The Last Mile
Access to Facilities at the Port of New Orleans

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The Last Mile: Modal Competition at the River Front

- New Orleans: A Port City or A Tourism Destination
- The Last Mile Problem
- History of Port Access
- New & Proposed Developments
- Possible Solutions
- Conclusions
New Orleans: A Port City
New Orleans: A Tourism City
The Last Mile Problem

Port Nola Entrance Location (shared with street traffic)
History of Port Access

- Historic arterials
- Clarence Henry Truckway
- Hurricane Katrina
- MRGO closure
- Napoleon Avenue Intermodal Terminal
History of Port Access

➢ Historic arterials
➢ Clarence Henry Truckway
➢ Hurricane Katrina
➢ MRGO closure
➢ Napoleon Avenue Intermodal Terminal
➢ Complete Streets
Katrina’s Impact

- Historic arterials
- Clarence Henry Truckway
- Hurricane Katrina
  - Freight
  - Tourism
- MRGO closure
- Napoleon Avenue Intermodal Terminal
- Complete Streets
Shifting Freight Development

- Historic arterials
- Clarence Henry Truckway
- Hurricane Katrina
- MRGO closure
- Napoleon Avenue Intermodal Terminal
- Complete Streets
New Freight Investments

➢ Historic arterials
➢ Clarence Henry Truckway
➢ Hurricane Katrina
➢ MRGO closure
➢ Napoleon Avenue Intermodal Terminal
➢ Complete Streets
Tourism Investments: Complete Streets

- Added over 100 miles of bike lanes post Katrina
- $128 M in Katrina funds to repair sidewalks and roadways

New & Proposed Developments

Traffic Improvements
➢ Container-on-barge growth
➢ Trade District
➢ Ramp meters
➢ Thalia St. parking garage

Tourism
➢ Tulane River & Coastal Center
➢ Convention Center Boulevard
➢ Lot G & Whale Lot
➢ Riverfront Streetcar expansion
➢ Hotels at former Halpern’s site
Possible Solutions to Separate Freight Traffic from Tourism

➢ Flyover ramps

➢ Disadvantages
  Cost
  Engineering
  Visual Impairment

➢ Advantages
  Provides truck-only accessway
Possible Solutions

➢ Leake Ave. extension

➢ Advantages
  ○ Eliminates one-way in/out cul-de-sac

➢ Disadvantages
  ○ Political opposition
  ○ Neighborhood opposition
Potential Yard Operations

Possible Solutions

➢ Steel-wheel shuttle
  ○ To France Road
  ○ Expansion of IHNC lock

➢ Advantages
  ○ Removes truck traffic from problem area

➢ Disadvantages
  ○ Cost of switching modes
  ○ Public Belt capacity
Possible Solutions

➢ Steel-wheel shuttle
  ○ To new airport terminal

➢ Advantages
  ○ Removes truck traffic from problem area
  ○ Use of existing airport

➢ Disadvantages
  ○ Cost of air freight
  ○ Many commodities are not air freight compatible
  ○ Public Belt capacity
  ○ Airport capacity with increasing passenger traffic (tourism)
Possible Solutions

➢ Off-peak hours for port

➢ Advantages
  ○ Allows freight activity during off-peak hours

➢ Disadvantages
  ○ Possible neighborhood resistance
  ○ Labor resistance
Possible Solutions

➢ Zonal traffic management

Advantages
○ Low Cost, Opposition

Disadvantages
○ Doesn’t directly address Port’s problems
○ Disproportionately affects resident
○ Doesn’t directly address the tourists in the area
Conclusions

Freight Based

➢ Steel-wheel shuttle
  ○ To France Road
  ○ To new airport terminal
➢ Off-peak hours for port
➢ Zonal traffic management

Tourism Based

➢ Freight based tourism
  ○ Port Tours
  ○ Public Belt Tours
➢ Signage for tourist entering freight zones
➢ Convention Center development include freight management plans
Questions

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