



Tulane University Stadium

Community Forum

Parking and Traffic Presentation

June 18, 2012





Parking & Traffic Presentation AGENDA

- Timeline
- Comparable Case Studies
- Parking Demand Analysis
- Parking Solutions
- Spectator & Workforce Arrival / Departure Sequence
- Traffic Circulation & Control Measures



- Experienced facility operator managing diverse parking and traffic conditions
 - Mercedes-Benz Superdome conditions similar: 7,000 spaces (10% of capacity)
 - Provided operational assumptions for parking and traffic experts
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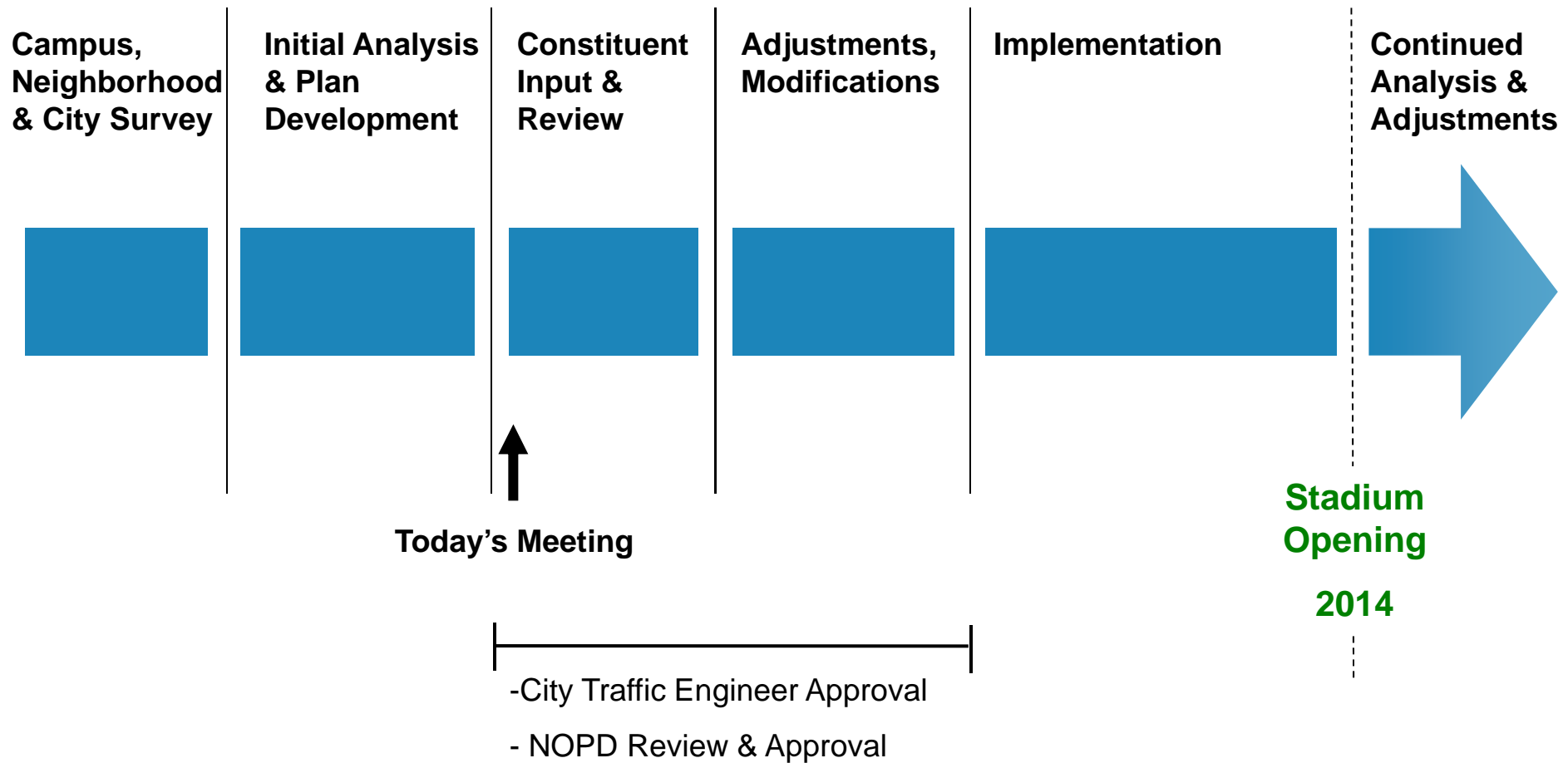
- Transportation planning, traffic engineering and parking consultants with 38 years of experience.
 - Developed parking demand analysis and determined available parking inventory
 - Developed proposed solutions to meet parking needs
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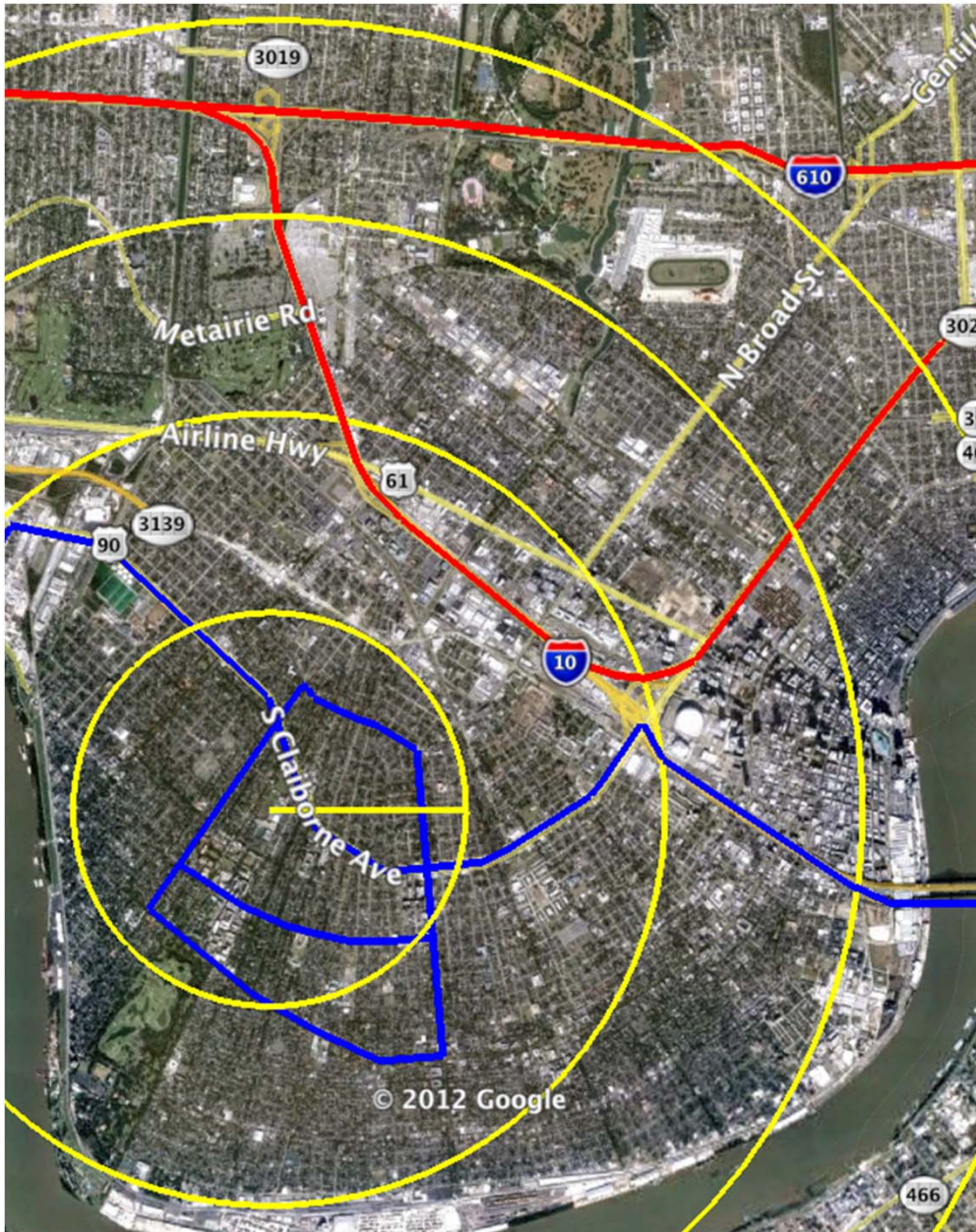
- National firm specializing in game-day parking, traffic and transportation logistics
- Developed solutions for numerous Universities
- Experience with large-scale transportation shuttle programs – including 2012 NCAA Men’s Final Four and 2013 Super Bowl



Parking & Traffic Planning TIMELINE



Campus Proximity (1 to 4 miles)



- **Convenient**
 - Downtown
 - French Quarter
 - I-10
 - I-610
 - Airline Hwy

Parking Demand Assumptions

| | | | |
|---|---|-----------------------|------------|
| Stadium Capacity | | <u>30,000</u> | spectators |
| LESS: | | | |
| Students (living on-campus or in neighborhood) | | 5,795 | |
| Faculty & Staff (living in neighborhood) | | 900 | |
| Alumni (living in neighborhood) | | 900 | |
| Public Transit & Taxis | | 900 | |
| Charter Vehicles | | 600 | |
| Remaining Spectators | = | <u>20,905</u> | spectators |
| Spectators per Car | ÷ | 2.5 | |
| Total Est. Parking Demand | = | <u>(8,362)</u> | spaces |

Parking Supply Assumptions

| | | |
|--|-----------------------|------------|
| Stadium Capacity | 30,000 | spectators |
| Total Est. Parking Demand | (8,362) | spaces |
| Available Tulane for Game-Day Parking | 1,769 | |
| Available Loyola for Game-Day Parking | 450 | |
| Local Businesses & Private Lots* | 2,400 | |
| Additional Spaces Needed = | <u>(3,743)</u> | |

Local Businesses & Private Lots* - Parking at local businesses in surrounding area and does not include neighborhood streets.

Satellite Parking Locations

| | | |
|---|-----------------------|------------|
| Stadium Capacity | 30,000 | spectators |
| Additional Spaces Needed | (3,743) | spaces |
| Walking Distance (1 mile or less)* | 390 | |
| Park and Ride (1 mile to 2 miles) | 870 | |
| Park and Ride (2 miles to 4 miles)** | 10,240 | |
| Surplus Parking Capacity | = <u>7,757</u> | spaces |

Walking Distance (1 mile or less)* - Does not include Tulane, Loyola and Local Businesses/Private parking.

Park and Ride Capacity* *- Includes numerous off-site facilities capable of accommodating shuttle needs.

Comparable Situations



University of Wisconsin

Madison, Wisconsin

Capacity

80,321

Park & Ride

25% of
needed parking

Urban stadium adjacent to large neighborhood.

Comparable Situations



University of Washington

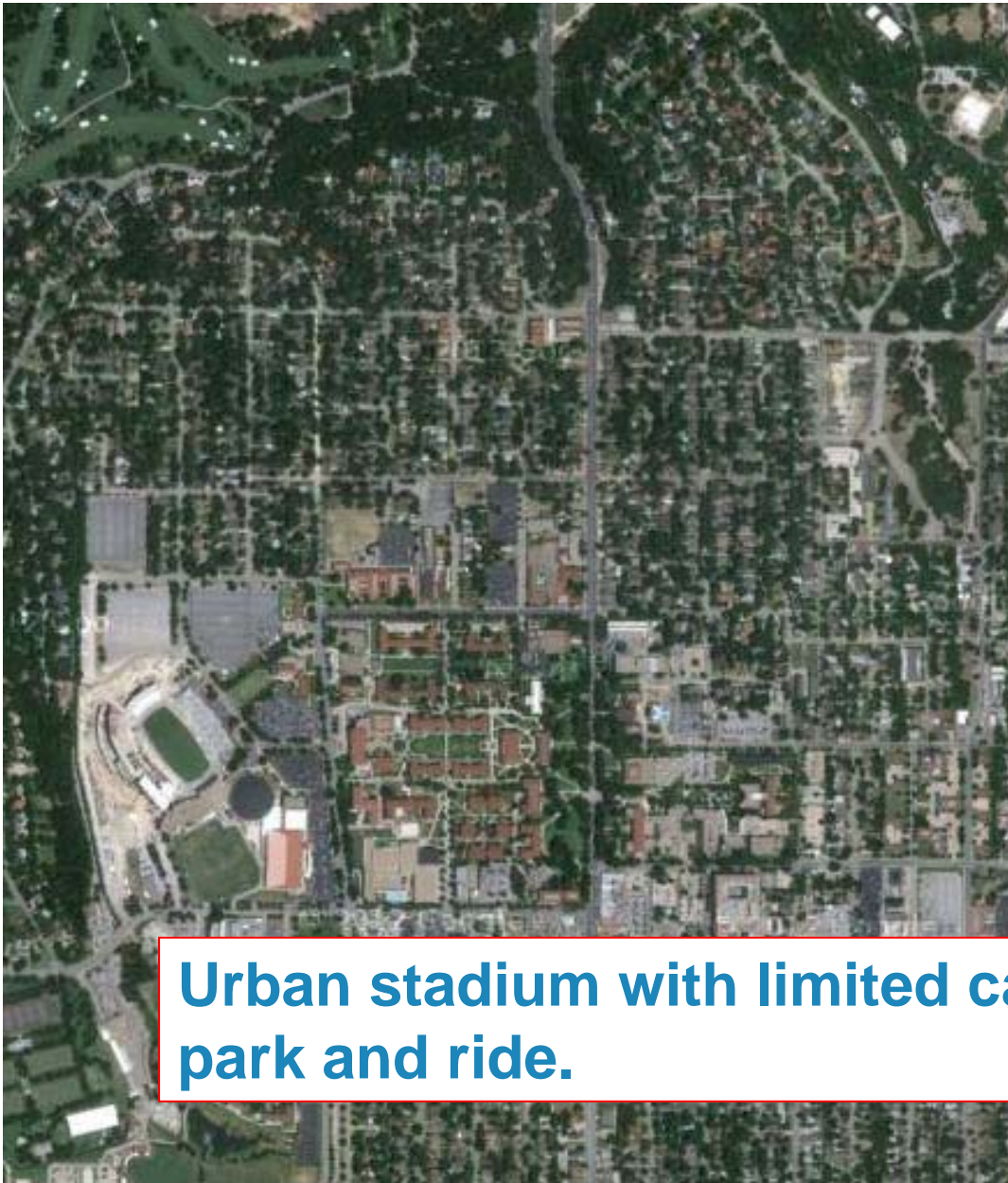
Seattle, Washington

Capacity 72,500

Park & Ride 29% of
needed parking

Urban stadium with traffic access limited to one side.

Comparable Situations



Texas Christian University

Fort Worth, Texas

Capacity 55,000
[expansion]

Park & Ride 50% of
needed parking

Urban stadium with limited campus parking and large park and ride.

Comparable Situations



Princeton University

Princeton, New Jersey

Capacity 27,773

Park & Ride 35% of
needed parking

Urban stadium with limited parking capacity

Comparable Situations



Tulane University

New Orleans, Louisiana

Capacity 30,000

Park & Ride 23% of
needed parking

Within normal operational range of urban campus

Planned Stadium Location



Campus Parking



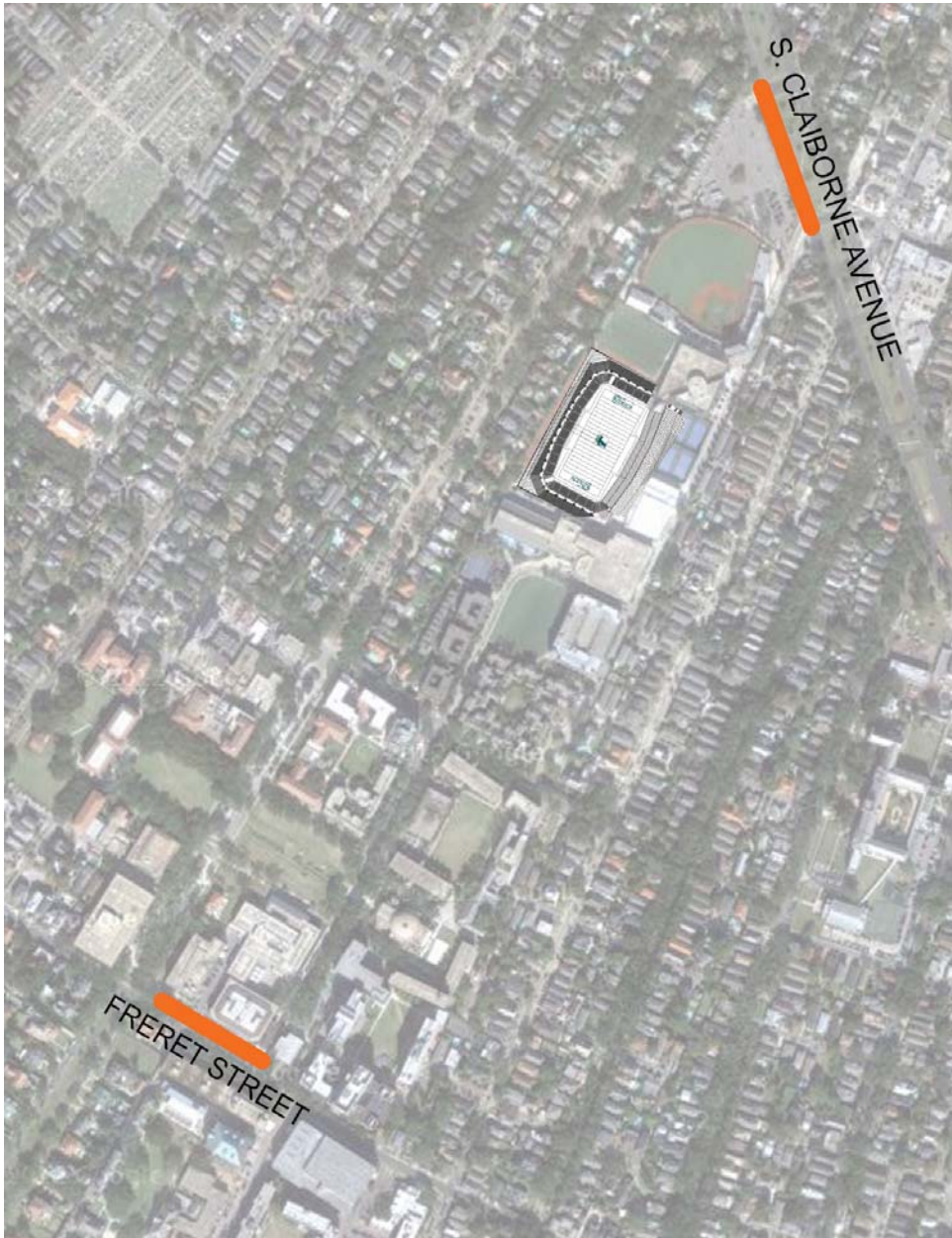
Available Tulane Parking

- Diboll Garage
- Reily Center
- McAlister Extension
- Sports Medicine
- Rosen Lot
- Newcomb Place
- McAlister Drive
- Drill Road
- Law Road
- Engineering Road
- Gibson Circle
- University Square

Available Loyola Parking

Total Inventory: 2,209

Spectator Shuttles



Two Load Zones:

S. Claiborne & Freret

- Minimizes traffic in surrounding neighborhoods
- Reduces shuttle travel time
- Spreads pedestrians across campus
- Starts 2 hours prior to kickoff
- Ends 1.5 hours after end of game

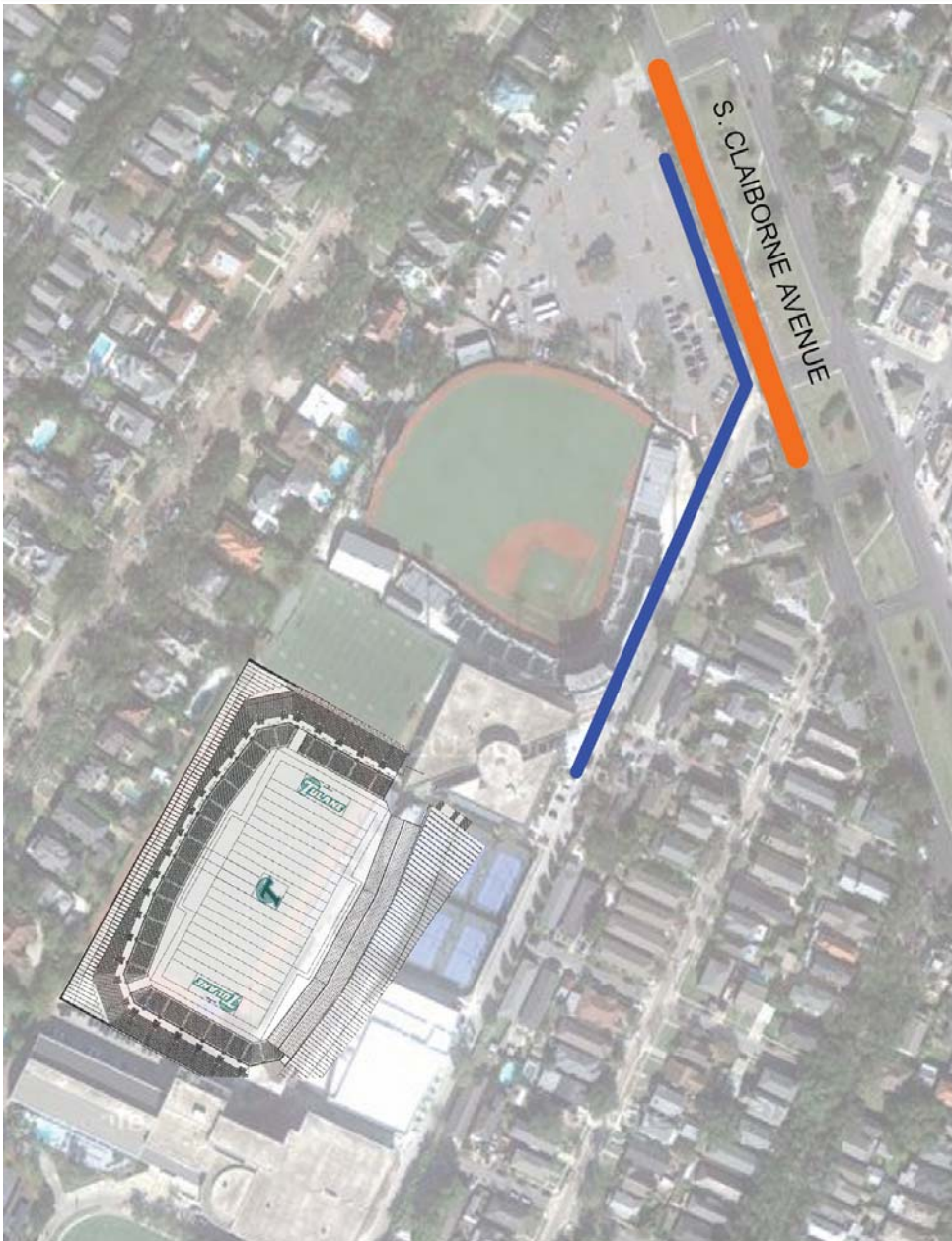
Bus Equipment

Depending on Constituent Group and Lot

- School / Transit Bus
 - 45-50 passenger
 - Some ADA
 - Short Turn Radius
- Mini-coach
 - 20-32 passenger
 - ADA
 - Shorter Turn Radius
- Passenger Van
 - 10-15 passenger
 - ADA
 - Shortest Turn Radius



S. Claiborne Shuttle Load Zone



Bus pickup

Pedestrian Staging

Traffic Control

Security Presence

Dedicated clean-up staff

First Bus Arrival:

2 hours before kickoff

Last Bus Departure:

1.5 hour after end of game

Freret Shuttle Load Zone



Bus pickup

Pedestrian Staging

Traffic Control

Police Presence

Dedicated clean-up staff

First Bus Arrival:

2 hours before kickoff

Last Bus Departure:

1.5 hour after game

Workforce / Volunteer Shuttles



■ Bus drop off / pickup

■ Stadium Personnel

Dedicated shuttle system

Supervised personnel

Confined staging area

Arrival:

4 hours before kickoff

Departure:

1-2 hours after game

Park and Ride Shuttle Program

Arrival

| | | |
|-----------------------------|---------------------------|----------------------------|
| | 30,000 | 15,000 |
| Projected Passengers | | |
| S. Claiborne | 6,706 (80%) | 1,676 (80%) |
| Freret | <u>1,677 (20%)</u> | <u>420 (20%)</u> |
| | 8,383 (100%) | 2,096 (100%) |
| Start Time | 2 hour b/f kickoff | 2 hours b/f kickoff |
| Staging | At pick-up lots | At pick-up lots |

Park and Ride Shuttle Program

Departure

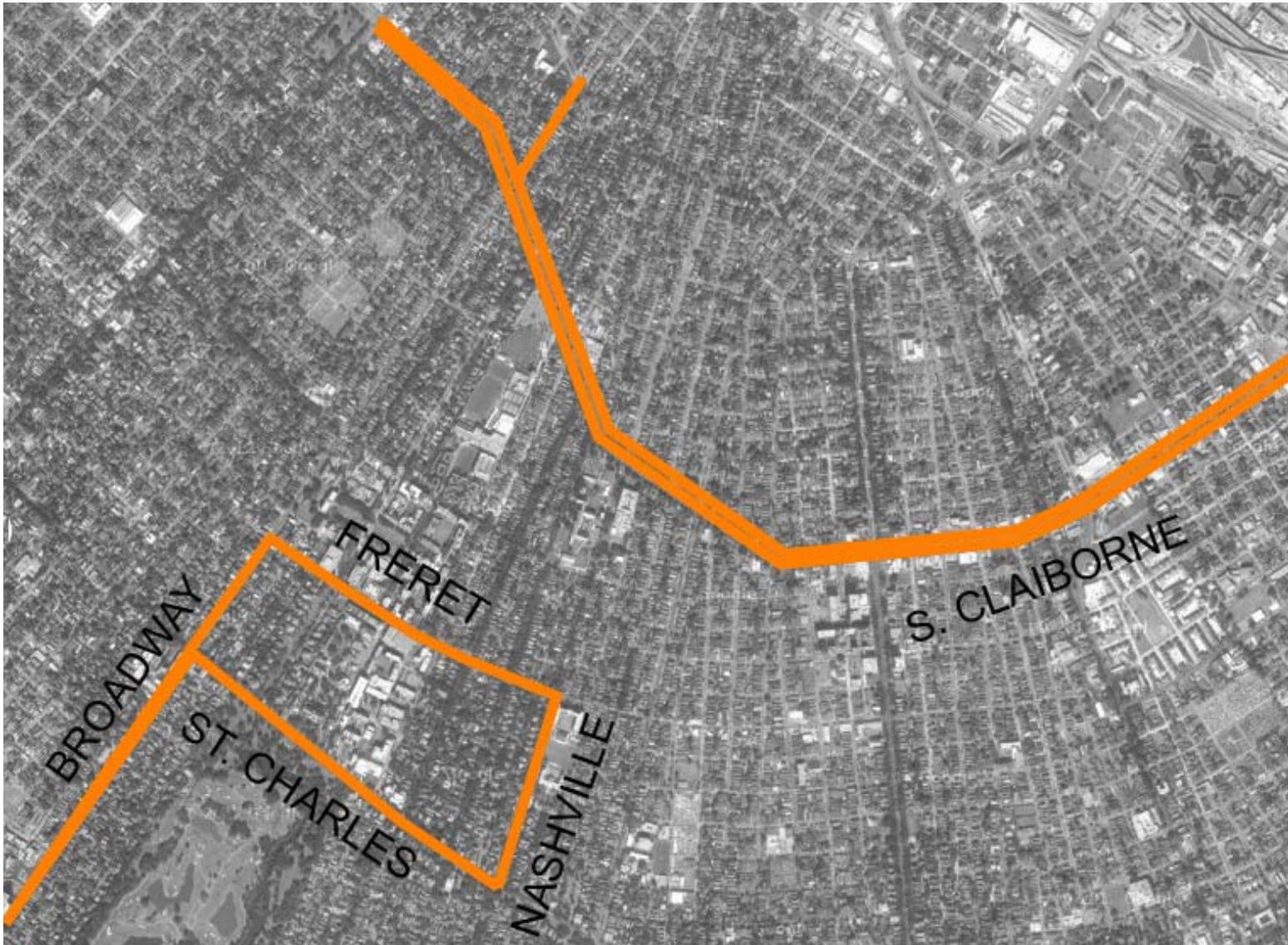
| | | |
|---------------------------------|-----------------------------------|---------------------------|
| | 30,000 | 15,000 |
| Start Time game | .5 hour b/f end of game | .5 hour b/f end of |
| End Time end of game | 1.5 hour after end of game | 1.5 hours after |
| Staging Management* | Call-Up Management* | Call-Up |

Call-Up Management* - The process of off-site staging and pre-calling the next wave of buses prior to the departure of the currently loading buses to expedite the flow of patrons off-campus.

Arrival Traffic Circulation



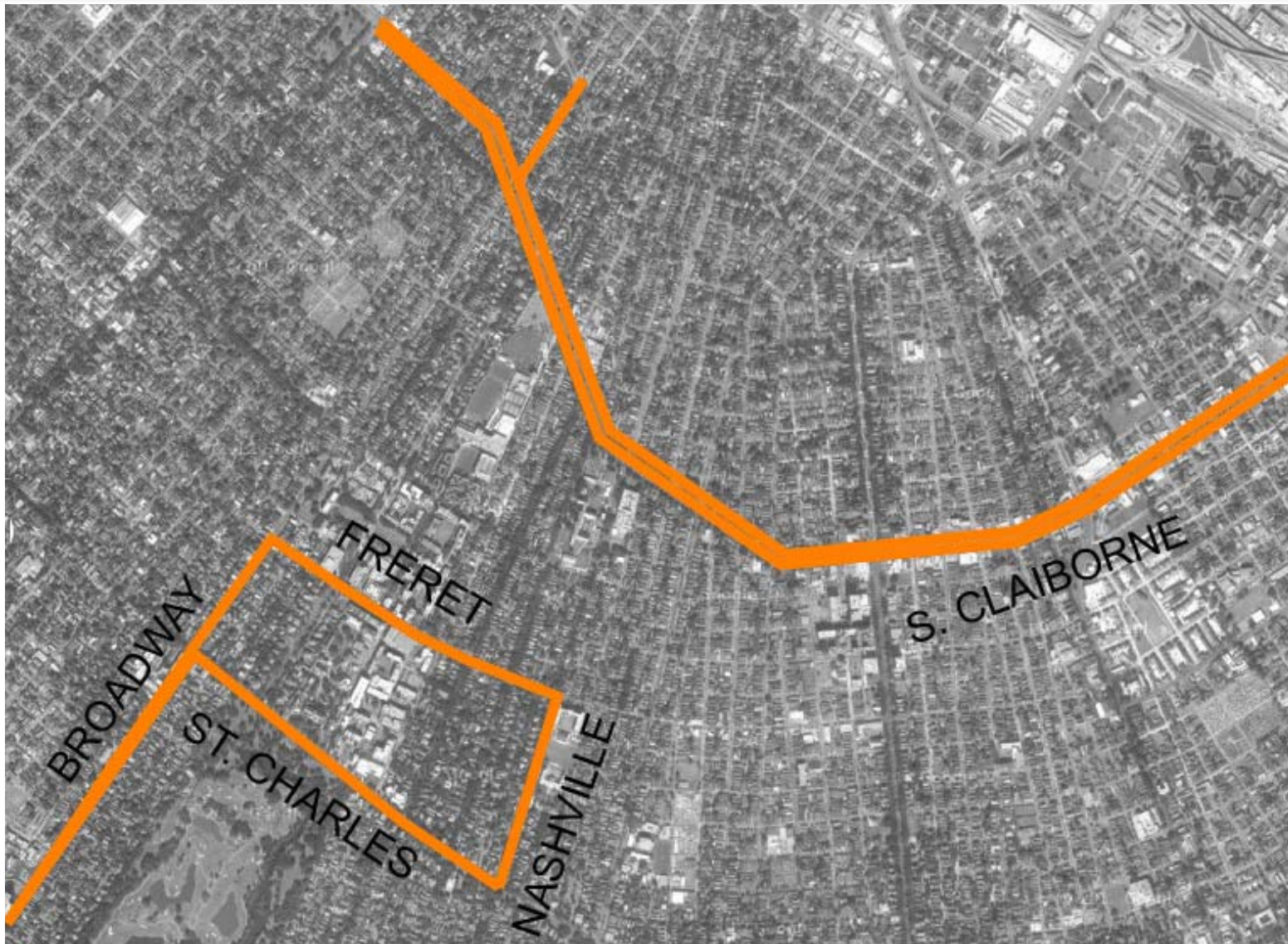
Arrival Shuttle Circulation



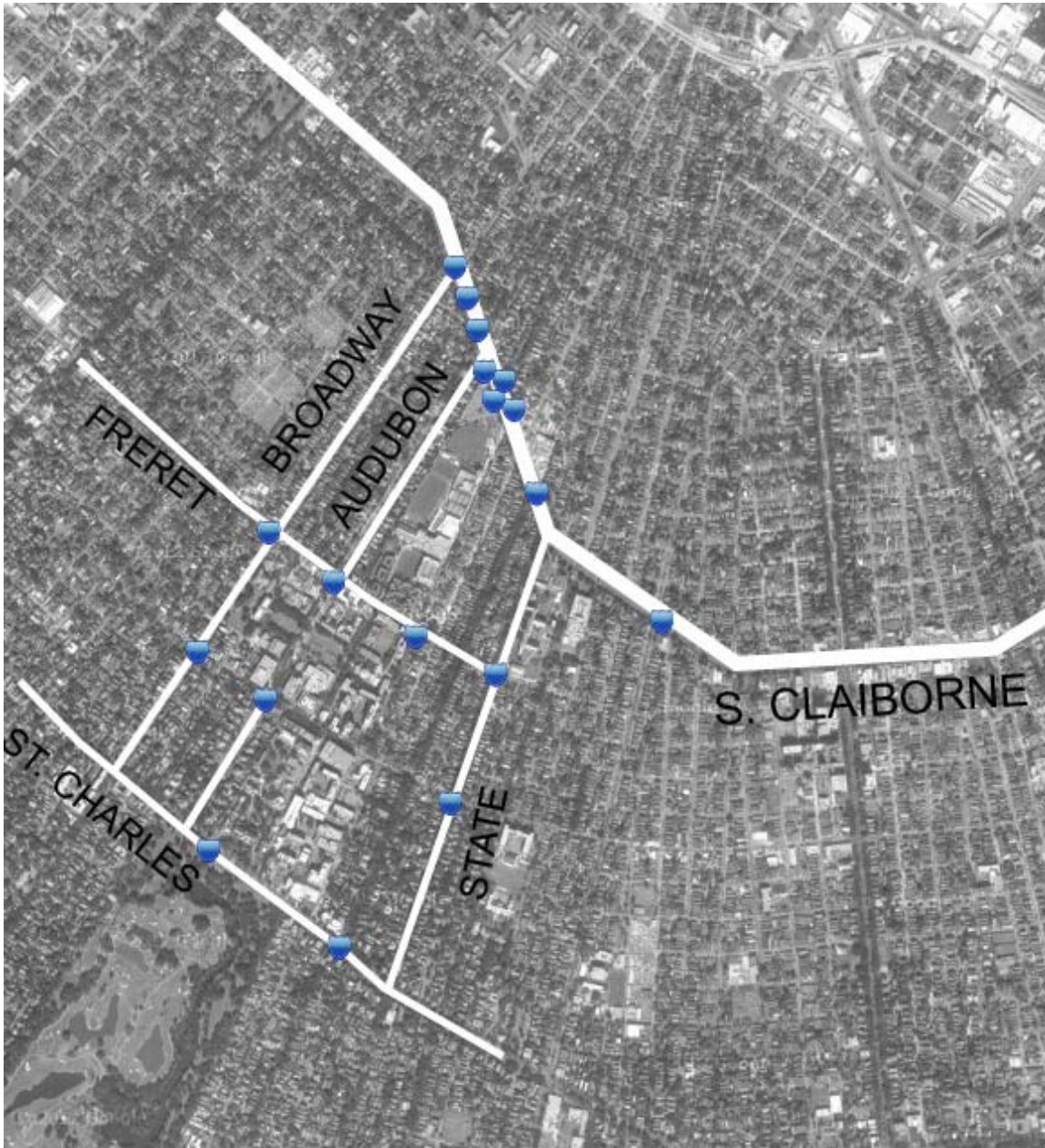
Departure Traffic Circulation



Departure Shuttle Circulation

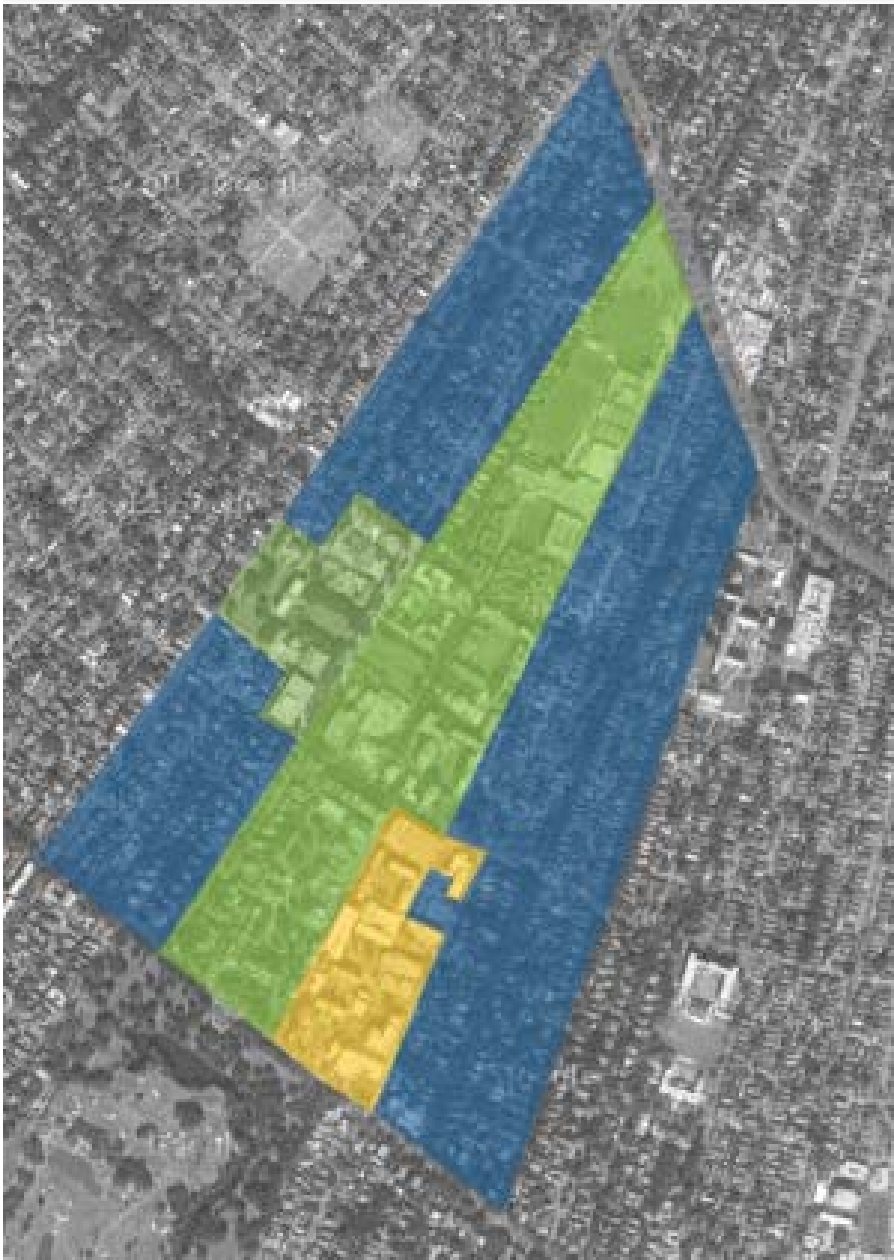


Traffic Control Points






- Staffed by TUPD and NOPD
- Number of personnel determined by volume
- Specific traffic control points subject to further review and approval by:
 - City Traffic Engineer
 - NOPD

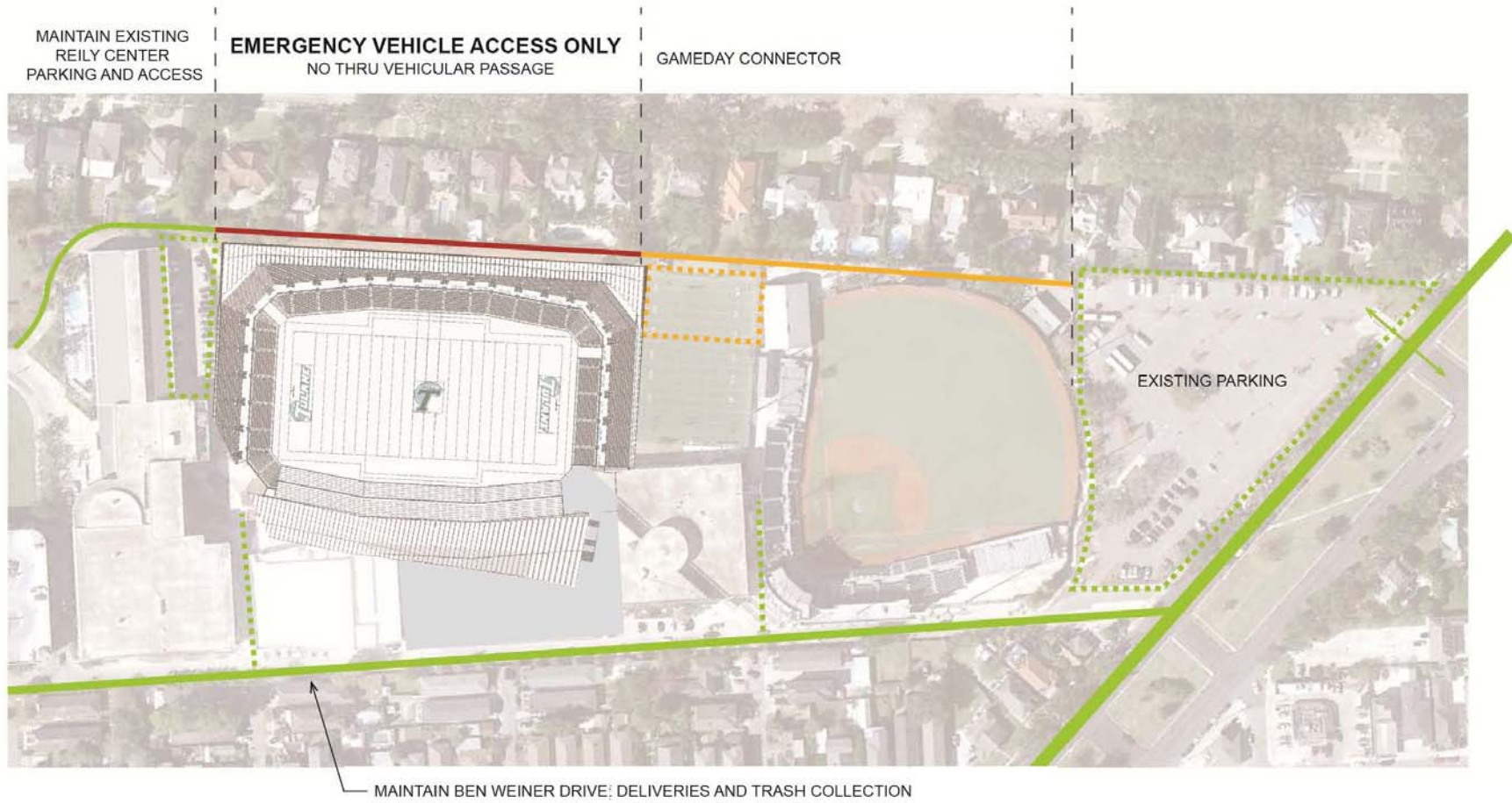
Game-Day Controlled Access Zone



- Restricted access to streets within the zone
- Parking restrictions enforced
- Specific street closures require NOPD approval
- Neighborhood resident access control points

-  Tulane Campus
-  Loyola Campus
-  Controlled Access

SITE ACCESS



SITE VEHICULAR ACCESS

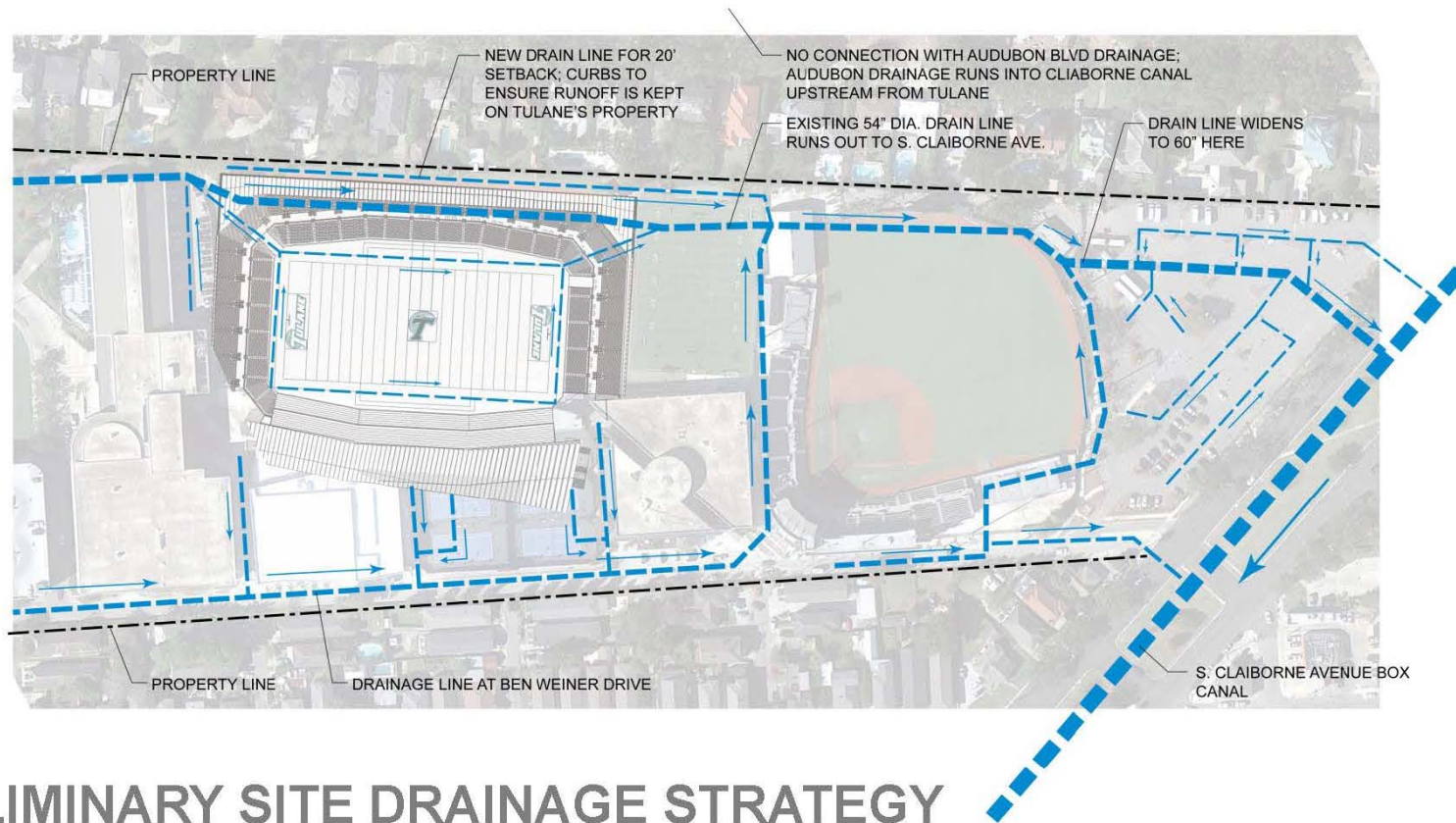
SITE DRAINAGE – CURRENT CONDITIONS



CURRENT SITE DRAINAGE

DIAGRAM OF EXISTING CONDITIONS

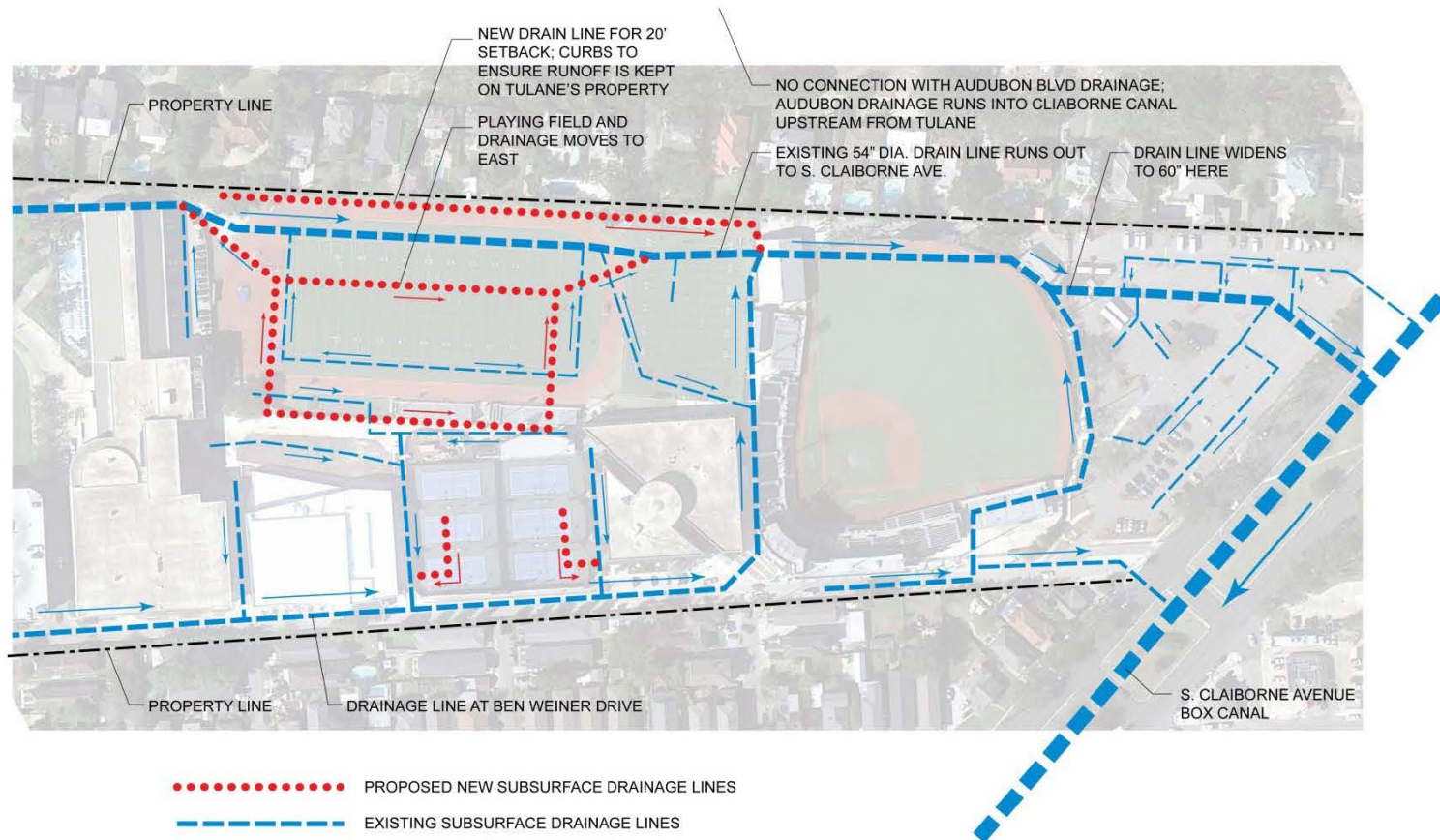
SITE DRAINAGE STRATEGY



PRELIMINARY SITE DRAINAGE STRATEGY

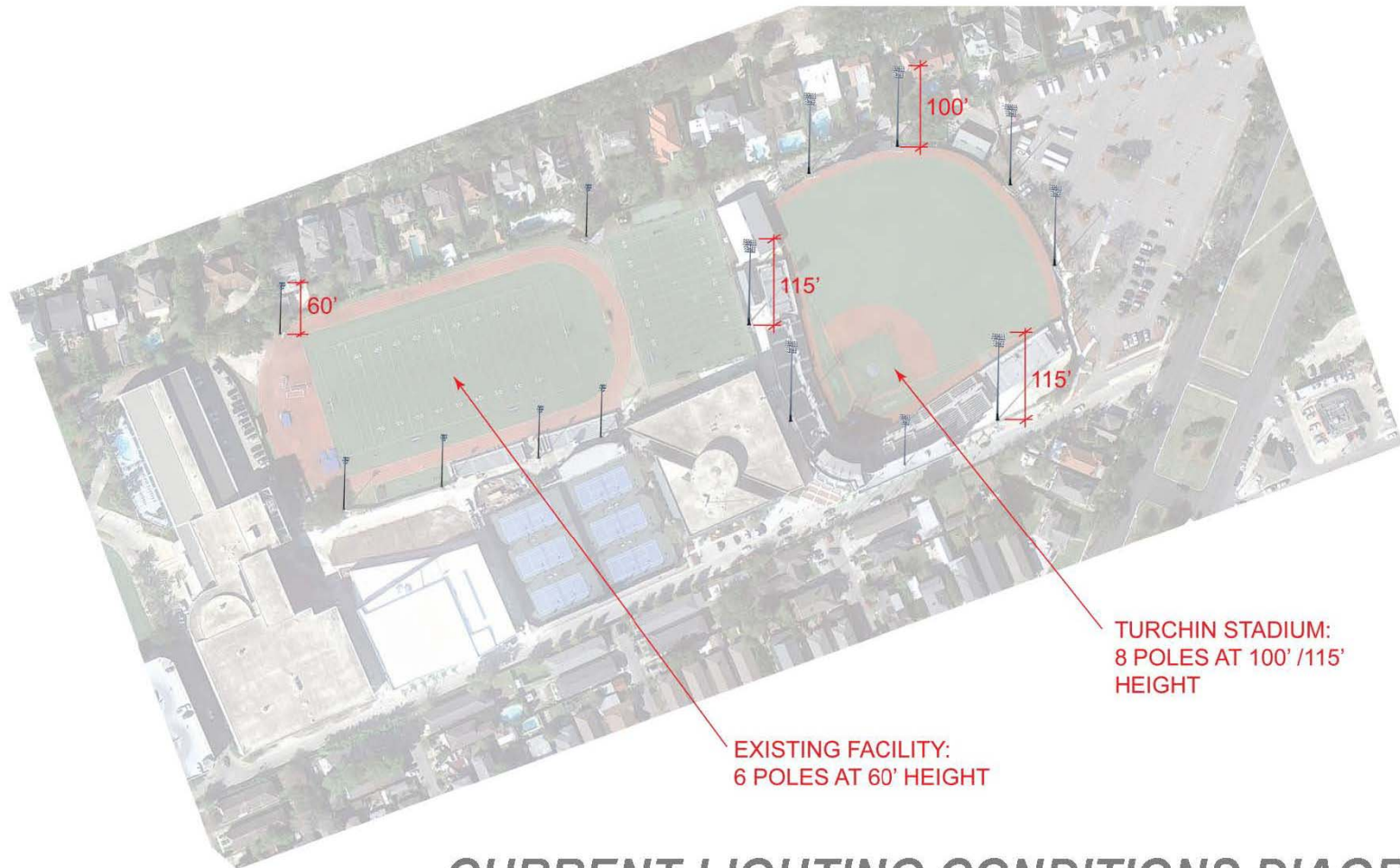
SCHEMATIC DESIGN ROOFPLAN IN BACKGROUND

SITE DRAINAGE COMPOSITE



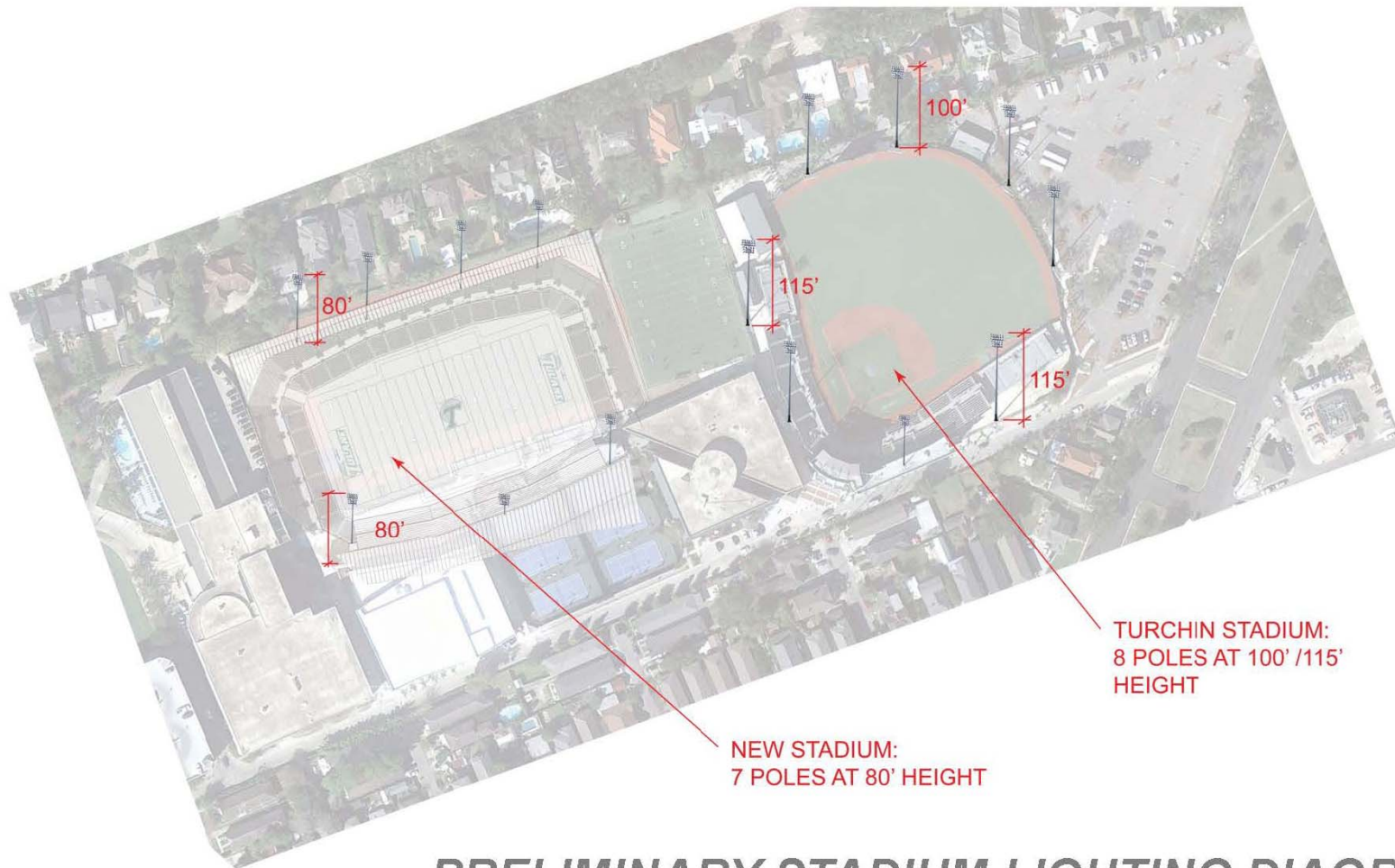
COMPOSITE SITE DRAINAGE DIAGRAM
CURRENT CONDITION AND PRELIMINARY STRATEGY

SITE LIGHTING



CURRENT LIGHTING CONDITIONS DIAGRAM

SITE LIGHTING



PRELIMINARY STADIUM LIGHTING DIAGRAM



Thank you for your time.

This presentation can be found online at...

www.tulanestadium.com