Constance St	Magazine St	2	no	no	no	no	none						no	CBD	Service
Calliope St	Magazine St	Camp St	2	no	no	no	no	none						no	CBD	Service
Calliope St	Camp St	St Charles Ave	2	no	no	no	no	none						no	CBD	Service
Calliope St	St Charles Ave	Carondelet St	2	no	no	no	no	none						no	CBD	Service
Calliope St	Carondelet St	Baronne St	2	no	no	no	no	none						no	CBD	Service
Calliope St	Baronne St	O'Keefe Ave	2	no	no	no	no	none						no	CBD	Service
Camp St	Calliope St	Poeyfarre St	2	no	no	yes	no							no	CBD	Neighborh ood
Camp St	Poeyfarre St	Andrew Higgins Dr	2	yes	no	yes	no	one	N	11				no	CBD	Neighborh ood
Camp St	Andrew Higgins Dr	St Josephs	2	yes	no	yes	no	one	N	2				no	CBD	Neighborh ood
Camp St	St Josephs	Julia St	2	yes	no	yes	no	both		22	both		9	no	CBD	Neighborh ood
Camp St	Julia St	Girod St	2	yes	no	yes	no	both		34	both		7	no	CBD	Neighborh ood
Camp St	Girod St	S Maestri Pl	2	yes	no	yes	no	one	N	5	one	N	1	no	CBD	Neighborh ood
Camp St	S Maestri Pl	N Maestri Pl	2	yes	no	yes	no	both		27	both		3	yes	CBD	Neighborh ood
Camp St	N Maestri Pl	Poydras St	2	yes	no	yes	no	none						no	CBD	Neighborh ood
Camp St	Poydras St	Gravier St	2	yes	no	yes	no	both		25	both		2	no	CBD	Neighborh ood
Camp St	Gravier St	Common St	2	yes	no	yes	no	both		13	both		4	no	CBD	Neighborh ood

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Camp St	Common St	Canal	2	yes	no	yes	no	both		12	both		3	no	CBD	Neighborh ood
Canal St	Convention Center Blvd	N Peters St	6	yes	yes	yes	yes	none						no	CBD	Civic
Canal St	N Peters St	Decatur St	6	yes	yes	yes	yes	both		9	both		2	no	CBD	Civic
Canal St	Decatur St	Chartres St	6	yes	yes	yes	yes	both		6	both		2	no	CBD	Civic
Canal St	Chartres St	Royal St	6	yes	yes	yes	yes	both		15	both		3	no	CBD	Civic
Canal St	Royal St	Bourbon St	6	yes	yes	yes	yes	both		6	both		3	no	CBD	Civic
Canal St	Bourbon St	Dauphine St	6	yes	yes	yes	yes	both		20	both		5	no	CBD	Civic
Canal St	Dauphine St	Burgundy St	6	yes	yes	yes	yes	both		8	both		3	no	CBD	Civic
Canal St	Burgundy St	N Rampert St	6	yes	yes	yes	yes	both		11	both		6	no	CBD	Civic
Canal St	N Rampert St	Basin St	6	yes	yes	yes	yes	none						no	CBD	Civic
Canal St	Basin St	Crozat	6	yes	yes	yes	yes	one	S	2	one	S	1	no	CBD	Civic
Canal St	Crozat	Treme St	6	yes	yes	yes	yes	one	S	2	one	S	1	no	CBD	Civic
Canal St	Treme St	Marais St	6	yes	yes	yes	yes	one	S	4	one	S	2	no	CBD	Civic
Canal St	Marais St	N Villere St	6	yes	yes	yes	yes	one	S	4	one	S	4	no	CBD	Civic
Canal St	N Villere St	N Robertson St	6	no	yes	yes	yes	one	S	3	one	S	2	no	CBD	Civic
Canal St	N Robertson St	N Clariborne	6	yes	yes	yes	yes	none						no	CBD	Civic
Carondelet St	Calliope St	Howard Ave	2	yes	no	yes	no	both		23	both		2	no	CBD	Neighborh ood
Carondelet St	Howard Ave	St Josephs	2	yes	no	yes	no	one	S	5				no	CBD	Neighborh ood
Carondelet St	St Josephs	Julia St	2	yes	no	yes	no	both		31	both		9	no	CBD	Neighborh ood
Carondelet St	Julia St	Girod St	2	yes	no	yes	no	both		35	both		4	no	CBD	Neighborh ood
Carondelet St	Girod St	Lafayette St	2	yes	no	yes	no	both		20	both		3	no	CBD	Neighborh ood
Carondelet St	Lafayette St	Poydras St	2	yes	no	yes	no	both		20	both		2	no	CBD	Neighborh ood
Carondelet St	Poydras St	Perdido St	2	yes	no	yes	no	both		13	both		2	no	CBD	Neighborh ood
Carondelet St	Perdido St	Union St	2	no	no	yes	no	both		13	both		2	no	CBD	Neighborh ood
Carondelet St	Union St	Gravier St	2	yes	no	yes	no	both		15	one	N	1	no	CBD	Neighborh ood
Carondelet St	Gravier St	Common St	2	yes	no	yes	no	one	N	10				no	CBD	Neighborh ood

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Carondelet St	Common St	Canal	2	yes	no	yes	no	both		28	one	N	2	no	CBD	Neighborh ood
Carroll St	Poydras St	Perdido St	1	no	no	no	no	one	S	5				no	CBD	Service
Chartres St	Canal	Iberville St	1	yes	no	no	yes	one	W	6	one	W	3	no	CBD	Neighborh ood
Chartres St	Iberville St	Bienville St	1	no	no	no	yes	one	E	11	one	E	6	no	VCC	Neighborh ood
Chartres St	Bienville St	Conti St	1	no	no	no	yes	one	E	9				no	VCC	Neighborh ood
Chartres St	Conti St	St Louis St	1	no	no	no	yes	one	E	14	one	E	1	no	VCC	Neighborh ood
Chartres St	St Louis St	Toulouse St	1	no	no	no	yes	one	E	9	one	E	2	no	VCC	Neighborh ood
Chartres St	Toulouse St	St Peter St	1	no	no	no	yes	one	E	5				no	VCC	Neighborh ood
Chartres St	St Peter St	St Ann St	1	no	no	no	yes	one	E	0				yes	VCR	Calm
Chartres St	St Ann St	Madison St	1	no	no	no	yes	one	E	0				no	VCC/V CR	Calm
Chartres St	Madison St	Dumaine St	1	no	no	no	yes	one	E	6				no	VCC/V CR	Calm
Chartres St	Dumaine St	St Phillip St	1	no	no	no	yes	one	E	10				no	VCR	Calm
Chartres St	St Phillip St	Ursuline	1	no	no	no	yes	one	E	12				no	VCR	Calm
Chartres St	Ursuline	Gov Nicholls St	1	no	no	no	yes	one	E	14				no	VCR	Calm
Chartres St	Gov Nicholls St	Barracks St	1	no	no	no	yes	one	E	14				no	VCR	Calm
Chartres St	Barracks St	Esplanade Ave	1	no	no	no	yes	one	E	7				no	VCR	Calm
Chartres St	Esplanade Ave	Kerlerec St	1	no	no	no	yes	both		16				no	HMR	Calm
Chartres St	Kerlerec St	Frenchmen St	1	no	no	no	yes	both		10				no	VCR/H MR	Calm
Chartres St	Frenchmen St	Elysian Fields Ave	1	no	no	no	yes	both		20	one	S	1	no	HMC	Calm
Church St	Julia St	Girod St	1	no	no	no	no	both		18	one	E	2	no	CBD	Service
Clara St	Poydras St	Perdido St	2	yes	no	no	no	one	S	12	one	S	1	no	CBD	Neighborh ood
Cleveland Ave	N Claiborne	N Robertson St	1	yes	no	no	no	none						no	C-1	Service
Cleveland Ave	N Robertson St	N Villere St	1	no	no	no	no	one	W	8	one	W	2	no	C-1	Service
Cleveland Ave	N Villere St	Lasalle St	1	no	no	no	no	both		13	one	E	4	no	C-1	Service
Cleveland Ave	Lasalle St	S Liberty St	1	no	no	no	no	both	E	11	both		11	no	C-1	Service

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Cleveland Ave	S Liberty St	S Saratoga	1	no	no	no	no	both		12	both		4	no	CBD	Service
Cleveland Ave	S Saratoga	Elk Pl	1	yes	no	no	no	none						no	CBD	Service
Clinton St	Iberville St	Bienville St	1	no	no	no	no	none						no	VCE	Service
Conti St	N Front St	N Peters St	1	no	no	no	no	none						yes	VCS	Neighborh ood
Conti St	N Peters St	Decatur St	1	no	no	no	no	none						no	VCS/V CE	Neighborh ood
Conti St	Decatur St	Chartres St	1	no	no	no	no	none						no	VCC	Neighborh ood
Conti St	Chartres St	Royal St	1	no	no	no	no	one	S	15				no	VCC	Neighborh ood
Conti St	Royal St	Bourbon St	1	no	no	no	no	none						no	VCC/V CE	Neighborh ood
Conti St	Bourbon St	Dauphine St	1	no	no	no	no	one	S	13				no	VCC/V CE	Neighborh ood
Conti St	Dauphine St	Burgundy St	1	no	no	no	no	one	S	11	one	S	1	no	VCC/V CR	Calm
Conti St	Burgundy St	N Rampert St	1	yes	no	no	no	one	S	7	one	S	1	no	VCC	Neighborh ood
Conti St	N Rampert St	Basin St	1	no	no	no	no			n/a			n/a	no	CBD	Neighborh ood
Commerce St	St Josephs	Julia St	2	no	no	no	no	both		29				no	CBD	Service
Commerce St	Julia St	Notre Dame St	2	no	no	no	no	one	W	2				no	CBD	Service
Commerce St	Notre Dame St	Girod St	2	no	no	no	no	none						no	CBD	Service
Commerce St	Girod St	Lafayette St	2	no	no	no	no	none						no	CBD	Service
Common St	Tchoupitoulas St	Magazine St	1	no	no	no	no	one	E	7	one	E	2	no	CBD	Minor
Common St	Magazine St	Camp St	1	yes	no	no	no	one	E	4	one	E	2	no	CBD	Minor
Common St	Camp St	St Charles Ave	1	yes	no	no	no	one	E	7	one	E	1	no	CBD	Minor
Common St	St Charles Ave	Carondelet St	1	yes	no	no	no	one	E	6	one	E	3	no	CBD	Minor
Common St	Carondelet St	Baronne St	2	yes	no	yes	no	one	E	9	one	E	1	no	CBD	Minor
Common St	Baronne St	O'Keefe Ave	2	yes	no	yes	no	one	E	4				no	CBD	Minor
Common St	O'Keefe Ave	S Rampert	2	yes	no	yes	no	one	E	5	one	E	3	no	CBD	Minor
Constance St	Calliope St	John Churchill Chase St	2	no	no	no	no			n/a				no	CBD	Service
Constance St	John Churchill Chase St	Poeyfarre St	2	no	no	no	no	one	E	12				no	CBD	Service

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Constance St	Poeyfarre St	Andrew Higgins Dr	2	no	no	no	no	none						no	CBD	Service
Constance St	Andrew Higgins Dr	St Josephs	2	no	no	no	no	one	E	10				no	CBD	Service
Constance St	St Josephs	Julia St	2	no	no	no	no	one	E	9				no	CBD	Service
Convention Center Blvd	Calliope St	Gaienne St	4	no	yes	yes	no	none						no	CBD	Blvd
Convention Center Blvd	Gaienne St	John Churchill Chase St	4	no	yes	yes	no	one	W	6	one	W	3	yes	CBD	Blvd
Convention Center Blvd	John Churchill Chase St	Andrew Higgins Dr	4	no	yes	yes	no	none						no	CBD	Blvd
Convention Center Blvd	Andrew Higgins Dr	S Diamond St	4	no	yes	yes	no	none						no	CBD	Blvd
Convention Center Blvd	N Diamond St	St Josephs	4	no	yes	yes	no	one	W	3				no	CBD	Blvd
Convention Center Blvd	St Josephs	Julia St	4	yes	yes	yes	no	none						no	CBD	Blvd
Convention Center Blvd	Julia St	Notre Dame St	4	yes	yes	yes	no	none						no	CBD	Blvd
Convention Center Blvd	Notre Dame St	Girod St	4	no	yes	yes	no	none						no	CBD	Blvd
Convention Center Blvd	Girod St	Lafayette St	4	no	yes	yes	no	none						no	CBD	Blvd
Convention Center Blvd	Lafayette St	Poydras St	4	yes	yes	yes	no	none						no	CBD	Blvd
Convention Center Blvd	Poydras St	Canal	4	yes	yes	yes	no	none						yes	CBD	Neighborh ood
Convention Center Blvd	Canal	Iberville St	2	yes	yes	yes	no	none						yes	CBD	Neighborh ood
Dauphine St	Canal	Iberville St	1	yes	no	no	yes	one	W	0				no	CBD	Neighborh ood
Dauphine St	Iberville St	Bienville St	1	no	no	no	yes	one	W	11	one	W	1	no	VCC	Neighborh ood
Dauphine St	Bienville St	Conti St	1	no	no	no	yes	one	W	16				no	VCC	Neighborh ood
Dauphine St	Conti St	St Louis St	1	no	no	no	yes	one	W	10	one	W	2	no	VCC/V CR	Calm
Dauphine St	St Louis St	Toulouse St	1	no	no	no	yes	one	W	10				no	VCR	Calm
Dauphine St	Toulouse St	St Peters St	1	no	no	no	yes	one	W	10				no	VCR	Calm
Dauphine St	St Peters St	Orleans Ave	1	no	no	no	yes	one	W	6				no	VCR	Calm

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Dauphine St	Orleans Ave	St Ann St	1	no	no	no	yes	one	W	7				no	VCR	Calm
Dauphine St	St Ann St	Dumaine St	1	no	no	no	yes	one	W	13				no	VCR	Calm
Dauphine St	Dumaine St	St Phillip St	1	no	no	no	yes	one	W	14				no	VCR	Calm
Dauphine St	St Phillip St	Ursuline	1	no	no	no	yes	one	W	13				no	VCR	Calm
Dauphine St	Ursuline	Gov Nicholls St	1	no	no	no	yes	one	W	9				no	VCR	Calm
Dauphine St	Gov Nicholls St	Barracks St	1	no	no	no	yes	one	W	12				yes	VCR	Calm
Dauphine St	Barracks St	Esplanade Ave	1	no	no	no	yes	one	W	6				no	VCR	Calm
Dauphine St	Touro St	Frenchmen St	1	no	no	no	no	both		25				no	HMR/HMC	Calm
Dauphine St	Frenchmen St	Elysian Fields Ave	1	yes	no	no	no	both		22	one	S	6	yes	HMC	Calm
Decatur St	Canal	Iberville St	1	yes	no	no	no	one	W	4	one	W	2	no	CBD	Civic
Decatur St	Iberville St	Bienville St	1	yes	no	no	no	one	W	0				no	VCE	Civic
Decatur St	Bienville St	Conti St	1	yes	no	no	no	one	W	11				no	VCE	Civic
Decatur St	Conti St	St Louis St	1	yes	no	no	no	one	W	18				yes	VCP/VCS	Civic
Decatur St	St Louis St	Toulouse St	2	yes	no	yes	no	one	W	13	one	W	2	no	VCC	Civic
Decatur St	Toulouse St	Wilkinson St	2	yes	no	yes	no	one	W	5				no	VCC	Civic
Decatur St	Wilkinson St	St Peters St	2	yes	no	yes	no	one	W	0				no	VCC	Civic
Decatur St	St Peters St	St Ann St	2	yes	no	yes	no	one	W	0				yes	VCR	Civic
Decatur St	St Ann St	Madison St	2	yes	no	yes	no	one	W	0				no	VCC	Civic
Decatur St	Madison St	Dumaine St	2	yes	no	yes	no	one	W	11				no	VCC	Civic
Decatur St	Dumaine St	St Phillip St	1	yes	no	yes	no	one	W	10	one	W	5	no	VCC	Civic
Decatur St	St Phillip St	Ursuline	1	no	no	yes	no	one	W	11	one	W	2	yes	VCC	Civic
Decatur St	Ursuline	Gov Nicholls St	1	no	no	yes	no	one	W	13	one	W	1	no	VCS	Civic
Decatur St	Gov Nicholls St	Barracks St	1	no	no	yes	no	one	W	1				no	VCS	Civic
Decatur St	Barracks St	Esplanade Ave	1	yes	no	yes	no	one	W	12				no	VCC	Civic
Decatur St	Esplanade Ave	Frenchmen St	1	yes	no	no	no	both		9				no	HMC	Civic
Decatur St	Frenchmen St	Elysian Fields Ave	1	no	no	no	no	both		14	one	N	3	no	HMC	Civic
Dorsiere St	Canal	Iberville St	1	no	no	no	no	none						no	CBD	Service
Dumaine St	Moonwalk	Decatur St	1	no	no	no	no	none						yes	VCP	Passage

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Dumaine St	Decatur St	Chartres St	1	yes	no	no	no	one	N	8	one	N	1	no	VCR/VCC	Neighborhood
Dumaine St	Chartres St	Royal St	1	no	no	no	no	one	N	8	one	N	3	no	VCR/VCC	Neighborhood
Dumaine St	Royal St	Bourbon St	1	no	no	no	no	one	N	10				no	VCR/VCC	Neighborhood
Dumaine St	Bourbon St	Dauphine St	1	no	no	no	no	one	N	11				no	VCR	Calm
Dumaine St	Dauphine St	Burgundy St	1	no	no	no	no	one	N	10				no	VCR	Calm
Dumaine St	Burgundy St	N Rampert St	1	yes	no	no	no	one	N	10				no	VCR/VCC	Calm
Elk Pl	Tulane Ave	Cleveland Ave	6	yes	yes	yes	no	one	E	3				no	CBD	Major
Elk Pl	Cleveland Ave	Canal	6	yes	yes	yes	no	one	E	3				no	CBD	Major
Elysian Fields Ave	N Rampert St	Burgundy St	6	no	yes	yes	no	one	W	11				no	HMC/HMR	Blvd
Elysian Fields Ave	Burgundy St	Dauphine St	6	yes	yes	yes	no	one	W	12				no	HMC/HMR	Blvd
Elysian Fields Ave	Dauphine St	Royal St	6	yes	yes	yes	no	one	W	10	one	W	5	yes	HMC/HMR	Blvd
Elysian Fields Ave	Royal St	Chartres St	6	yes	yes	yes	no	one	W	6				no	HMC	Blvd
Elysian Fields Ave	Chartres St	Decatur St	6	no	yes	yes	no	one	W	12	one	W	1	no	HMC	Blvd
Elysian Fields Ave	Decatur St	N Peters St	6	no	yes	yes	no	one	W	8	one	W	1	no	HMC/HML	Blvd
Esplanande Ave	N Peters St	Decatur St	2	yes	yes	yes	yes	both		21				no	HMR	Blvd
Esplanande Ave	Decatur St	Chartres St	2	yes	yes	no	no	both		26				no	HMR	Blvd
Esplanande Ave	Chartres St	Royal St	2	yes	yes	no	no	both		22				no	HMR	Blvd
Esplanande Ave	Royal St	Bourbon St	2	no	yes	no	no	one	W	11				no	HMR	Blvd
Esplanande Ave	Bourbon St	Dauphine St	2	no	yes	no	yes	one	W	12				no	HMR	Blvd
Esplanande Ave	Dauphine St	Burgundy St	2	no	yes	no	yes	one	W	13				no	HMR	Blvd
Esplanande Ave	Burgundy St	N Rampert St	2	yes	yes	no	yes	one	W	13				no	VCC/HMC/HMR	Blvd
Exchange Pl	Canal	Iberville St	1	no	no	no	no	one	S	13				no	VCC	Service
Exchange Pl	Iberville St	Bienville St	1	no	no	no	no	none						no	VCC	Service

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Exchange Pl	Bienville St	Conti St	1	no	no	no	no	none						no	VCC	Service
Free Antoine Al	Chartres St	Royal St	1	no	no	no	no	none						no	VCR/VCC	Calm
Frenchmen St	N. Rampert	Burgundy St	1	no	no	no	no	both		21				no	HMC	Civic
Frenchmen St	Burgundy St	Dauphine St	1	no	no	no	no	both		20				no	HMC	Civic
Frenchmen St	Dauphine St	Royal St	1	no	no	no	no	both		20	one	W	6	yes	HMC	Neighborh ood
Frenchmen St	Royal St	Chartres St	1	no	no	no	no	both		23	one	W	2	no	HMC	Neighborh ood
Frenchmen St	Chartres St	Decatur St	1	no	no	no	no	both		20	one	W	2	no	HMC	Neighborh ood
French Market Pl	Ursuline Ave	Gov Nicholls St	1	no	no	no	no	none						no	VCS	Civic
French Market Pl	Gov Nicholls St	Barracks St	1	no	no	no	no	one	W	5				no	VCS	Civic
Freret St	Sugar Bowl Dr	Poydras St	1	no	no	no	no	none						no	LI	Passage
Freret St	Poydras St	Perdido St	1	yes	no	no	no	one	N	3				no	CBD	Neighborh ood
Freret St	Perdido St	Gravier St	1	yes	no	no	no	none						no	CBD	Neighborh ood
Fulton St	N Diamond	St Josephs	1	no	no	no	no	both		6	one	E	1	no	CBD	Neighborh ood
Fulton St	St Josephs	Julia St	1	no	no	no	no	one	W	18	one	W	1	no	CBD	Neighborh ood
Fulton St	Julia St	Notre Dame St	1	no	no	no	no	both		14	one	W	1	no	CBD	Neighborh ood
Fulton St	Notre Dame St	Girod St	1	no	no	no	no	one		11				no	CBD	Neighborh ood
Fulton St	Lafayette St	Poydras St	1	no	no	no	no	one		19				no	CBD	Neighborh ood
Fulton St	Girod St	Lafayette St	1	no	no	no	no	none						no	CBD	Neighborh ood
Gaiennie St	Convention Center Blvd	St Peters St	1	no	no	no	no	one	E	11	one	E	6	yes	CBD	Neighborh ood
Gaiennie St	St Peters St	Tchoupitoulas St	1	no	no	no	no	both		24				no	CBD	Neighborh ood
Gaiennie St	Tchoupitoulas St	Annunciation St	1	no	no	no	no	none						no	CBD	Neighborh ood
Girod St	Port of No Pl	Convention Center Blvd	1	no	no	no	no	none						no	CBD	Passage
Girod St	Convention Center Blvd	Fulton St	1	no	no	no	no	both		10	one	W	1	no	CBD	Minor

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Girod St	Fulton St	S Peters St	1	no	no	no	no	both		6	one	E	1	no	CBD	Minor
Girod St	S Peters St	Commerce St	1	no	no	no	no	both		13	both		5	no	CBD	Minor
Girod St	Commerce St	Tchoupitoulas St	1	no	no	no	no	both		18				no	CBD	Minor
Girod St	Tchoupitoulas St	Constance St	1	no	no	no	yes	one	E	6	one	E	3	no	CBD	Minor
Girod St	Constance St	Magazine St	1	yes	no	no	yes	both		34	both		4	no	CBD	Minor
Girod St	Magazine St	Camp St	1	yes	no	no	yes	both		23	both		10	no	CBD	Minor
Girod St	Camp St	St Charles Ave	1	yes	no	no	yes	both		13	one	W	3	no	CBD	Minor
Girod St	St Charles Ave	Carondelet St	1	yes	no	no	yes	both		11	both		7	no	CBD	Minor
Girod St	Carondelet St	Baronne St	1	yes	no	no	yes	both		7	both		4	no	CBD	Minor
Girod St	Baronne St	O'Keefe Ave	1	yes	no	no	yes	one	W	8	one	W	3	no	CBD	Minor
Girod St	O'Keefe Ave	S Rampert	1	yes	no	no	no	none						no	CBD	Minor
Girod St	S Rampert	Loyola Ave	1	yes	no	no	no	none						no	CBD	Minor
Girod St	Loyola Ave	Poydras Pl	1	yes	no	no	no	one	E	4	one	E	2	no	CBD	Minor
Girod St	Poydras Pl	Lasalle St	1	no	no	no	no	one	E	4	one	E	4	no	CBD	Minor
Gov Nicholls St	N Peters St	Decatur St	1	no	no	no	no	one	N	5				no	VCC/VCR	Neighborhood
Gov Nicholls St	Decatur St	Chartres St	1	no	no	no	no	one	S	14				no	VCC/VCR	Neighborhood
Gov Nicholls St	Chartres St	Royal St	1	no	no	no	no	one	S	13				no	VCR	Neighborhood
Gov Nicholls St	Royal St	Bourbon St	1	no	no	no	no	one	S	11				no	VCR	Neighborhood
Gov Nicholls St	Bourbon St	Dauphine St	1	no	no	no	no	one	S	13				no	VCR	Calm
Gov Nicholls St	Dauphine St	Burgundy St	1	no	no	no	no	one	S	11				yes	VCR	Calm
Gov Nicholls St	Burgundy St	N Rampert St	1	no	no	no	no	one	S	14				no	VCR/VCC	Calm
Gravier St	S Peters St	Tchoupitoulas St	1	no	no	no	no	none						no	CBD	Neighborhood
Gravier St	Tchoupitoulas St	Magazine St	1	no	no	no	no	one	S	10	one	S	1	no	CBD	Neighborhood
Gravier St	Magazine St	Camp St	1	yes	no	no	no	none						no	CBD	Neighborhood
Gravier St	Camp St	St Charles Ave	1	yes	no	no	no	one	S	14	one	S	6	no	CBD	Neighborhood
Gravier St	St Charles Ave	Carondelet St	1	yes	no	no	no	one	S	10	one	S	2	no	CBD	Neighborhood

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Gravier St	Carondelet St	Baronne St	1	yes	no	no	no	one	S	17	one	S	1	no	CBD	Neighborh ood
Gravier St	Baronne St	O'Keefe Ave	1	yes	no	no	no	one	S	13	one	S	5	no	CBD	Neighborh ood
Gravier St	O'Keefe Ave	S Rampert	1	yes	no	no	no	one	S	5	one	S	3	no	CBD	Neighborh ood
Gravier St	S Rampert	Loyola Ave	1	yes	no	no	no	one	S	35	one	S	7	no	CBD	Neighborh ood
Gravier St	Loyola Ave	Lasalle St	2	yes	no	no	no	both		31	both		14	no	CBD	Calm
Gravier St	Lasalle St	Freret St	2	no	no	no	no	none						no	CBD	Neighborh ood
Gravier St	Freret St	S Clariborne St	2	yes	no	no	no	one	W	19				no	CBD	Neighborh ood
Howard Ave	Lee Circle	Carondelet St	4	yes	yes	yes	no	one	S	3	one	S	1	yes	CBD	Blvd
Howard Ave	Carondelet St	Baronne St	4	yes	yes	no	no	one	S	10	one	S	1	no	CBD	Blvd
Howard Ave	Baronne St	O'Keefe Ave	4	yes	yes	no	no	one	N	7	one	N	3	no	CBD	Blvd
Howard Ave	O'Keefe Ave	S Rampert	4	yes	yes	no	no	none						no	CBD	Blvd
Howard Ave	S Rampert	Loyola Ave	4	yes	yes	no	no	none						no	CBD	Blvd
Iberville St	Convention Center Blvd	N Peters St	1	no	no	no	no	none						no	CBD/V CS	Service
Iberville St	N Peters St	Clinton St	1	no	no	no	no	none						no	VCR	Service
Iberville St	Clinton St	Decatur St	1	no	no	no	no	none						no	VCR	Service
Iberville St	Decatur St	Chartres St	1	no	no	no	no	one	S	4	one	S	3	no	CBD/V CC/VC E	Service
Iberville St	Chartres St	Exchange Pl	1	no	no	no	no	one	S	7				no	VCC	Service
Iberville St	Exchange Pl	Royal St	1	no	no	no	no	one	S	5				no	VCC	Service
Iberville St	Royal St	Bourbon St	1	no	no	no	no	one	S	8				no	VCC/V CE	Service
Iberville St	Bourbon St	Dauphine St	1	no	no	no	no	none						no	VCC/V CE	Service
Iberville St	Dauphine St	Burgundy St	1	no	no	no	no	none						no	VCC	Service
Iberville St	Burgundy St	N Rampert St	1	no	no	no	no	one	S	9	one	S	1	no	VCC	Service
Iberville St	N Rampert St	Basin St	1	no	no	no	no			n/a				no	CBD	Service
John Churchill Chase St	Convention Center Blvd	S Peters St	1	no	no	no	no	both		21	both		7	yes	CBD	Calm

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
John Churchill Chase St	S Peters St	Tchoupitoulas St	1	no	no	no	no	both		24				no	CBD	Civic
John Churchill Chase St	Tchoupitoulas St	Annunciation St	1	no	no	no	no	both		21				no	CBD	Civic
John Churchill Chase St	Annunciation St	Constance St	1	no	no	no	no	both		10				no	CBD	Service
John Churchill Chase St	Constance St	Magazine St	1	no	no	no	no	both		23				no	CBD	Service
Julia St	Convention Center Blvd	Fulton St	2	yes	no	no	no	both		8				no	CBD	Neighborh ood
Julia St	Fulton St	S Peters St	2	no	no	no	no	both		7				no	CBD	Neighborh ood
Julia St	S Peters St	Commerce St	2	no	no	no	no	none						no	CBD	Neighborh ood
Julia St	Commerce St	Tchoupitoulas St	2	yes	no	no	no	both		11	both		4	no	CBD	Neighborh ood
Julia St	Tchoupitoulas St	Constance St	2	yes	no	no	yes	one	W	5				no	CBD	Neighborh ood
Julia St	Constance St	Magazine St	2	yes	no	no	yes	both		17				no	CBD	Neighborh ood
Julia St	Magazine St	Camp St	2	yes	no	no	yes	both		30	both		7	no	CBD	Neighborh ood
Julia St	Camp St	St Charles Ave	2	yes	no	no	yes	both		21	both		8	no	CBD	Neighborh ood
Julia St	St Charles Ave	Carondelet St	2	yes	no	no	yes	both		18	both		7	no	CBD	Neighborh ood
Julia St	Carondelet St	Baronne St	2	yes	no	no	yes	both		25	both		9	no	CBD	Neighborh ood
Julia St	Baronne St	O'Keefe Ave	2	yes	no	no	no	both		15	one	W	4	no	CBD	Neighborh ood
Julia St	O'Keefe Ave	S Rampert	2	yes	no	no	no	both		15	both		3	no	CBD	Neighborh ood
Julia St	S Rampert	Loyola Ave	2	yes	no	no	no	one	E	4	one	E	2	no	CBD	Neighborh ood
Julia St	Loyola Ave	S. Saratoga						both		10	both		7			
Julia St	S Liberty St	S. Robertson	2	no	no	no	no	one	W	15				no	CBD	Minor
Kerlerec St	Royal St	Chartres St	1	no	no	no	no	one	E	9				no	HMR	Calm
Lafayette St	Convention Center Blvd	Fulton St	1	no	no	no	no	none						no	CBD	Calm

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Lafayette St	Fulton St	S Peters St	1	no	no	no	no	none						no	CBD	Calm
Lafayette St	S Peters St	Commerce St	1	no	no	no	no	none						no	CBD	Calm
Lafayette St	Commerce St	Tchoupitoulas St	1	no	no	no	no	none						no	CBD	Calm
Lafayette St	Tchoupitoulas St	Constance St	1	no	no	no	no	none						no	CBD	Calm
Lafayette St	Constance St	Magazine St	1	no	no	no	no	none						no	CBD	Calm
Lafayette St	St Charles	Carondelet St	1	no	no	no	no	one	E	3				no	CBD	Passage
Lafayette St	Carondelet St	Baronne St	1	no	no	no	no	none						no	CBD	Calm
Lafayette St	Baronne St	O'keefe Ave	1	no	no	no	no	none						no	CBD	Calm
Lafayette St	O'Keffe	S Rampart	1	no	no	no	no	none						no	CBD	Calm
Lafayette St	S Rampart	Loyola Ave	1	no	no	no	no	none						no	CBD	Calm
Lafayette St	Magazine St	Camp St	1	no	no	no	no	none						yes	CBD	Passage
Lasalle St	Girod St	Sugar Bowl Dr	4	yes	no	no	no	none						no	LI	Minor
Lasalle St	Poydras St	Perdido St	2	yes	no	no	no	both		22	both		6	no	CBD	Minor
Lasalle St	Perdido St	Gravier St	2	no	no	no	no	one	E	16	one	E	1	no	CBD	Minor
Lasalle St	Gravier St	Tulane Ave	2	yes	no	no	no	one	W	13	one	W	7	no	CBD	Minor
Lasalle St	Tulane Ave	Cleveland Ave	1	yes	no	no	no	none						no	C-1	Minor
Lasalle St	Cleveland Ave	Canal	1	yes	no	no	no	one	E	3	one	E	3	no	C-1	Minor
Loyola Ave	Calliope St	Howard Ave	6	yes	yes	yes	no	one	E	8				yes	CBD	Major
Loyola Ave	Howard Ave	Julia St	6	yes	yes	yes	no	none						no	CBD	Major
Loyola Ave	Julia St	Girod St	6	yes	yes	yes	no	both		17	both		3	no	CBD	Major
Loyola Ave	Girod St	Poydras St	6	yes	yes	yes	no	both		48	both		13	no	CBD	Major
Loyola Ave	Poydras St	Perdido St	6	yes	yes	yes	no	both		20	both		3	no	CBD	Major
Loyola Ave	Perdido St	Gravier St	6	yes	yes	yes	no	one	W	18	one	W	1	no	CBD	Major
Loyola Ave	Gravier St	Tulane Ave	6	yes	yes	yes	no	both	W	14	one	W	1	yes	CBD	Major
Madison St	Decatur St	Chartres St	1	no	no	no	no	one	E	17	one	E	1	no	VCC/V CR	Service
Magazine St	Calliope St	Poeyfarre St	2	no	no	yes	no	one	E	4				no	CBD	Civic
Magazine St	Poeyfarre St	Andrew Higgins Dr	2	yes	no	yes	no	one	E	6				no	CBD	Civic
Magazine St	Andrew Higgins Dr	St Josephs	2	yes	no	yes	no	both		18	both		7	no	CBD	Civic
Magazine St	St Josephs	Julia St	2	yes	no	yes	no	both		25	both		2	no	CBD	Civic

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Magazine St	Julia St	Girod St	2	yes	no	yes	no	both		27	one	W	3	no	CBD	Civic
Magazine St	Girod St	Poydras St	2	yes	no	yes	no	both		42	one	W	2	no	CBD	Civic
Magazine St	Poydras St	Natchez St	2	yes	no	yes	no	both		7	both		3	no	CBD	Civic
Magazine St	Gravier St	Common St	2	no	no	yes	no	both		11	one	E	3	no	CBD	Civic
Magazine St	Common St	Canal	2	yes	no	yes	no	one	E	4	one	E	2	no	CBD	Civic
Magnolia St	Poydras St	Perdido St	2	no	no	no	no	none						no	CBD	Service
N Clay St	Iberville St	Bienville St	1	no	no	no	no	none						no	VCS	Service
N Diamond St	Convention Center Blvd	Fulton St	1	no	no	no	no	one	E	4	one	E	1	yes	CBD	Calm
N Diamond St	Fulton St	S Peters St	1	no	no	no	no	one	E	4	one	E	2	yes	CBD	Calm
N Diamond St	S Peters St	Tchoupitoulas St	1	no	no	no	no	one	E	18	one	E	1	yes	CBD	Calm
N Front St	Bienville St	Conti St	1	no	no	no	no	one	N	9	one	N	1	yes	VCS	Neighborh ood
N Peters St	Canal	Iberville St	2	yes	no	yes	no	one	W	12				no	CBD	Civic
N Peters St	Iberville St	Bienville St	2	yes	no	yes	no	none		0				no	VCE/V CR	Civic
N Peters St	Bienville St	Conti St	2	yes	no	yes	no	one	W	13				no	VCE/V CR	Civic
N Peters St	Conti St	St Louis St	2	no	no	yes	no	none						no	VCE/V CS	Civic
N Peters St	Dumaine St	St Phillip St	2	yes	no	yes	no	none						no	VCC	Park
N Peters St	St Phillip St	Ursuline	2	yes	no	yes	no	none						no	VCC	Park
N Peters St	Ursuline	Gov Nicholls St	2	no	no	yes	no	none						no	VCS	Park
N Peters St	Gov Nicholls St	Barracks St	2	no	no	yes	no	none						no	VCS	Park
N Peters St	Barracks St	Esplanade Ave	2	no	no	yes	no	one	W	10				no	VCS/V CC	Park
N Rampert St	Canal	Iberville St	4	yes	yes	yes	no	one	E	12				no	CBD	Civic
N Rampert St	Iberville St	Bienville St	4	yes	yes	yes	no	one	E	2	one	E	1	no	VCC/C BD	Civic
N Rampert St	Bienville St	Conti St	4	yes	yes	yes	no	one	E	4	one	E	4	no	VCC/C BD	Civic
N Rampert St	Conti St	St Louis St	4	yes	yes	yes	no	one	E	8	one	E	4	no	VCC/C BD	Civic

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
N Rampert St	St Louis St	Toulouse St	4	yes	yes	yes	no	one	E	8	one	E	1	no	VCC/CBD	Civic
N Rampert St	Toulouse St	St Peter St	4	yes	yes	yes	no	one	E	9	one	E	1	no	VCC/CBD	Civic
N Rampert St	St Peter St	Orleans Ave	4	yes	yes	yes	no	one	E	6				yes	VCC/C-1	Blvd
N Rampert St	Orleans Ave	St Ann St	4	yes	yes	yes	no	one	E	3				yes	VCC/C-1	Blvd
N Rampert St	St Ann St	Dumaine St	4	yes	yes	yes	no	one	E	11	one	E	1	yes	VCC/C-1	Blvd
N Rampert St	Dumaine St	St Phillip St	4	yes	yes	yes	no	one	E	6	one	E	2	yes	VCC/C-1	Blvd
N Rampert St	St Phillip St	Ursuline	4	no	yes	yes	no	one	E	10	one	E	5	no	VCC/HMC	Civic
N Rampert St	Ursuline	Gov Nicholls St	4	no	yes	yes	no	one	E	7	one	E	2	no	VCC/HMC	Civic
N Rampert St	Gov Nicholls St	Barracks St	4	no	yes	yes	no	one	E	11	one	E	1	no	VCC/HMC	Civic
N Rampert St	Barracks St	Esplanade Ave	4	yes	yes	yes	no	one	E	4				no	VCC/HMC	Civic
N Rampert St	Touro St	Frenchmen St	1	no	no	no	no	one	S	11				no	HMC	Calm
N Rampert St	Frenchmen St	Elysian Fields Ave	1	no	no	no	no	one	S	10				no	HMC	Calm
N Robertson St	Tulane Ave	Cleveland Ave	1	yes	no	no	no	one	W	7	one	W	7	no	C-1	Neighborhood
N Robertson St	Cleveland Ave	Canal	1	no	no	no	no	one	E	8	one	E	1	no	C-1	Neighborhood
N Villere St	Tulane Ave	Cleveland Ave	1	yes	no	no	no	both		24				no	C-1	Civic
N Villere St	Cleveland Ave	Canal	1	no	no	no	no	both		18	both		2	no	C-1	Civic
Natchez St	Tchoupitoulas St	Magazine St	1	no	no	no	no	one	S	10	one	S	5	no	CBD	Service
Natchez St	Magazine St	Camp St	1	no	no	no	no	one	S	13	one	S	1	no	CBD	Service
Notre Dame St	Convention Center Blvd	Fulton St	1	no	no	no	no	one	N	2	one	N	1	no	CBD	Calm
Notre Dame St	Fulton St	S Peters St	1	no	no	no	no	one	N	3				no	CBD	Calm
Notre Dame St	S Peters St	Commerce St	1	no	no	no	no	one	S	6				no	CBD	Calm
Notre Dame St	Commerce St	Tchoupitoulas St	1	no	no	no	no	one	S	5	one	S	1	no	CBD	Calm

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Notre Dame St	Tchoupitoulas St	Magazine St	1	no	no	no	no	one	S	14	one	S	1	no	CBD	Calm
O'keefe Ave	Calliope St	Howard Ave	2	yes	no	yes	yes			n/a				no	CBD	Minor
O'keefe Ave	Howard Ave	Julia St	2	yes	no	yes	yes	one	E	16	one	E	1	no	CBD	Minor
O'keefe Ave	Julia St	Girod St	2	yes	no	yes	yes	one	E	14	one	E	1	no	CBD	Minor
O'keefe Ave	Girod St	Lafayette St	2	yes	no	yes	yes	one	E	9	one	E	3	no	CBD	Minor
O'keefe Ave	Lafayette St	Poydras St	2	yes	no	yes	yes	one	E	4	one	E	3	no	CBD	Minor
O'keefe Ave	Poydras St	Perdido St	2	yes	no	yes	yes	one	E	6	one	E	2	no	CBD	Minor
O'keefe Ave	Perdido St	Union St	2	yes	no	yes	yes	none						no	CBD	Minor
O'keefe Ave	Union St	Gravier St	2	yes	no	yes	yes	one	E	7				no	CBD	Minor
O'keefe Ave	Gravier St	Common St	2	yes	no	yes	yes	none						no	CBD	Minor
Orleans Ave	Royal St	Bourbon St	1	no	no	no	no	one	N	4	one	N	2	no	VCC/VCE	Neighborhood
Orleans Ave	Bourbon St	Dauphine St	1	no	no	no	no	one	N	11				no	VCC/VCE	Calm
Orleans Ave	Dauphine St	Burgundy St	1	no	no	no	no	one	N	11				no	VCR	Calm
Orleans Ave	Burgundy St	N Rampert St	1	yes	no	no	no	one	N	11				no	VCR/VCC	Neighborhood
Penn St	Poydras St	Perdido St	1	no	no	no	no	none						no	CBD	Service
Perdido St	Loyola Ave	Lasalle St	1	yes	no	no	no	both		54	both		19	yes	CBD	Calm
Perdido St	Lasalle St	Freret St	2	no	no	no	no	one	S	4	one	S	2	no	CBD	Neighborhood
Perdido St	Freret St	Clara St	2	no	no	no	no	both		82	both		20	no	CBD	Neighborhood
Perdido St	Clara St	S Clariborne St	2	no	no	no	no	none						no	CBD	Neighborhood
Perdido St	St Charles Ave	Carondelet St	1	no	no	no	no	one	E	4	one	E	2	no	CBD	Neighborhood
Perdido St	Carondelet St	Baronne St	1	no	no	no	no	both		23	one	E	4	no	CBD	Neighborhood
Perdido St	Baronne St	Penn St	1	no	no	no	no							no	CBD	Neighborhood
Perdido St	Penn St	O'Keefe Ave	1	yes	no	no	no	both		9	both		2	no	CBD	Neighborhood

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Perdido St	O'Keefe Ave	S Rampert	1	yes	no	no	no	none						no	CBD	Neighborh ood
Perdido St	S Rampert	Loyola Ave	1	yes	no	no	no	one	W	10	one	W	5	no	CBD	Neighborh ood
Pirate Al	Chartres St	Royal St	1	no	no	no	no	none						no	VCC/V CR	Calm
Poe Dr	Andrew Higgins Dr	John Churchill Chase St	2	no	no	no	no	one	W	7				no	CBD	Service
Poeyfarre St	Tchoupitoulas St	Annunciation St	1	no	no	no	no	one	W	3				no	CBD	Service
Poeyfarre St	Annunciation St	Constance St	1	no	no	no	no	both		18				no	CBD	Service
Poeyfarre St	Constance St	Magazine St	1	no	no	no	no	one	W	6				no	CBD	Service
Poeyfarre St	Magazine St	Camp St	1	no	no	no	no	none						no	CBD	Service
Port of No Pl	Pontch Exp	Julia St	1	no	no	yes	no			n/a				yes	CBD	Service
Port of No Pl	Julia St	Poydras St	1	no	no	yes	no			n/a				yes	CBD	Service
Poydras St	Convention Center Blvd	Fulton St	6	yes	yes	yes	no	none						no	CBD	Blvd
Poydras St	Fulton St	S Peters St	6	yes	yes	yes	no	none						no	CBD	Blvd
Poydras St	S Peters St	Tchoupitoulas St	6	yes	yes	yes	no	both		14				no	CBD	Blvd
Poydras St	Tchoupitoulas St	Magazine St	6	yes	yes	yes	no	both		18	both		7	no	CBD	Blvd
Poydras St	Magazine St	Camp St	6	yes	yes	yes	no	both		20	one	E	1	no	CBD	Civic
Poydras St	Camp St	St Charles Ave	6	yes	yes	yes	no	both		28	both		3	no	CBD	Civic
Poydras St	St Charles Ave	Carondelet St	6	yes	yes	yes	no	both		19	both		2	no	CBD	Major
Poydras St	Carondelet St	Baronne St	6	yes	yes	yes	no	both		12	both		3	no	CBD	Major
Poydras St	Baronne St	O'Keefe Ave	6	yes	yes	yes	no	both		16	both		5	no	CBD	Major
Poydras St	O'Keefe Ave	S Rampert	6	yes	yes	yes	no	both		11	both		4	no	CBD	Major
Poydras St	S Rampert	Loyola Ave	6	yes	yes	yes	no	one	W	5				no	CBD	Major
Poydras St	Loyola Ave	Lasalle St	6	yes	yes	yes	no	both		52	one	E	1	no	CBD	Major
Poydras St	Poydras St	Freret St	6	yes	yes	yes	no	one	E	2	one	E	1	no	CBD	Major
Poydras St	Freret St	S Clariborne St	6	yes	yes	yes	no	one	E	19	one	E	10	no	CBD	Major
Royal St	Canal	Iberville St	1	yes	no	no	no	one	W	12				no	VCC	Neighborh ood

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Royal St	Iberville St	Bienville St	1	no	no	no	no	one	W	0				no	VCC	Neighborh ood
Royal St	Bienville St	Conti St	1	no	no	no	no	one	W	14				no	VCC	Neighborh ood
Royal St	Conti St	St Louis St	1	no	no	no	no	one	W	11				no	VCC	Neighborh ood
Royal St	St Louis St	Toulouse St	1	no	no	no	no	one	W	11				no	VCC	Neighborh ood
Royal St	Toulouse St	St Peters St	1	no	no	no	no	one	W	1				no	VCC	Neighborh ood
Royal St	St Peters St	Orleans Ave	1	no	no	no	no	one	W	7				no	VCC	Neighborh ood
Royal St	Orleans Ave	St Ann St	1	no	no	no	no	one	W	6	one	W	1	no	VCC/V CR	Neighborh ood
Royal St	St Ann St	Dumaine St	1	no	no	no	no	one	W	13	one	W	2	no	VCC	Civic
Royal St	Dumaine St	St Phillip St	1	no	no	no	no	one	W	4				no	VCC	Civic
Royal St	St Phillip St	Ursuline	1	no	no	no	no	one	W	12				no	VCR	Civic
Royal St	Ursuline	Gov Nicholls St	1	no	no	no	no	one	W	15				no	VCR	Civic
Royal St	Gov Nicholls St	Barracks St	1	no	no	no	no	one	W	10				no	VCR	Civic
Royal St	Barracks St	Esplanade Ave	1	yes	no	no	no	one	W	6				no	VCR	Civic
Royal St	Esplanade Ave	Kerlerec St	1	yes	no	no	no	none	S	6				no	HMR	Neighborh ood
Royal St	Kerlerec St	Touro St	1	no	no	no	no	none						no	HMR	Neighborh ood
Royal St	Touro St	Frenchmen St	1	no	no	no	no	both		23				no	HMR/H MC	Neighborh ood
Royal St	Frenchmen St	Elysian Fields Ave	1	yes	no	no	no	both		19	one	N	5	yes	HMC	Neighborh ood
S Diamond St	Convention Center Blvd	Fulton St	1	no	no	no	no	none						yes	CBD	Calm
S Diamond St	Fulton St	S Peters St	1	no	no	no	no	none						yes	CBD	Calm
S Diamond St	S Peters St	Tchoupitoulas St	1	no	no	no	no	none						yes	CBD	Calm
S Liberty St	Girod St	Sugar Bowl Dr	2	no	no	no	no	one	N	9				no	CBD	Minor
S Peters St	Calliope St	Gaienne St	2	no	no	yes	no	both		23	one	E	7	no	CBD	Neighborh ood
S Peters St	Gaienne St	John Churchill Chase St	2	no	no	yes	no	both		9				no	CBD	Neighborh ood
S Peters St	John Churchill Chase St	Andrew Higgins Dr	2	no	no	yes	no	both		15	both		6	no	CBD	Neighborh ood

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
S Peters St	Andrew Higgins Dr	S Diamond St	2	no	no	yes	no	none						no	CBD	Neighborh ood
S Peters St	S Diamond St	St Josephs	2	no	no	yes	no	both		6	both		4	no	CBD	Neighborh ood
S Peters St	St Josephs	Julia St	2	no	no	yes	no	both		31	both		3	no	CBD	Neighborh ood
S Peters St	Julia St	Notre Dame St	2	no	no	yes	no	one	E	18	one	E	1	no	CBD	Neighborh ood
S Peters St	Notre Dame St	Girod St	2	no	no	yes	no	both		18	one	E	1	no	CBD	Neighborh ood
S Peters St	Girod St	Lafayette St	2	no	no	yes	no	both		19	both		5	no	CBD	Neighborh ood
S Peters St	Lafayette St	Poydras St	2	yes	no	yes	no	both		19				no	CBD	Neighborh ood
S Peters St	Poydras St	Gravier St	2	yes	no	no	no	none						no	CBD	Neighborh ood
S Peters St	Gravier St	Canal	2	yes	no	no	no	none						no	CBD	Neighborh ood
S Rampert St	Calliope St	Howard Ave	2	yes	no	yes	no	one	E	11	one	E	1	no	CBD	Blvd
S Rampert St	Howard Ave	Julia St	2	yes	no	yes	no	one	E	13	one	E	1	no	CBD	Blvd
S Rampert St	Julia St	Girod St	2	yes	no	yes	no	both		35	both		10	no	CBD	Blvd
S Rampert St	Girod St	Poydras St	2	yes	no	yes	no	both		21	both		7	no	CBD	Blvd
S Rampert St	Poydras St	Perdido St	2	yes	no	yes	no	both		20	both		6	no	CBD	Blvd
S Rampert St	Perdido St	Union St	2	yes	no	yes	no	one	E	8	one	E	1	no	CBD	Blvd
S Rampert St	Union St	Gravier St	2	yes	no	yes	no	one	E	10	one	E	3	no	CBD	Blvd
S Rampert St	Gravier St	Common St	2	yes	no	yes	no	one	W	6	one	W	3	no	CBD	Blvd
S Rampert St	Common St	Canal	2	yes	yes	yes	no	one	E	10	one	E	5	no	CBD	Blvd
S Robertson	Perdido St	Poydras St	1	yes	no	no	no	both		8				no	CBD	Neighborh ood
S Robertson	Poydras St	Sugar Bowl Dr	1	yes	no	no	no	none						no	LI	Passage
S Saratoga St	Tulane Ave	Cleveland Ave	1	no	no	no	no	both		21				no	C-1	Neighborh ood
S Saratoga St	Cleveland Ave	Canal	1	no	no	no	no	one	W	10	one	W	4	no	C-1	Neighborh ood
St Anns	Moonwalk	Decatur St	1	no	no	no	no	none						yes	VCP	Passage

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
St Anns	Decatur St	Chartres St	1	yes	no	no	no	none						yes	VCC/VCR	Calm
St Anns	Chartres St	Royal St	1	no	no	no	no	none						no	VCC/VCR	Neighborhood
St Anns	Royal St	Bourbon St	1	no	no	no	no	one	W	12	one	W	2	no	VCC/VCR	Neighborhood
St Anns	Bourbon St	Dauphine St	1	no	no	no	no	one	W	12				no	VCR	Calm
St Anns	Dauphine St	Burgundy St	1	no	no	no	no	one	W	11				no	VCR	Calm
St Anns	Burgundy St	N Rampert St	1	yes	no	no	no	one	S	13				no	VCR/VCC	Calm
St Charles Ave	Calliope St	Andrew Higgins Dr	4	no	yes	yes	no	one	S	11				yes	CBD	Civic
St Charles Ave	Andrew Higgins Dr	St Josephs	2	yes	no	yes	no	one	S	13	one	S	1	no	CBD	Civic
St Charles Ave	St Josephs	Julia St	2	yes	no	yes	no	both		28	one	S	5	no	CBD	Civic
St Charles Ave	Julia St	Girod St	2	yes	no	yes	no	both		25	one	S	3	no	CBD	Civic
St Charles Ave	Girod St	Poydras St	2	yes	no	yes	no	both		28				no	CBD	Civic
St Charles Ave	Poydras St	Gravier St	2	yes	no	yes	no	both		34	both		7	no	CBD	Civic
St Charles Ave	Gravier St	Common St	2	yes	no	yes	no	both		17	one	S	1	no	CBD	Civic
St Charles Ave	Common St	Canal	2	yes	no	yes	no	both		16	both		4	no	CBD	Civic
St Josephs	Convention Center Blvd	Fulton St	2	no	no	no	no	both		6				no	CBD	Neighborhood
St Josephs	Fulton St	S Peters St	2	no	no	no	no	both		7	one	W	2	no	CBD	Neighborhood
St Josephs	S Peters St	Commerce St	2	no	no	no	no	none						no	CBD	Neighborhood
St Josephs	Commerce St	Tchoupitoulas St	2	no	no	no	no	both		12	one	W	4	no	CBD	Neighborhood
St Josephs	Tchoupitoulas St	Constance St	2	no	no	no	no	both		13	one	W	4	no	CBD	Neighborhood
St Josephs	Constance St	Magazine St	2	yes	no	no	no	one	W	7				no	CBD	Neighborhood
St Josephs	Magazine St	Camp St	2	yes	no	no	no	both		18	both		6	no	CBD	Neighborhood
St Josephs	Camp St	St Charles Ave	2	yes	no	no	no	both		15	both		5	no	CBD	Neighborhood
St Josephs	St Charles Ave	Carondelet St	2	yes	no	no	no	both		31	both		7	no	CBD	Neighborhood

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
St Josephs	Carondelet St	Baronne St	2	yes	no	no	no			n/a				no	CBD	Neighborh ood
St Louis St	Decatur St	Chartres St	1	no	no	no	no	one	N	13	one	N	4	no	VCC	Minor
St Louis St	Chartres St	Royal St	1	no	no	no	yes	both		23	one	S	1	no	VCC	Minor
St Louis St	Royal St	Bourbon St	1	no	no	no	yes	one	N	12	one	N	1	no	VCC/V CE	Minor
St Louis St	Bourbon St	Dauphine St	1	no	no	no	yes	one	N	13	one	N	2	no	VCC/V CE	Minor
St Louis St	Dauphine St	Burgundy St	1	no	no	no	yes	one	N	14	one	N	1	no	VCR	Minor
St Louis St	Burgundy St	N Rampert St	1	yes	no	no	yes	one	N	8				no	VCR/V CC	Minor
St Louis St	N Rampert St	Basin St	1	yes	no	no	yes			n/a			n/a	no	VCC/C BD	Minor
St Peters St	Decatur St	Chartres St	1	yes	no	no	no	none						yes	VCC/V CR	Calm
St Peters St	Chartres St	Royal St	1	no	no	no	no	none						no	VCC	Neighborh ood
St Peters St	Royal St	Bourbon St	1	no	no	no	no	one	N	4				no	VCC/V CE	Neighborh ood
St Peters St	Bourbon St	Dauphine St	1	no	no	no	no	one	N	13				no	VCR/V CE	Calm
St Peters St	Dauphine St	Burgundy St	1	no	no	no	no	one	N	14				no	VCR	Calm
St Peters St	Burgundy St	N Rampert St	1	yes	no	no	no	one	N	14				no	VCR/V CC	Neighborh ood
St Phillip St	Decatur St	Chartres St	1	yes	no	no	no	one	S	12	one	S	1	no	VCR/V CC	Neighborh ood
St Phillip St	Chartres St	Royal St	1	no	no	no	no	one	S	10				no	VCR	Neighborh ood
St Phillip St	Royal St	Bourbon St	1	no	no	no	no	one	S	10				no	VCR	Neighborh ood
St Phillip St	Bourbon St	Dauphine St	1	no	no	no	no	one	S	10				no	VCR	Calm
St Phillip St	Dauphine St	Burgundy St	1	no	no	no	no	one	S	9				no	VCR	Calm
St Phillip St	Burgundy St	N Rampert St	1	no	no	no	no	one	S	10				no	VCC/V CR	Calm
Tchoupitoul as St	Calliope St	Gaienne St	2	no	no	no	no	none						no	CBD	Neighborh ood
Tchoupitoul as St	Gaienne St	John Churchill Chase St	2	no	no	no	no			10				no	CBD	Neighborh ood
Tchoupitoul as St	John Churchill Chase St	Poeyfarre St	2	no	no	no	no			10				no	CBD	Neighborh ood
Tchoupitoul as St	Poeyfarre St	Andrew Higgins Dr	2	no	no	no	no	one	N	10				no	CBD	Neighborh ood

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Tchoupitoulas St	Andrew Higgins Dr	S Diamond St	2	no	yes	yes	no	none						no	CBD	Neighborhood
Tchoupitoulas St	S Diamond St	St Josephs	2	no	yes	yes	no	none						no	CBD	Neighborhood
Tchoupitoulas St	St Josephs	Julia St	2	yes	no	yes	no	both		27	both		6	no	CBD	Neighborhood
Tchoupitoulas St	Julia St	Notre Dame St	2	yes	no	yes	no	both		8				no	CBD	Neighborhood
Tchoupitoulas St	Notre Dame St	Girod St	2	no	no	yes	no	one	N	9				no	CBD	Neighborhood
Tchoupitoulas St	Girod St	Lafayette St	2	no	no	yes	no	both		14	both		7	no	CBD	Neighborhood
Tchoupitoulas St	Lafayette St	Poydras St	2	yes	no	yes	no	both		20	both		7	no	CBD	Neighborhood
Tchoupitoulas St	Poydras St	Gravier St	2	no	no	yes	no	both		8	both		5	no	CBD	Neighborhood
Tchoupitoulas St	Gravier St	Common St	2	no	no	yes	no	one	S	9	one	S	3	no	CBD	Neighborhood
Tchoupitoulas St	Common St	Canal	2	yes	no	yes	no	none						no	CBD	Neighborhood
Toulouse St	Bourbon St	Dauphine St	1	no	no	no	no	one	N	9				no	VCC/VCE	Calm
Toulouse St	Decatur St	Chartres St	1	yes	no	no	no	one	S	12	one	S	3	no	VCC	Neighborhood
Toulouse St	Chartres St	Royal St	1	no	no	no	no	one	S	12	one	S	1	no	VCC	Neighborhood
Toulouse St	Royal St	Bourbon St	1	no	no	no	no	one	S	8				no	VCC/VCE	Neighborhood
Toulouse St	Dauphine St	Burgundy St	1	no	no	no	no	one	S	14				no	VCR	Calm
Toulouse St	Burgundy St	N Rampert St	1	yes	no	no	no	one	S	7				no	VCR/VCC	Neighborhood
Toulouse St	N Rampert St	Basin St	1	no	no	no	no			n/a			n/a	no	VCC/CBD	Minor
Tulane Ave	S Rampert	Elk Pl	6	yes	yes	yes	no	both		17	one	W	4	no	CBD	Major
Tulane Ave	Elk Pl	S Saratoga St	6	yes	yes	yes	no	one	E	4				no	CBD	Major
Tulane Ave	S Saratoga St	Lasalle St	6	yes	yes	yes	no	both		36	both		10	no	CBD	Major
Tulane Ave	Lasalle St	S Clariborne St	6	yes	yes	yes	no	both		57	one	E	6	no	CBD	Major
Treme St	Cleveland Ave	Canal	1	yes	no	no	no			n/a				no	C-1	Civic
Triangle St	Convention Center Blvd	St Peters St	1	no	no	no	no			n/a				no	CBD	Calm
Union St	St Charles Ave	Carondelet St	1	no	no	no	no	one	E	13	one	E	3	no	CBD	Service

Street	From	To	# lanes	Signals	Median	Transit Route	Bike Route	Side Parking	Dire-ction	#f Spaces	Metered Parking	Dire-ction	# Spaces	Park/ Water-front	Land Use	Street Classif-ication
Union St	Carondelet St	Baronne St	1	no	no	no	no	one	E	14	one	E	1	no	CBD	Service
Union St	Baronne St	O'Keefe Ave	1	no	no	no	no	one	E	17	one	E	1	no	CBD	Service
Union St	O'Keefe Ave	S Rampert	1	no	no	no	no	both		11	one	E	1	no	CBD	Service
University Pl	Common St	Canal	2	yes	no	yes	yes	both		10	one	N	3	no	CBD	Minor
Ursulines Ave	N Peters St	Decatur St	1	no	no	no	no	none						yes	VCC/V CR	Neighborh ood
Ursulines Ave	Decatur St	Chartres St	1	no	no	no	no	one	N	13				no	VCR	Neighborh ood
Ursulines Ave	Chartres St	Royal St	1	no	no	no	no	one	N	12				no	VCR	Neighborh ood
Ursulines Ave	Royal St	Bourbon St	1	no	no	no	no	one	N	11				no	VCR	Neighborh ood
Ursulines Ave	Bourbon St	Dauphine St	1	no	no	no	no	one	N	12				no	VCR	Calm
Ursulines Ave	Dauphine St	Burgundy St	1	no	no	no	no	one	N	12				no	VCR/V CC	Calm
Ursulines Ave	Burgundy St	N Rampert St	1	no	no	no	no	both		25				no	VCC/H MC	Calm
Wilkinson St	Decatur St	Chartres St	1	no	no	no	no	one	S	12				no	VCC	Service