



BUS RAPID TRANSIT (BRT) Update

December 2022



EQUITY IN TRANSPORTATION

Opportunity for economic mobility is significantly limited without high-quality transit in New Orleans

Driving vs transit access disparity has disproportionate impact to people of color

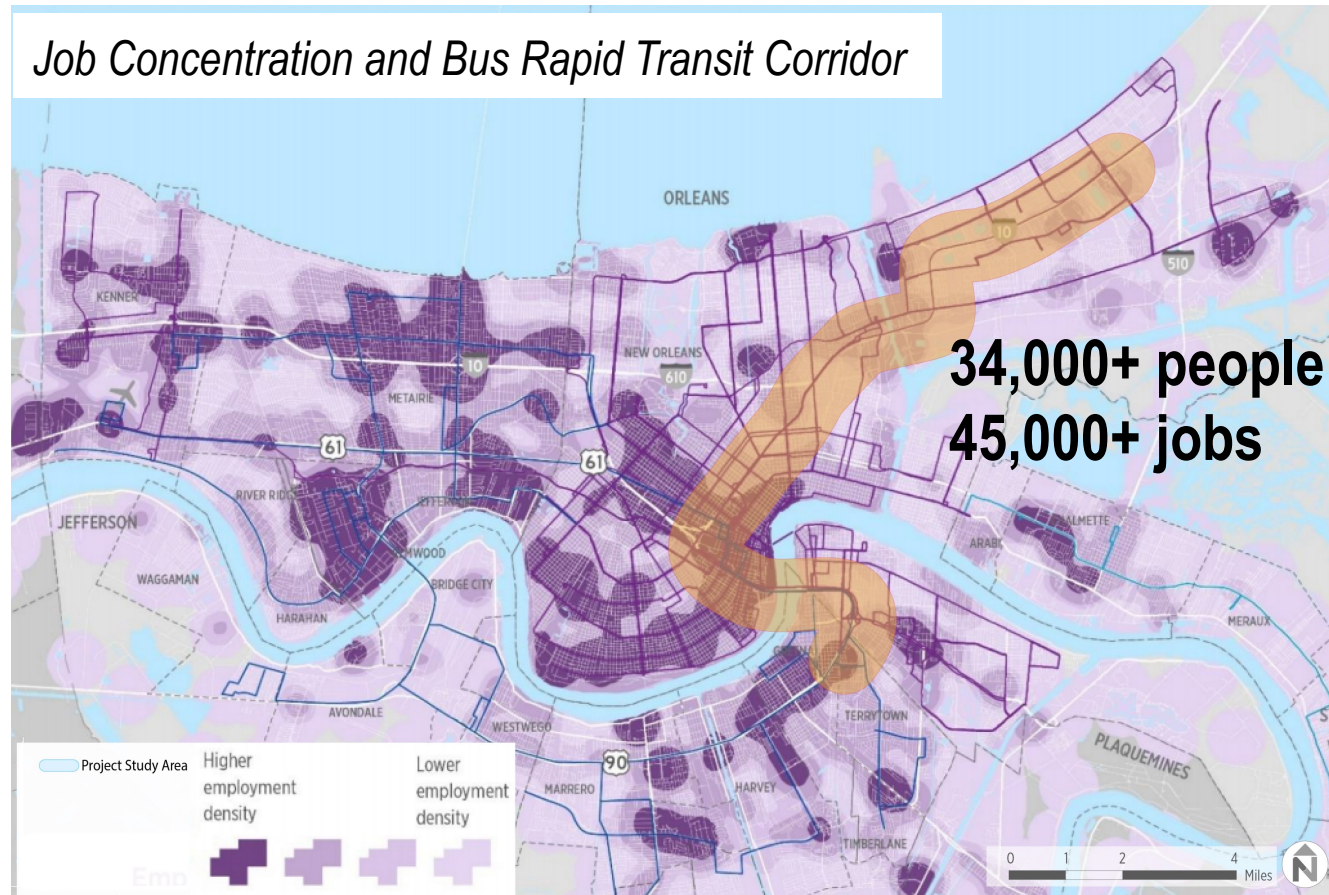


Average time to work (min) in Orleans Parish

Auto-dependency is a significant cost-burden to households

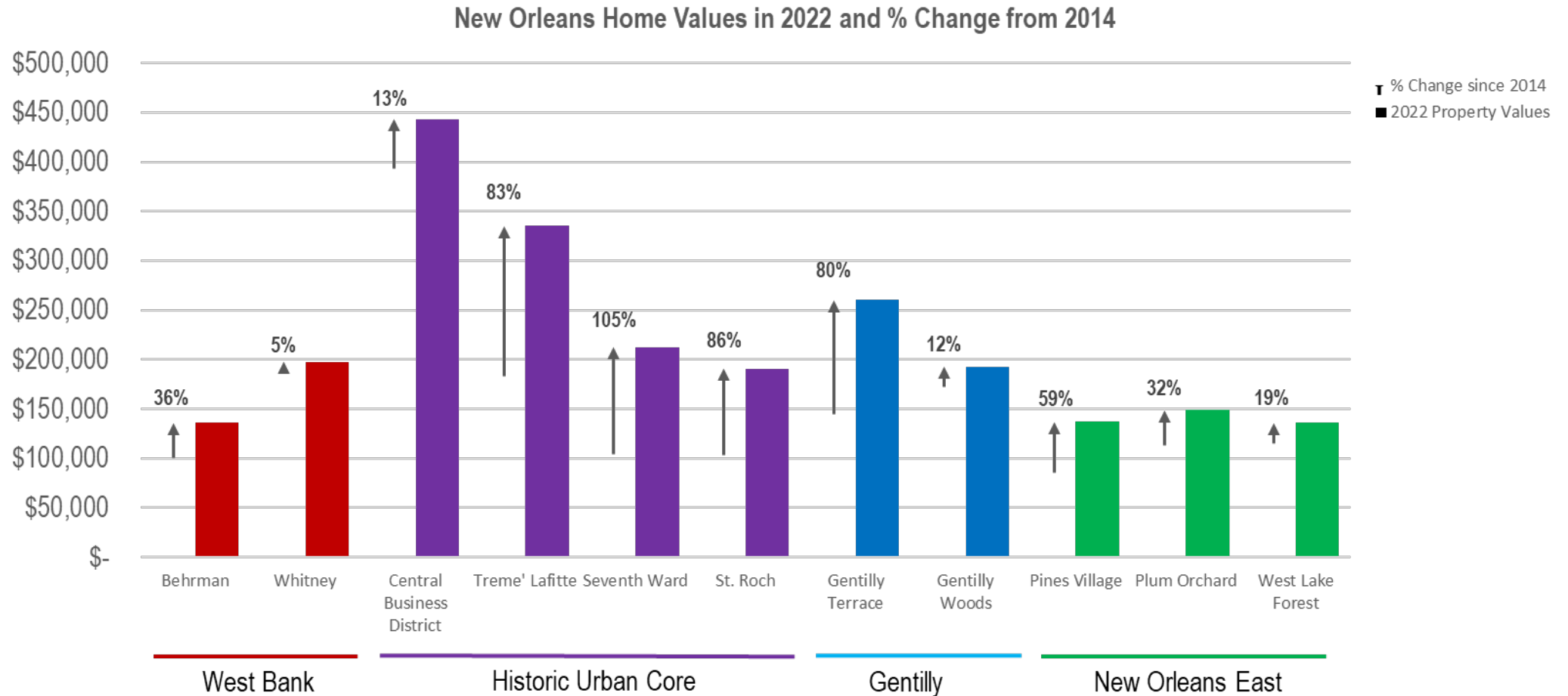


Average household monthly costs



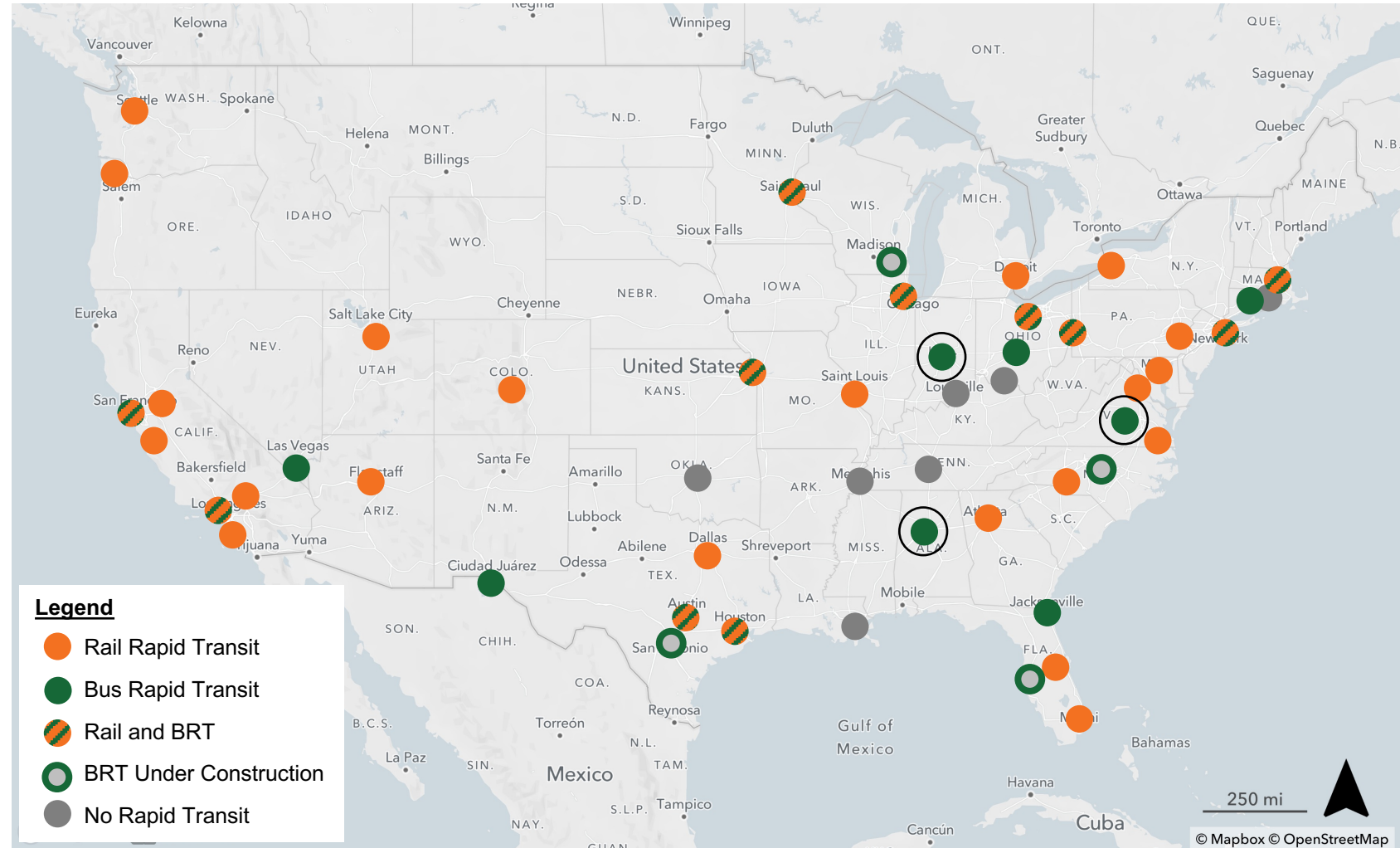
EQUITY IN TRANSPORTATION

Rapidly rising housing costs are pushing people farther away from jobs etc.



INVESTING IN TRANSIT

New Orleans is 1 of 7 top 50 U.S. metros **WITHOUT** high-capacity “rapid” transit



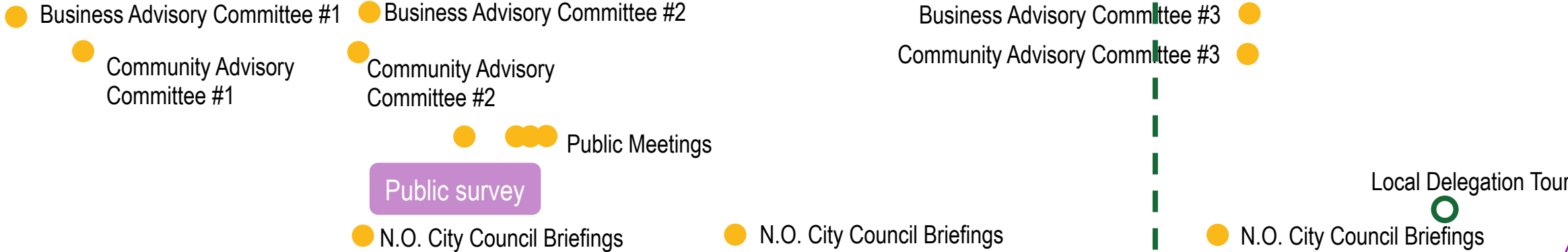
PLANNING PHASE SCHEDULE

2022

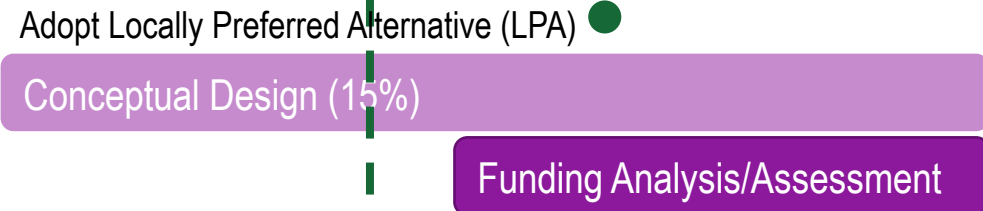
2023



Community Engagement

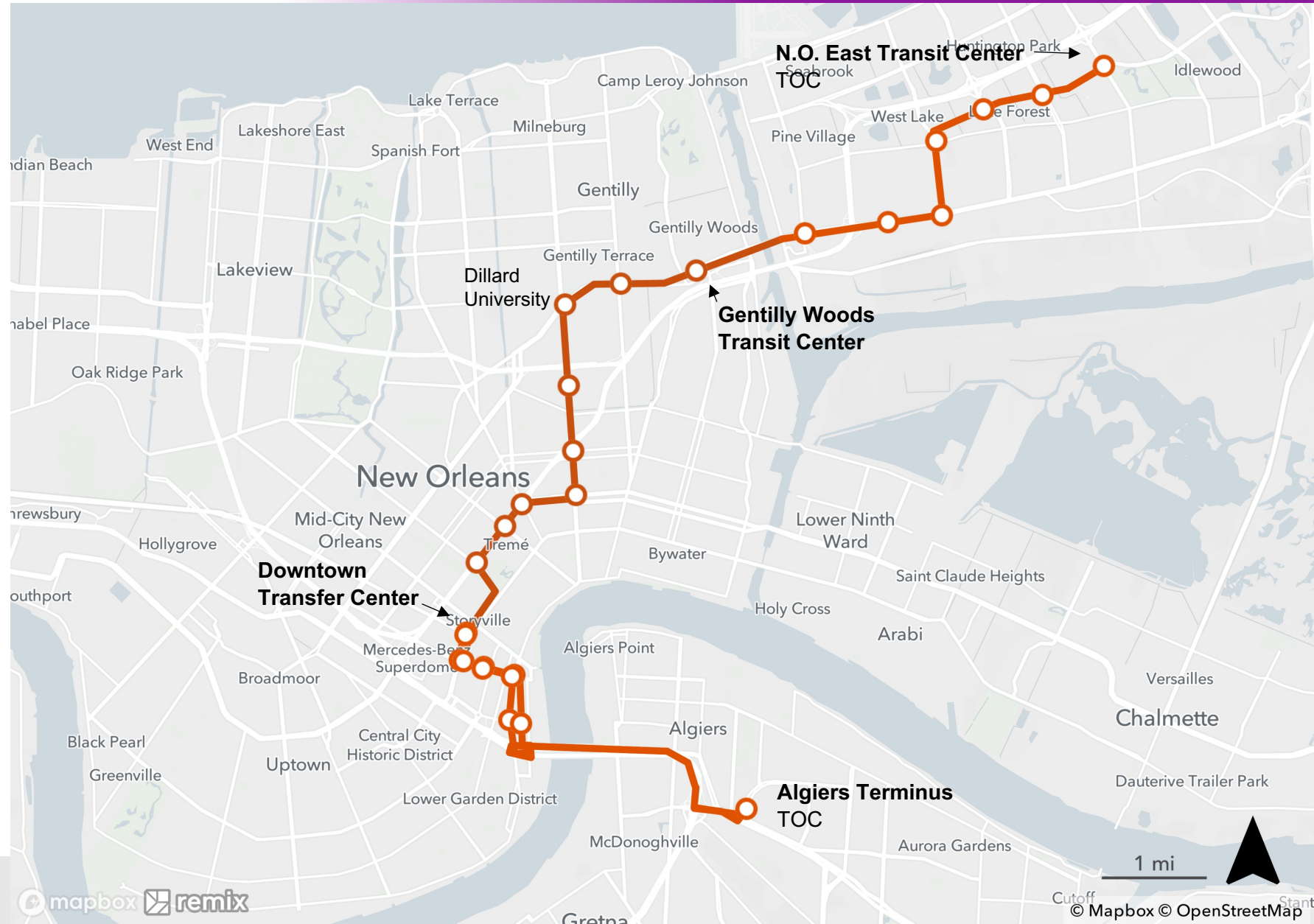


BRT Corridor Plan Development



DEFINING THE ROUTE

ROUTE ALIGNMENT DRAFT



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ROUTE ALIGNMENT DRAFT

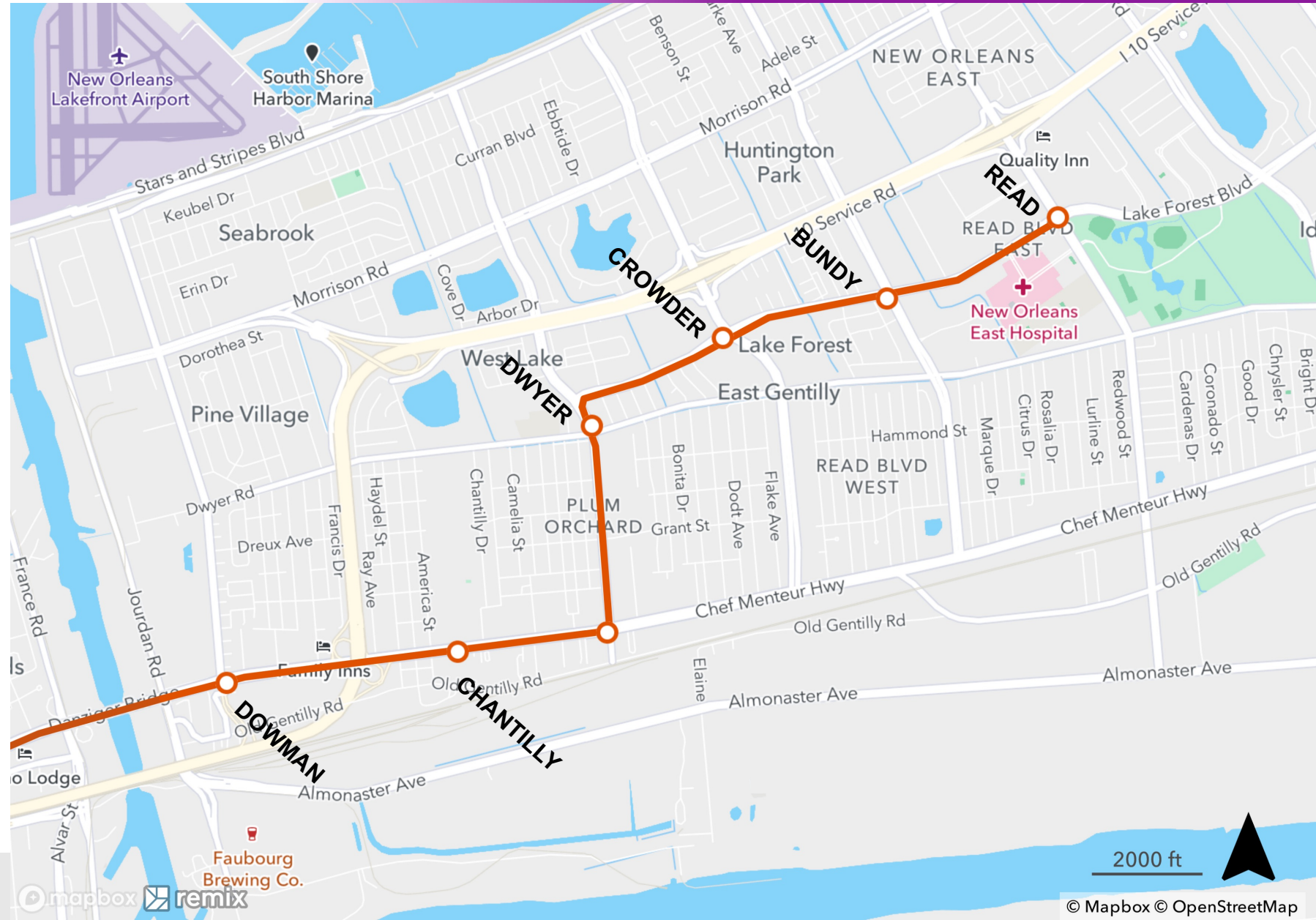


BRT in Eugene, OR



Reversible lane with barrier transfer or "zipper Lanes"

November 2022



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ROUTE ALIGNMENT DRAFT

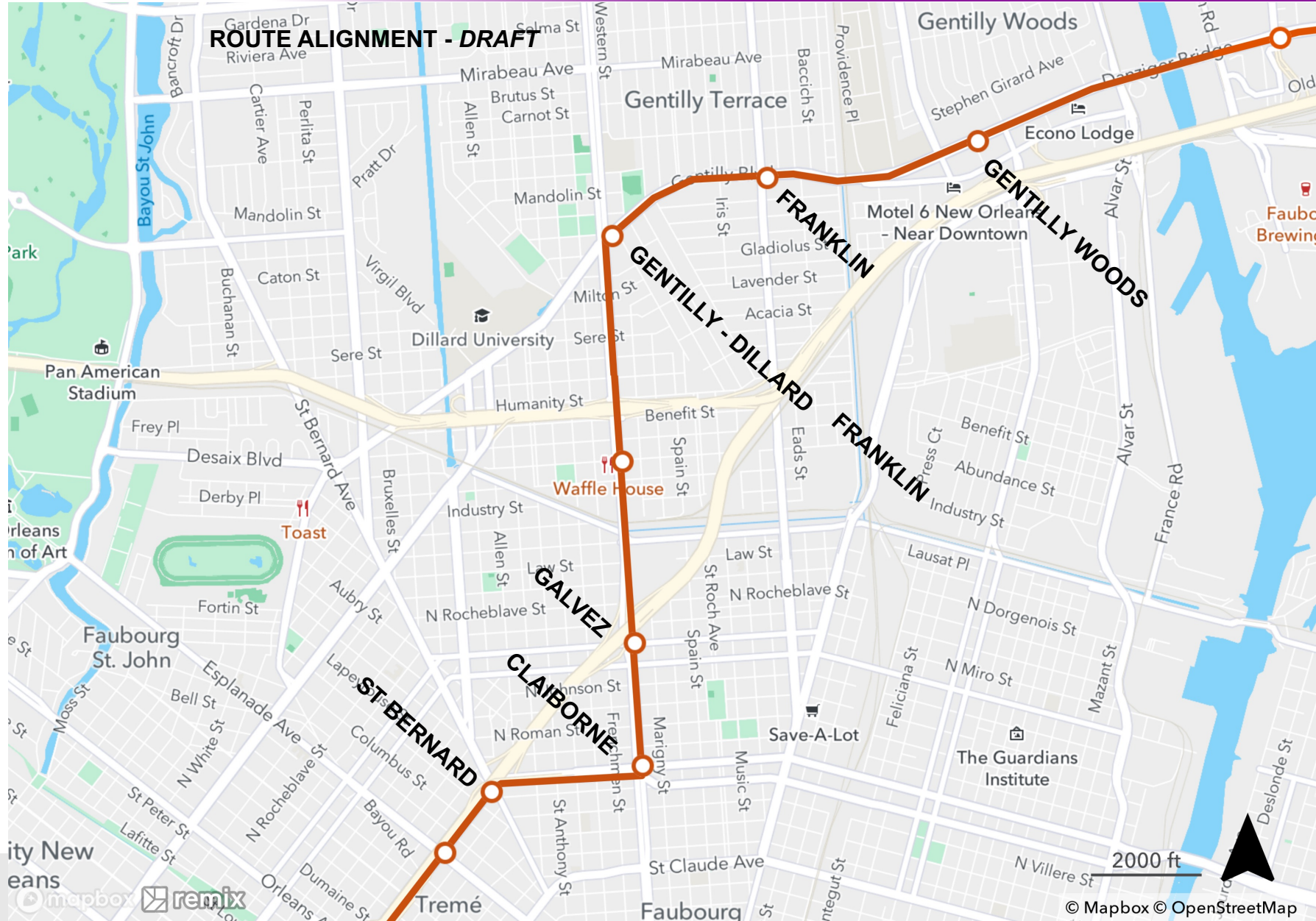


BRT in Houston, TX



BRT in Eugene, OR

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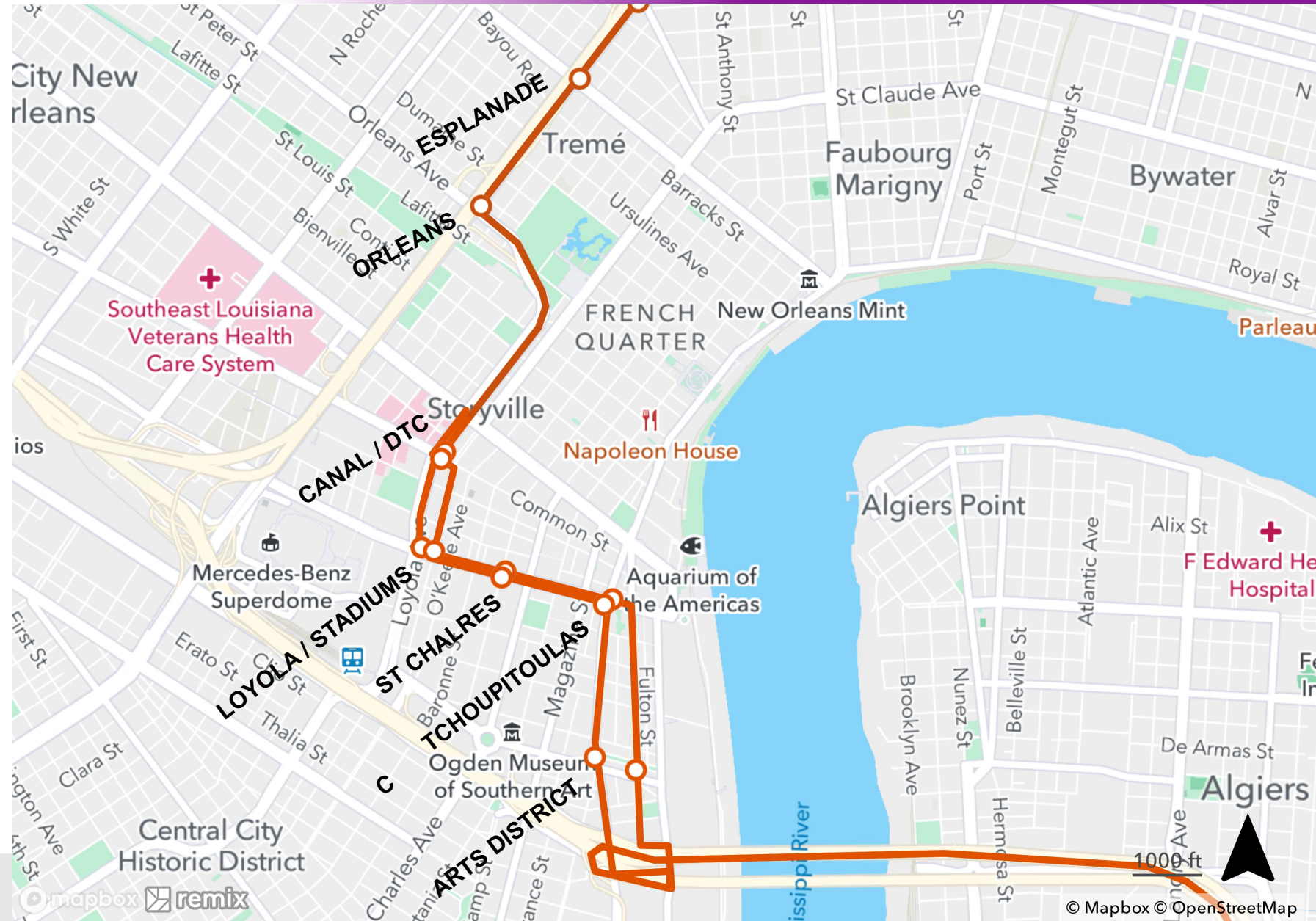


BRT in Cleveland, OH



BRT in Indianapolis, IN

November 2022

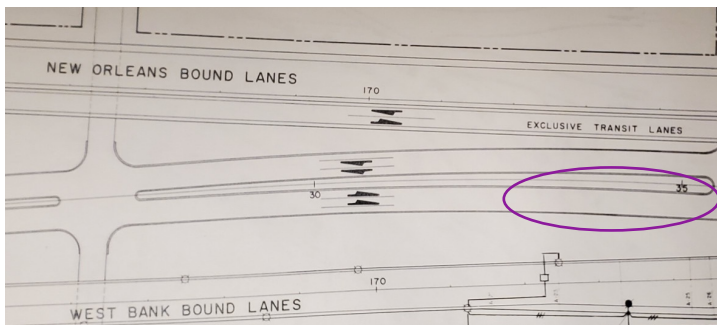


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ROUTE ALIGNMENT DRAFT

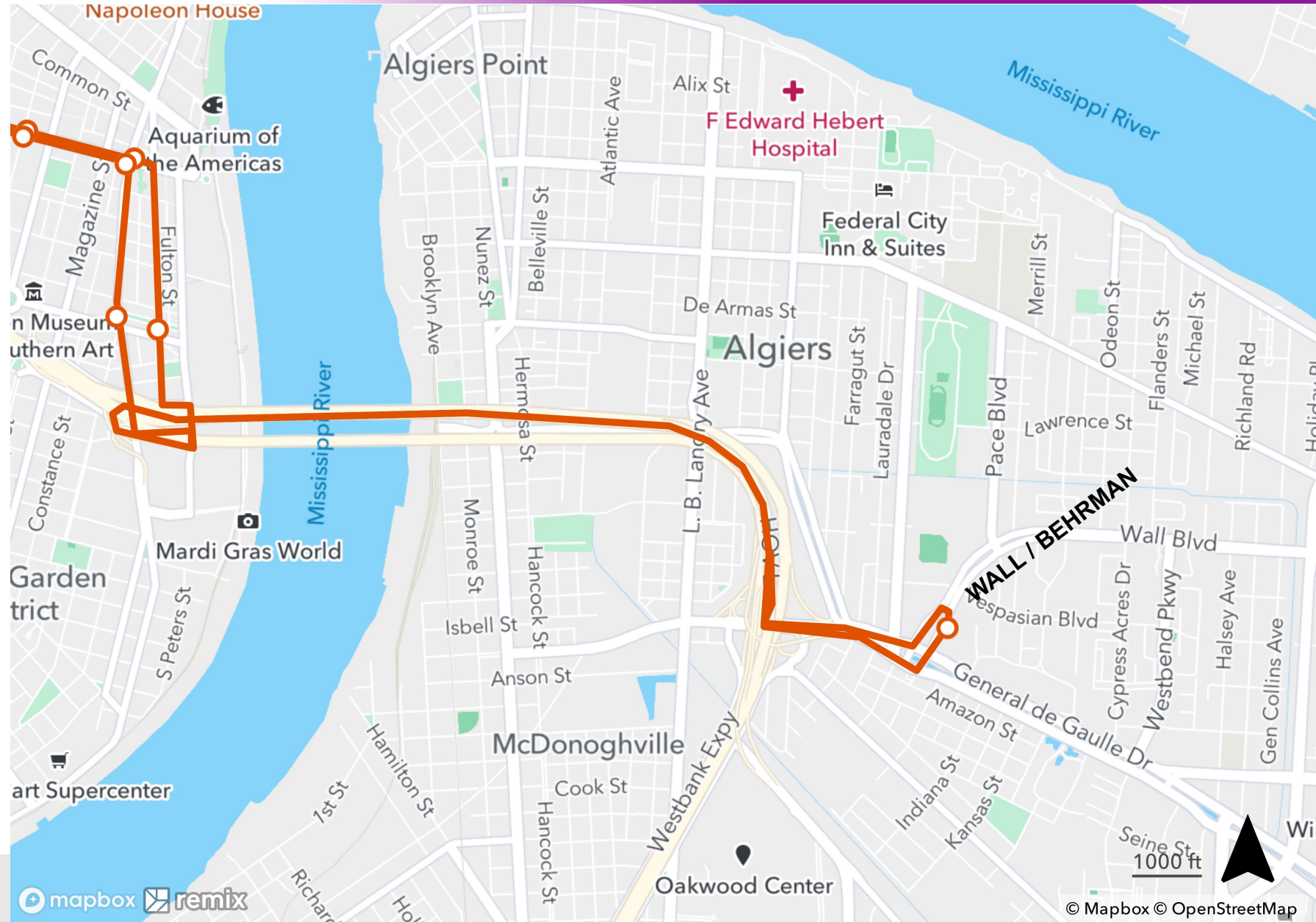


Conceptual rendering of HOV conversion





Original two-way transitway design of HOV

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DEFINING THE ROUTE

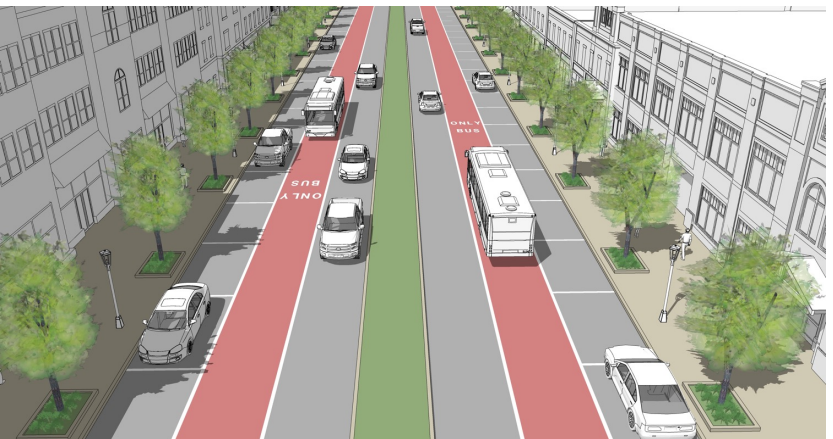
ROUTE PROFILE	COMMUNITY PROFILE (1/3 mile)	SERVICE TYPE	TRAVEL TIME	PROJECT COST
<p>14.8 miles</p> <p>18-20 stations</p>	<p>~35,400 people</p> <ul style="list-style-type: none"> • 73% black / AA • 86% <\$50k income • 25% zero car HH • 50% 1 car HH 	 <p>Mixed traffic</p>	<p>62 min avg</p> <p>55-120 min range</p>	<p>\$50-100M</p>
	<p>~80,000 jobs</p> <ul style="list-style-type: none"> • 55% <\$40k pay 	 <p>Dedicated Lanes</p>	<p>55 min avg</p> <p>52-57 min range</p>	<p>\$250-300M</p>



DEFINING TRANSIT PRIORITY

Variations of Dedicated Lanes

Curb-running BRT

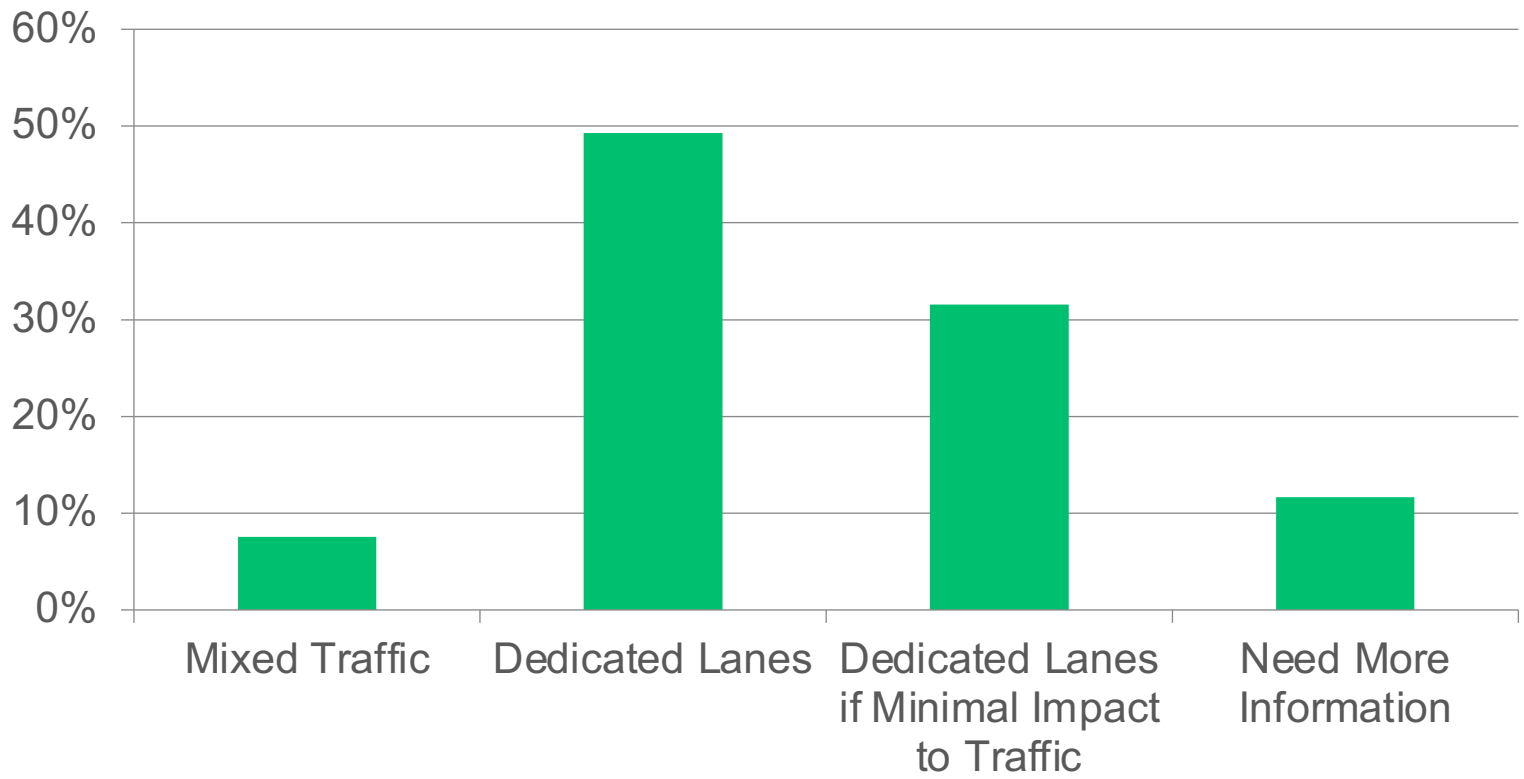


Center-running BRT



Community Survey (April 2022)
>1,000 responses
~half regular RTA riders and half non-riders

Where BRT Should Operate?





Transit Oriented Communities (TOC)

High quality BRT has proven to improve real estate value similar to rail investment:

- 33% increase office space
- 50% increase multi-family

CASE STUDIES:

Cleveland Healthline

- \$9.5 Billion in economic development
- 23 million square feet in total development
- 13,000 new jobs

Albuquerque Rapid Transit

- \$2.9 Billion in economic development
- \$418 Million in increased assessed property value
- 9,592 new jobs





Opportunity Sites: East

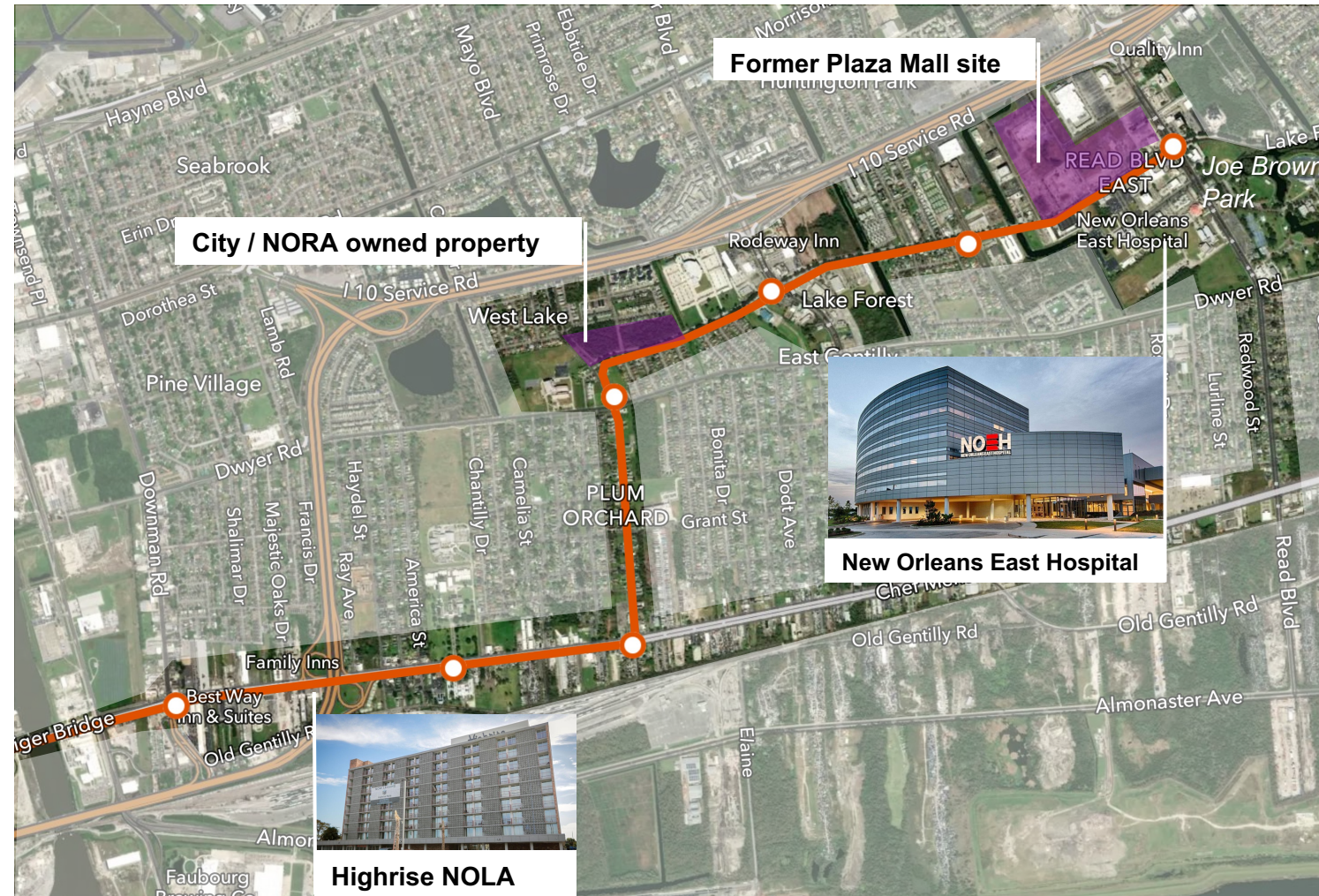
Equitable TOC

Share the benefits of BRT for all:

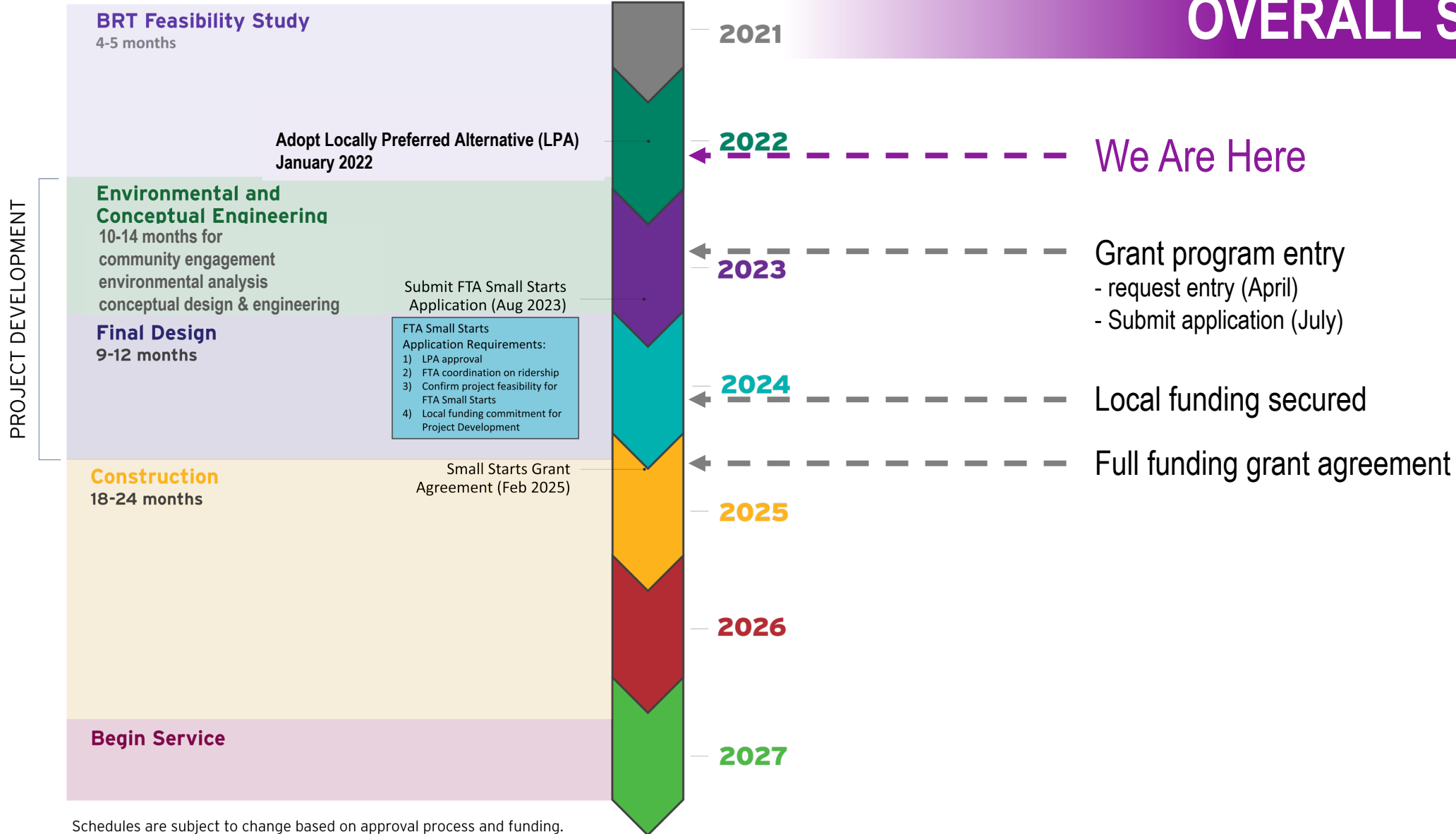
- Affordability
- Small-business support
- Dense, safe, walkable corridors

RTA-Supported Actions:

- Station Area Planning (2024-2025)
- Supportive Zoning and Policies:
 - CNO 5-Year Update to Master Plan (now)
 - Re-zoning (2023-2024)
- Joint Development Opportunities



OVERALL SCHEDULE



Schedules are subject to change based on approval process and funding.