

# WELCOME

## BUS RAPID TRANSIT FEASIBILITY STUDY PUBLIC OPEN HOUSE

### AT THE MEETING YOU WILL:

- Understand the project
- Watch the short introduction presentation
- Talk with project staff and ask questions
- Provide your thoughts and comments



Scan the code below to provide  
feedback virtually!





# Why Bus Rapid Transit?

BRT is an increasingly popular approach to deliver enhanced public transportation services to improve mobility, increase transit ridership, reduce congestion and support community investment.

- Provides similar transit service as light rail, but much cheaper to build
- Proven to increase transit use with improved frequencies, travel time and reliability
- Plays a vital role in a healthy, multimodal system that connects people to jobs, and businesses to their customers
- Supports investment in communities through corridor redevelopment and opportunities for transit-oriented development

Click to add text



## How will BRT integrate with regular bus service?

BRT is an enhancement, not a replacement to the existing transit system. Once the BRT route has been selected, local bus routes will be adjusted to complement and fully integrate BRT into the transit network to provide a better transit experience.





# Why Bus Rapid Transit?

## Light Rail (LRT) vs Bus Rapid Transit (BRT)



**Agency:** Metro Transit (Green Line Ext.)  
**Location:** Minneapolis, MN  
**Opened:** 2027 anticipated  
**Corridor Length:** 14.5 Miles  
36 Stations  
**Capital Cost:** \$2.7 Billion



**Agency:** Albuquerque Transit Dept  
**Location:** Albuquerque, NM  
**Opened :** 2017  
**Corridor Length:** 8.8 Miles  
18 Stations  
**Capital Cost:** \$134 Million

BRT can provide similar benefits and more cost effective than LRT.

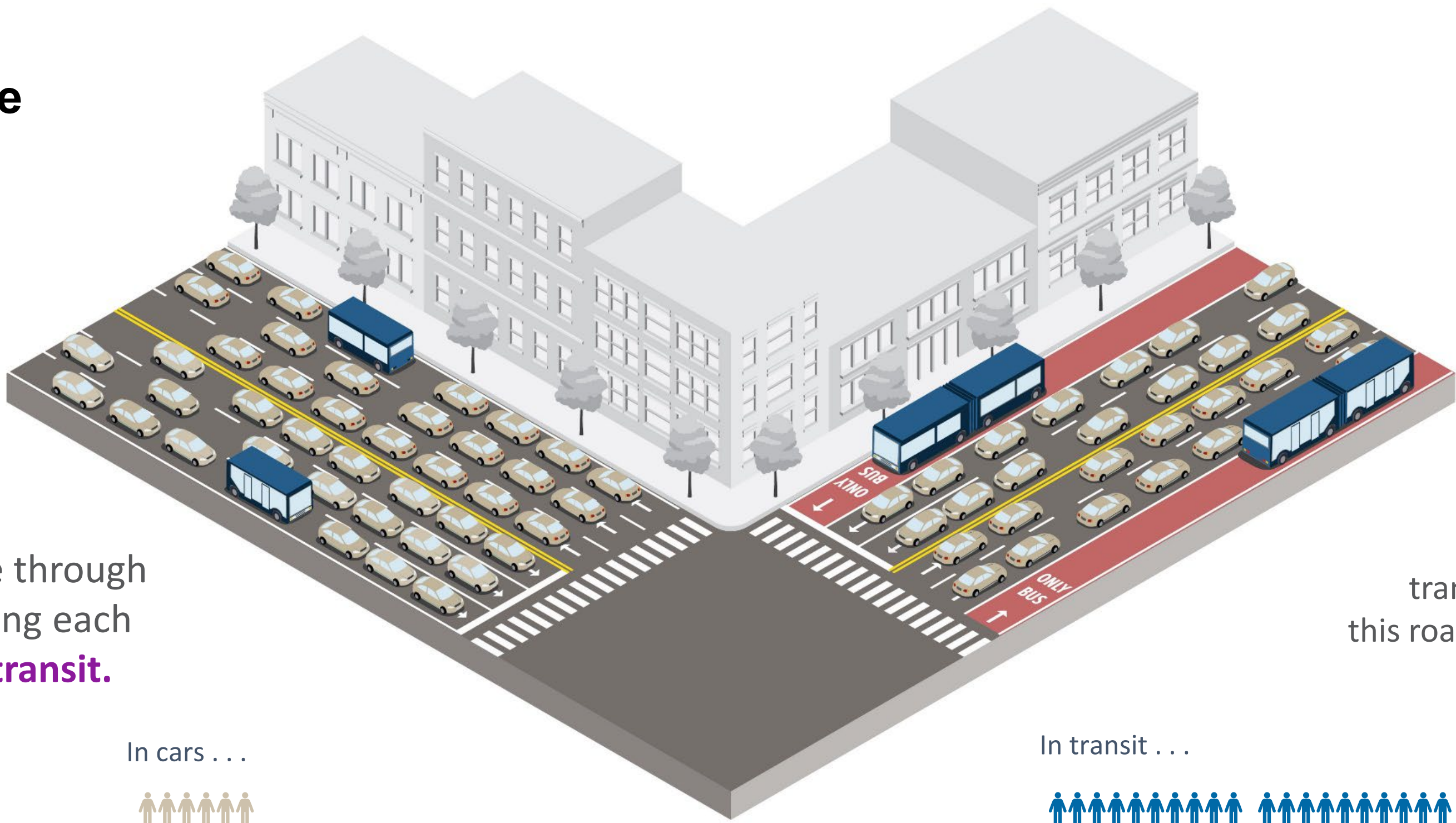
Light Rail Transit **\$75-150M** per mile

Bus Rapid Transit **\$5-20M** per mile

Planning a BRT corridor follows a similar process as LRT

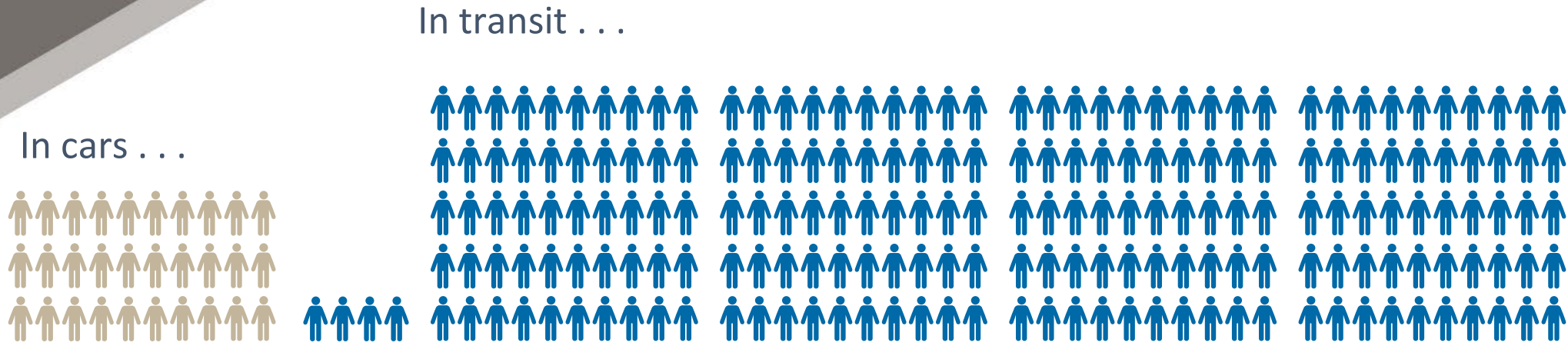
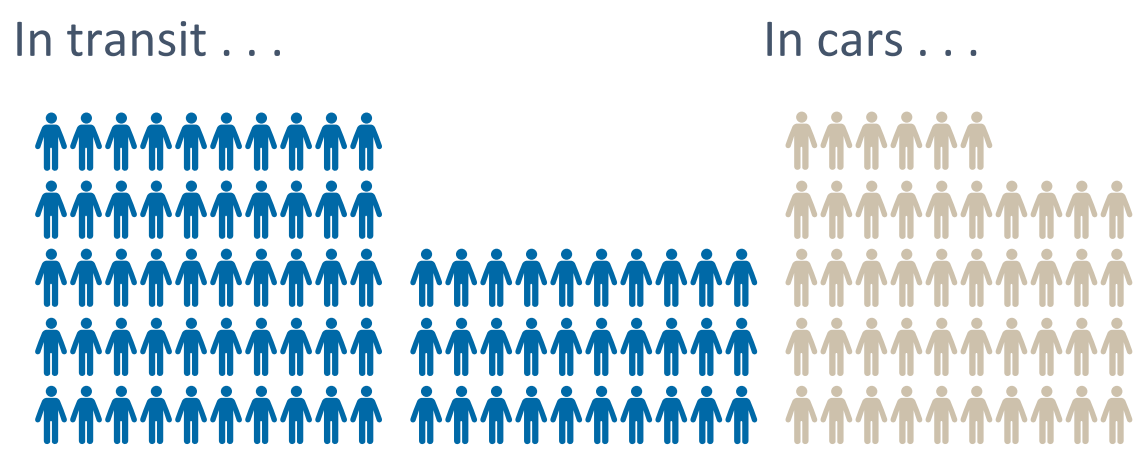
## Provide Equitable Transportation Choice

Use limited space more efficiently for more people



126 people move through this roadway during each light cycle. **80 in transit.**

235 people on a road with transit-only lanes move through this roadway during each light cycle. **204 in transit.**



## Examples of Bus Rapid Transit (BRT)





# Project & Corridor Enhancements

What benefits are most important to you?  
Vote for your top three choices!



FAST &  
RELIABLE  
TRANSIT  
SERVICE



CORRIDOR  
REVITALIZATION



CONGESTION  
RELIEF



ATTRACT  
INVESTMENT IN  
NEIGHBORHOODS



IMPROVING STREETS  
FOR ALL USERS  
(Walking, Biking, Transit, and Driving)



IMPROVING STREETS FOR  
DRAINAGE AND UTILITIES

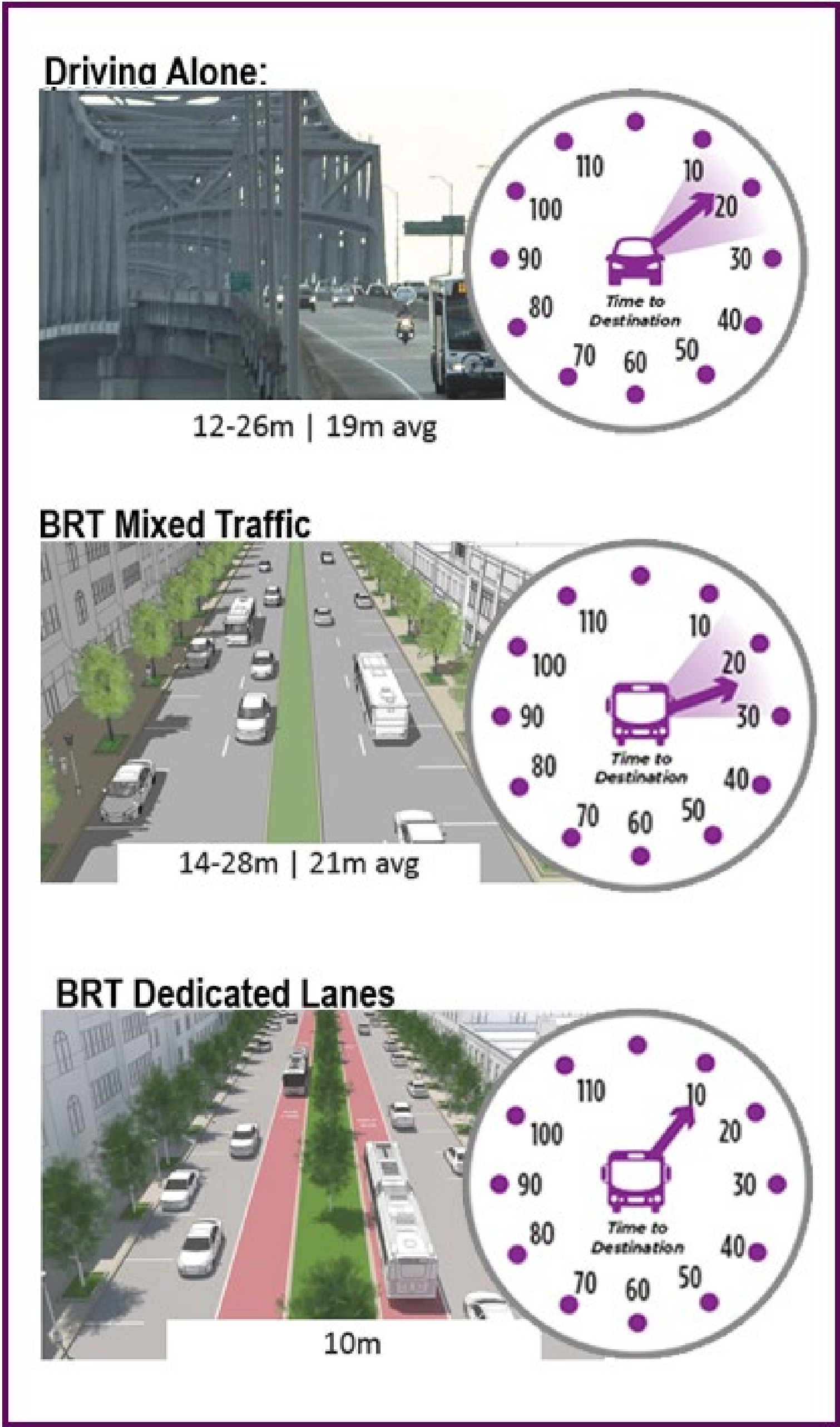


# Defining Transit Priority

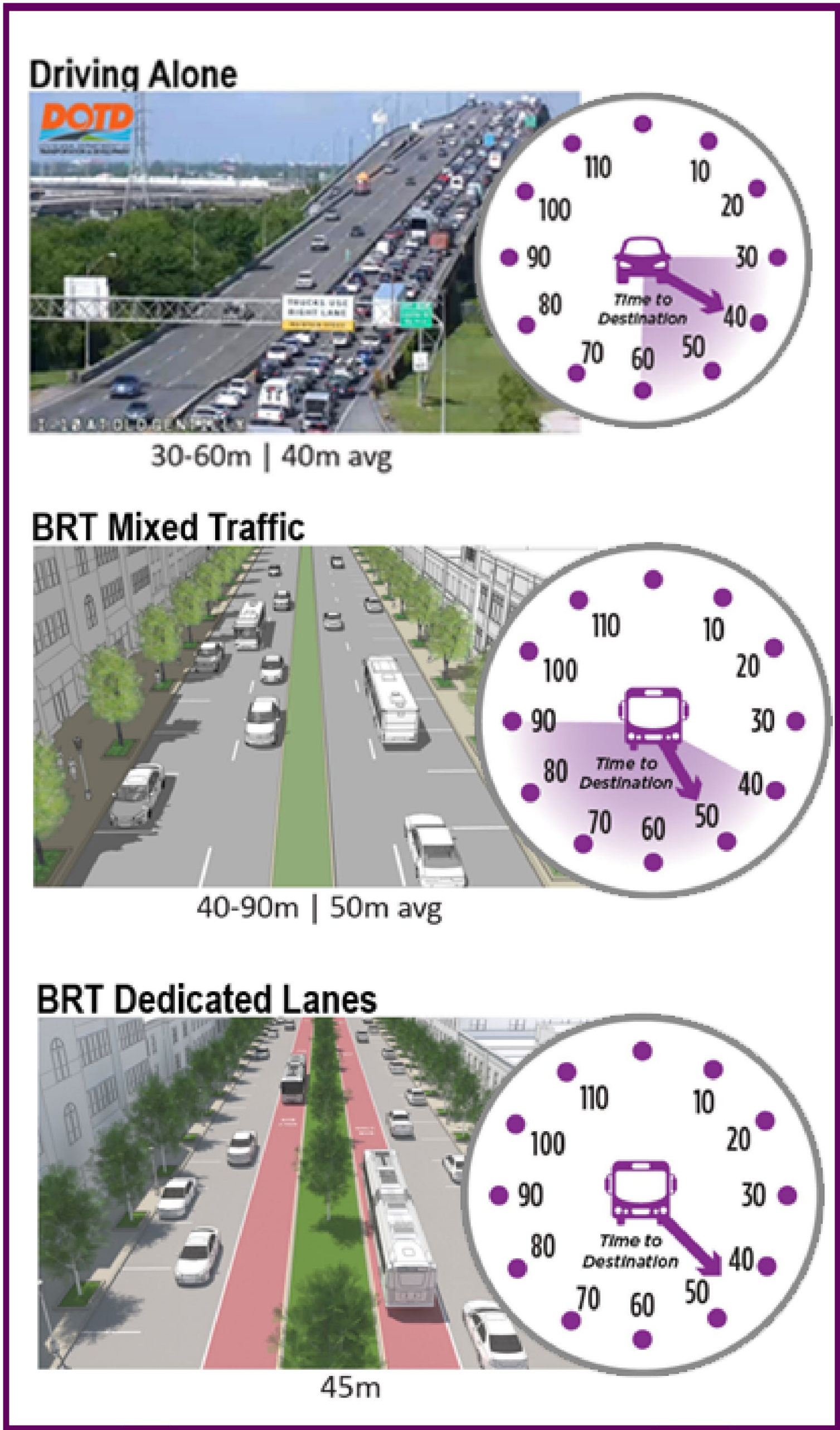
Transit priority is critical to providing fast and reliable transit service. Unreliable transit is particularly difficult for people who have inflexible work schedules, people with school-age children, and people working multiple jobs.

## TRAVEL TIME

Downtown (Canal & Basin) to  
West Bank (Willy Terminal)



New Orleans East (Lake Forest/Read) to  
Downtown (Canal & Basin)



How much ADDITIONAL travel time while driving alone during rush hour would be acceptable to allow for equal or better transit commute?!



None

5 Minutes or less

10 Minutes or less

15 Minutes or less

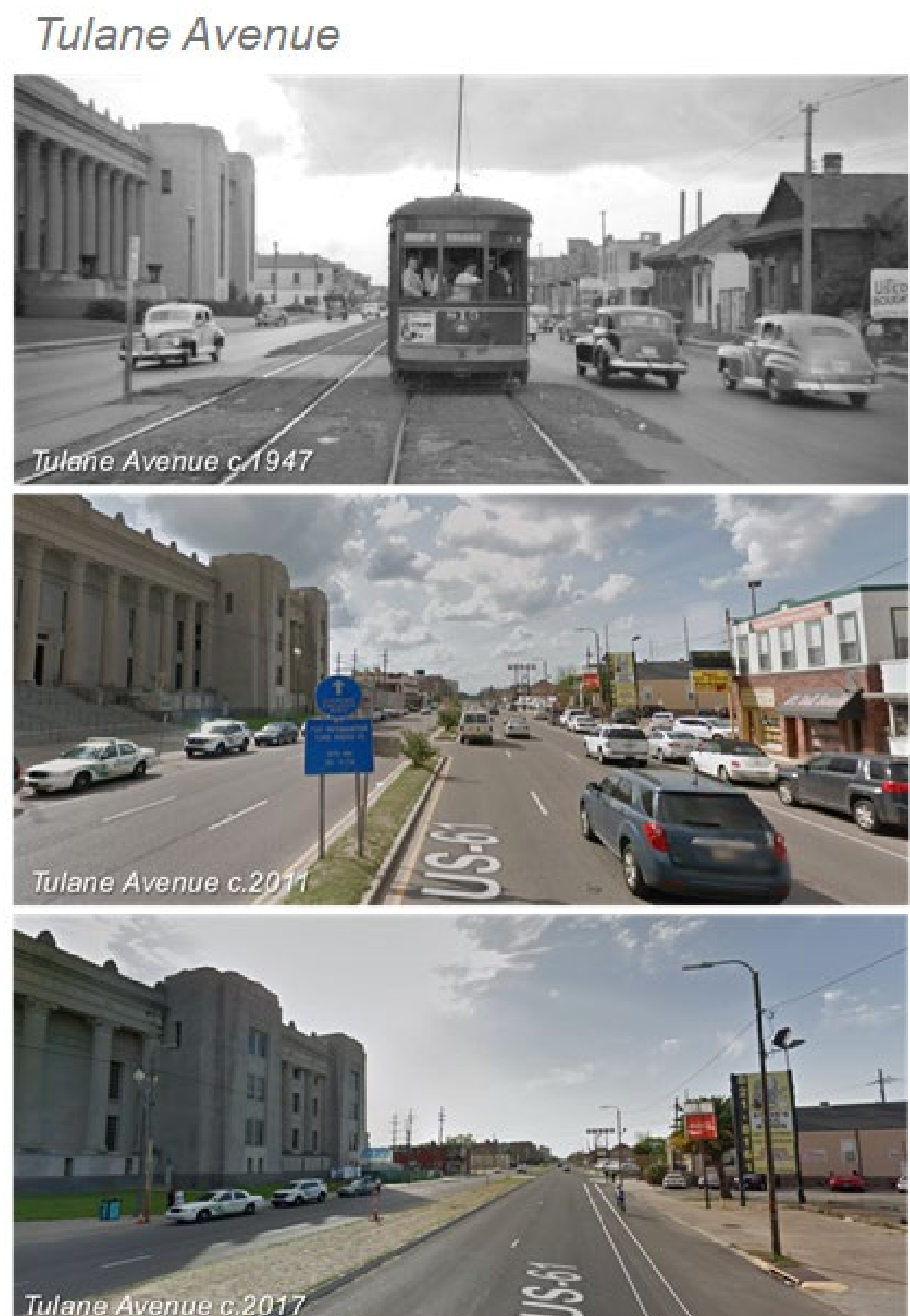
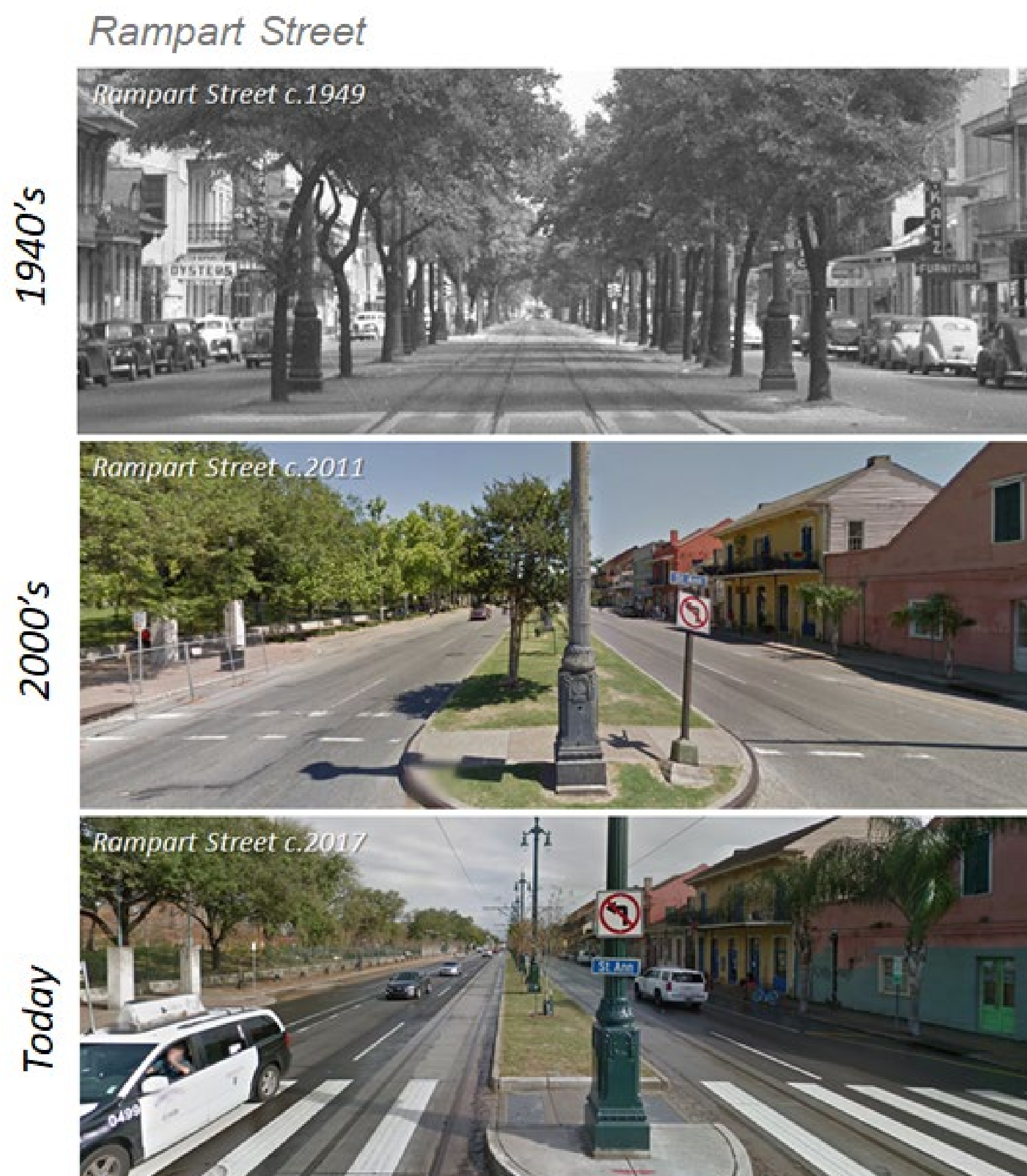
Greater than 15  
minutes



# Defining Transit Priority

## HISTORY OF DEDICATED LANES

New Orleans has a rich history of implementing fixed guideway for transit. However, some of that has been lost with the re-designing of our streets. The BRT project proposes to revert some of these areas back to transit uses.

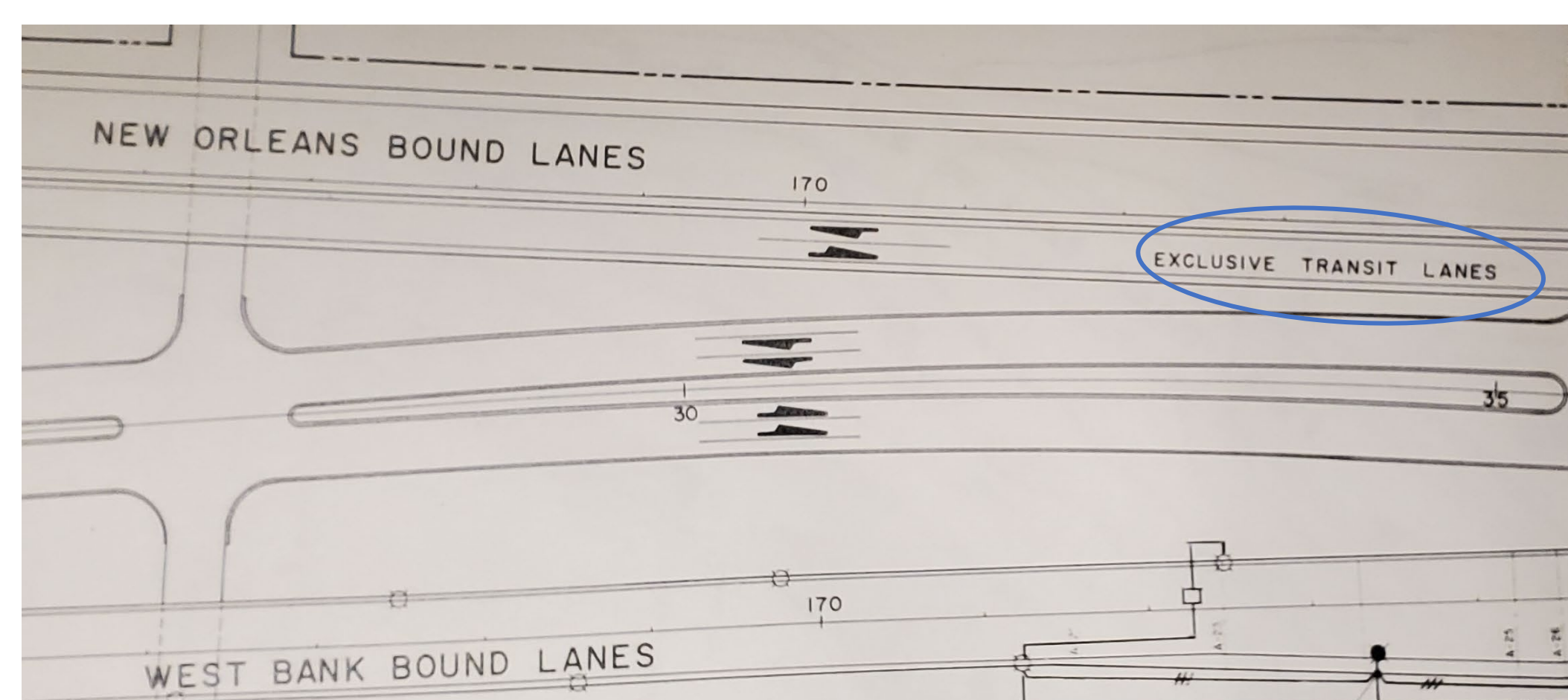


## Neutral Ground

- Opportunity for dedicated guideway use
- Historic precedent

## US 90 Bridge HOV

- Current configuration no meets today's travel patterns
- Original function was 2-way with transit use
- Restoring HOV lane to original configuration is grant compliant
- Key to BRT success and connection to West Bank



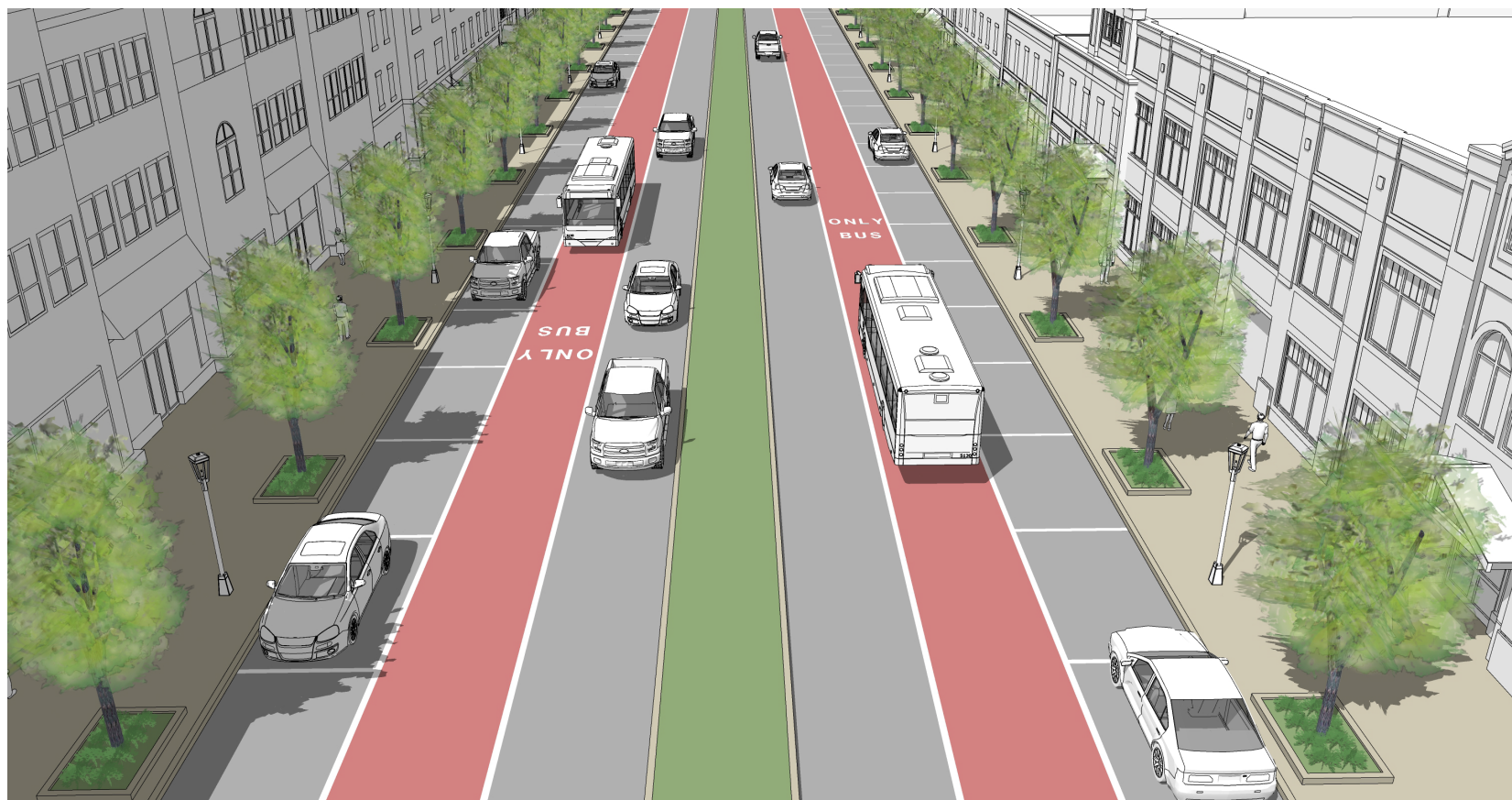
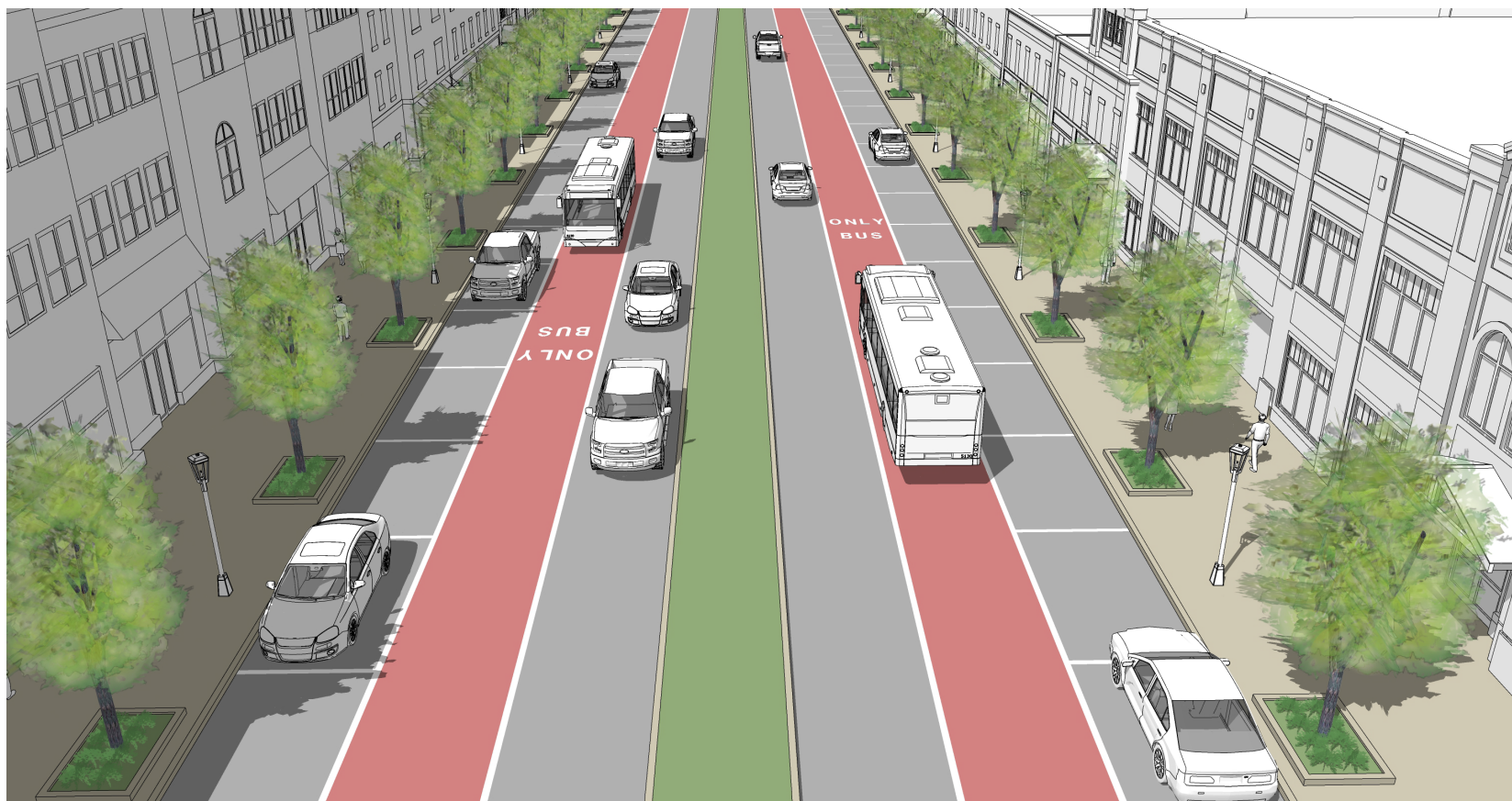


# Defining Transit Priority

## GUIDEWAY

### Curb-running BRT Options

- Restricted parking lane “BAT Lane”
- Dedicated Lane (Fixed Guideway)
- Driveway/On-Street Parking conflicts
- Lower capital cost



### Center-running BRT Options

- Dedicated Lane (Fixed Guideway)
- Fewer traffic conflicts
- Highest transit priority
- Left turn impacts
- Higher capital costs



What aspect of the current right-of-way would you support modifying or eliminating for fast and reliable transit? (Mark All That Apply)



UTILIZATION OF THE NEUTRAL GROUND, WIDE



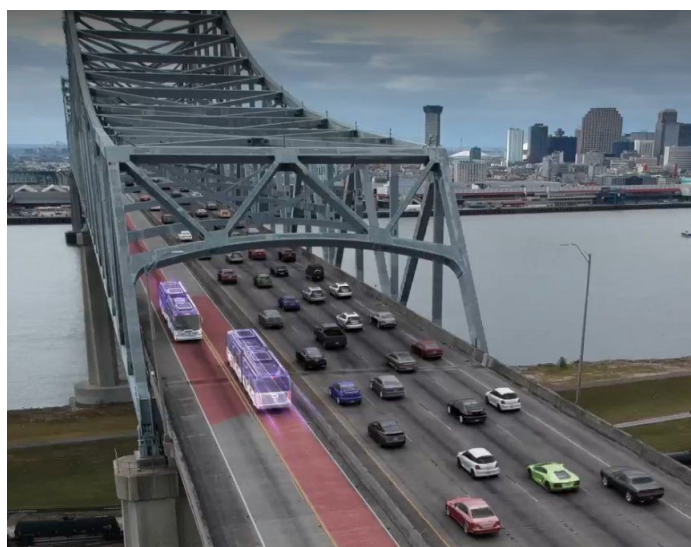
UTILIZATION OF THE NEUTRAL GROUND, NARROW



UTILIZATION OF PARKING



CONVERSION OF A TRAVEL LANE

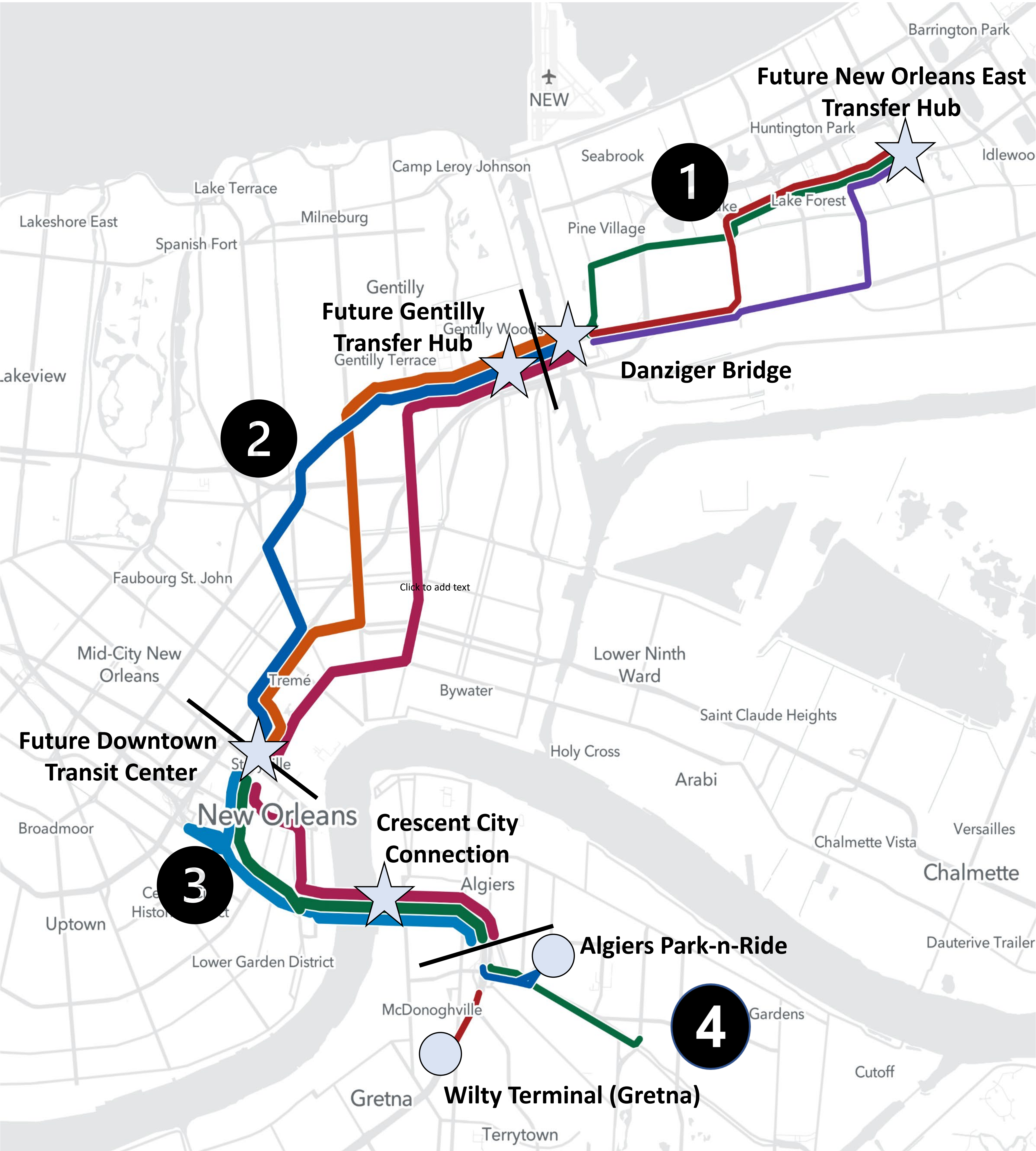


CONVERSION OF HOV TO TRANSITWAY



# Defining The Route

The route for this first corridor will connect New Orleans East (Read Blvd and Lake Forest) to Canal & Basin and then cross over to Algiers. The study area is broken into 4 segments, each with 3 route options.

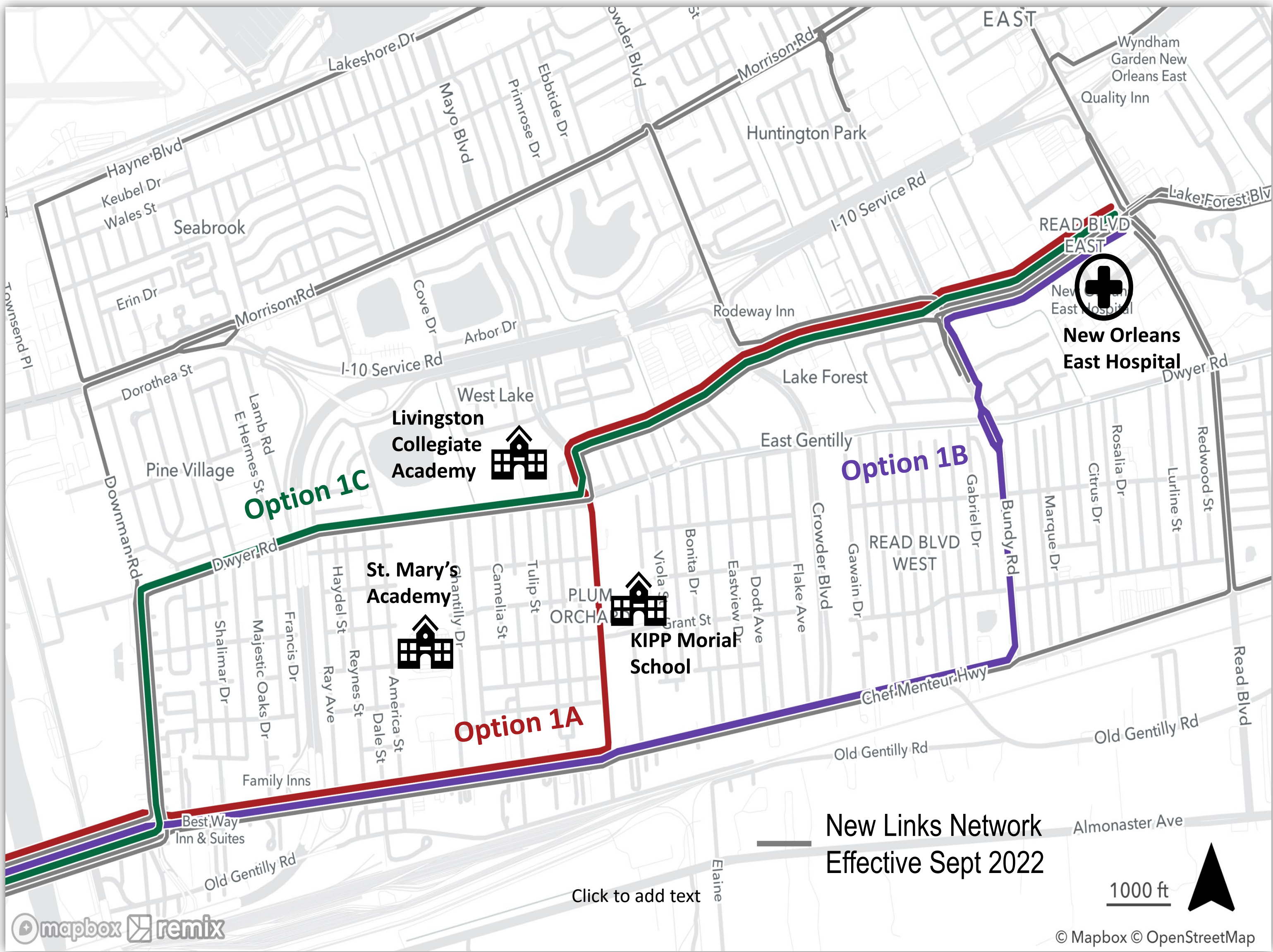




# Defining The Route

## SEGMENT 1

The route for this first corridor will connect New Orleans East (Read Blvd and Lake Forest) to Canal & Basin and then cross over to Algiers. The study area is broken into 4 segments, each with 3 route options. Between 20% and 30% of households in this segment do not have access to a vehicle.



What route option do you prefer for BRT? **Vote** for your top choice!

### Option 1A



**Key Destinations:**

- New Orleans East Hospital
- Livingston Collegiate Academy
- KIPP Morial School

**Key Statistics:**

- 1,351 Total Employment
- 6,165 Total Population
- 1,017 Existing Riders

### Option 1B



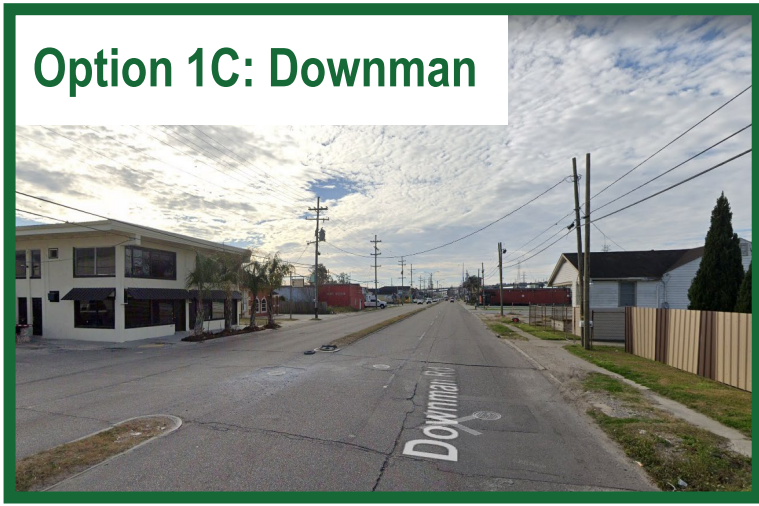
**Key Destinations:**

- New Orleans East Hospital

**Key Statistics:**

- 1,360 Total Employment
- 8,051 Total Population
- 1,022 Existing Riders

### Option 1C



**Key Destinations:**

- New Orleans East Hospital
- Livingston Collegiate Academy
- KIPP East Community Primary

**Key Statistics:**

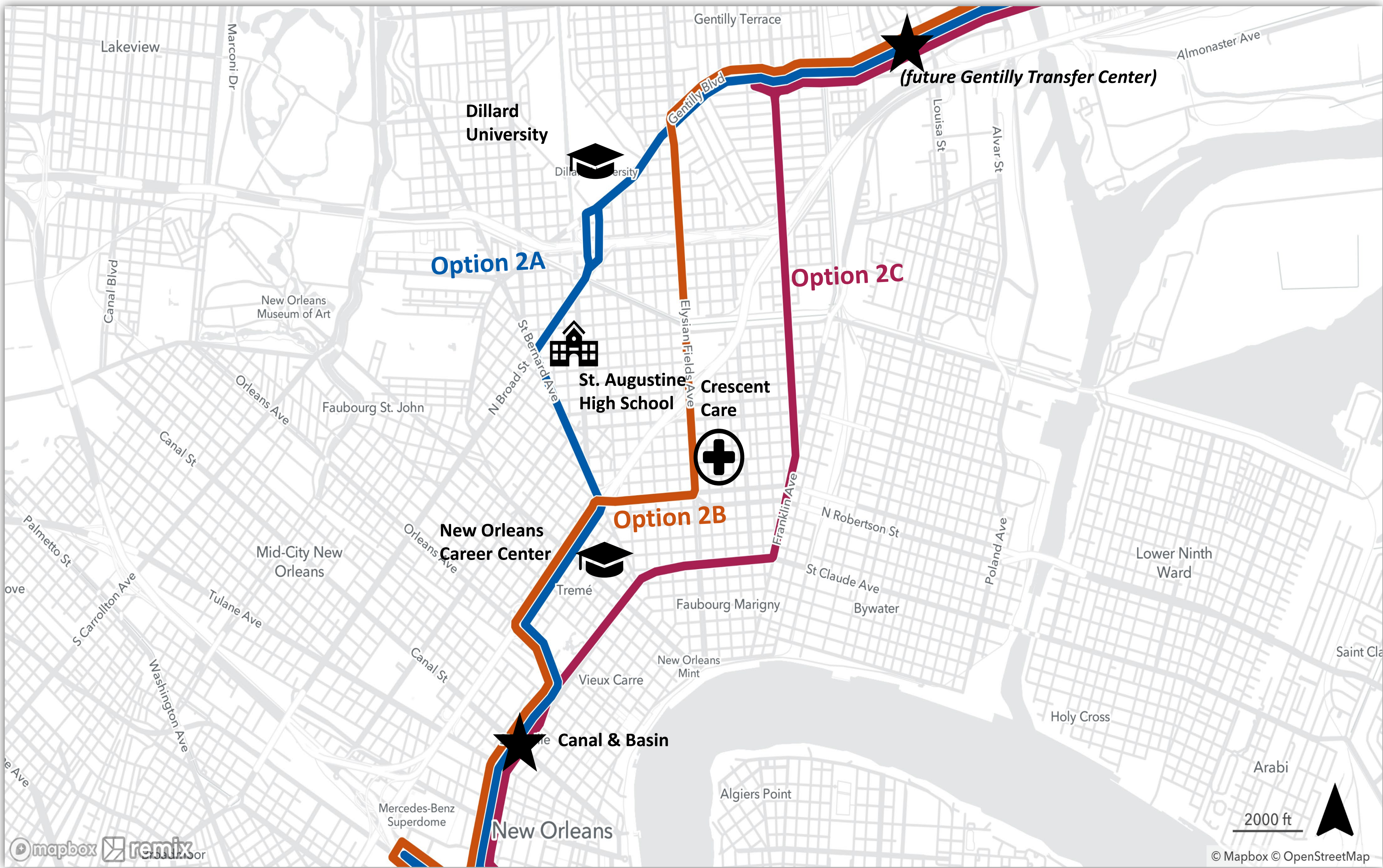
- 3,263 Total Employment
- 12,213 Total Population
- 1,053 Existing Riders



# Defining The Route

## SEGMENT 2

Segment 2 goes between Danziger Bridge and the future Downtown Transit Center on Basin St at Canal St. There will be approximately 6-8 stations along the way at major intersections. Between 30% and 50% of households in this segment do not have access to a vehicle.



What route option do you prefer for BRT? Vote for your top choice!

### Option 2A



- Key Destinations:**
- Dillard University
  - Morris Jeff Community School
  - Nova Nora Library
- Key Statistics:**
- 16,261 Total Employment
  - 37,154 Total Population
  - 11,499 Existing Riders

### Option 2B



- Key Destinations:**
- Dillard University
  - Morris Jeff Community School
  - Crescent Care
- Key Statistics:**
- 15,754 Total Employment
  - 17,065 Total Population
  - 11,184 Existing Riders

### Option 2C



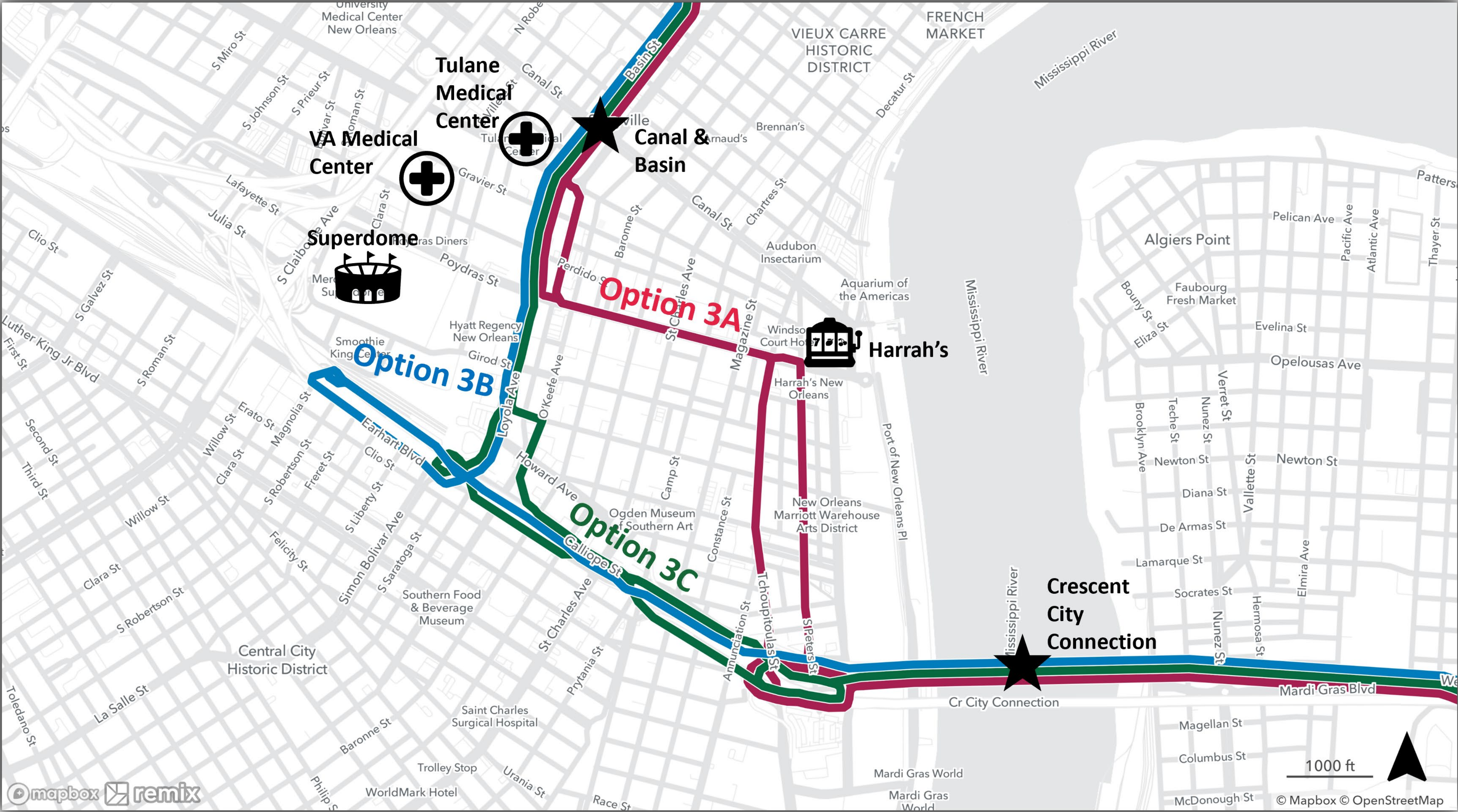
- Key Destinations:**
- French Quarter/Marigny
- Key Statistics:**
- 19,946 Total Employment
  - 21,005 Total Population
  - 11,366 Existing Riders



# Defining The Route

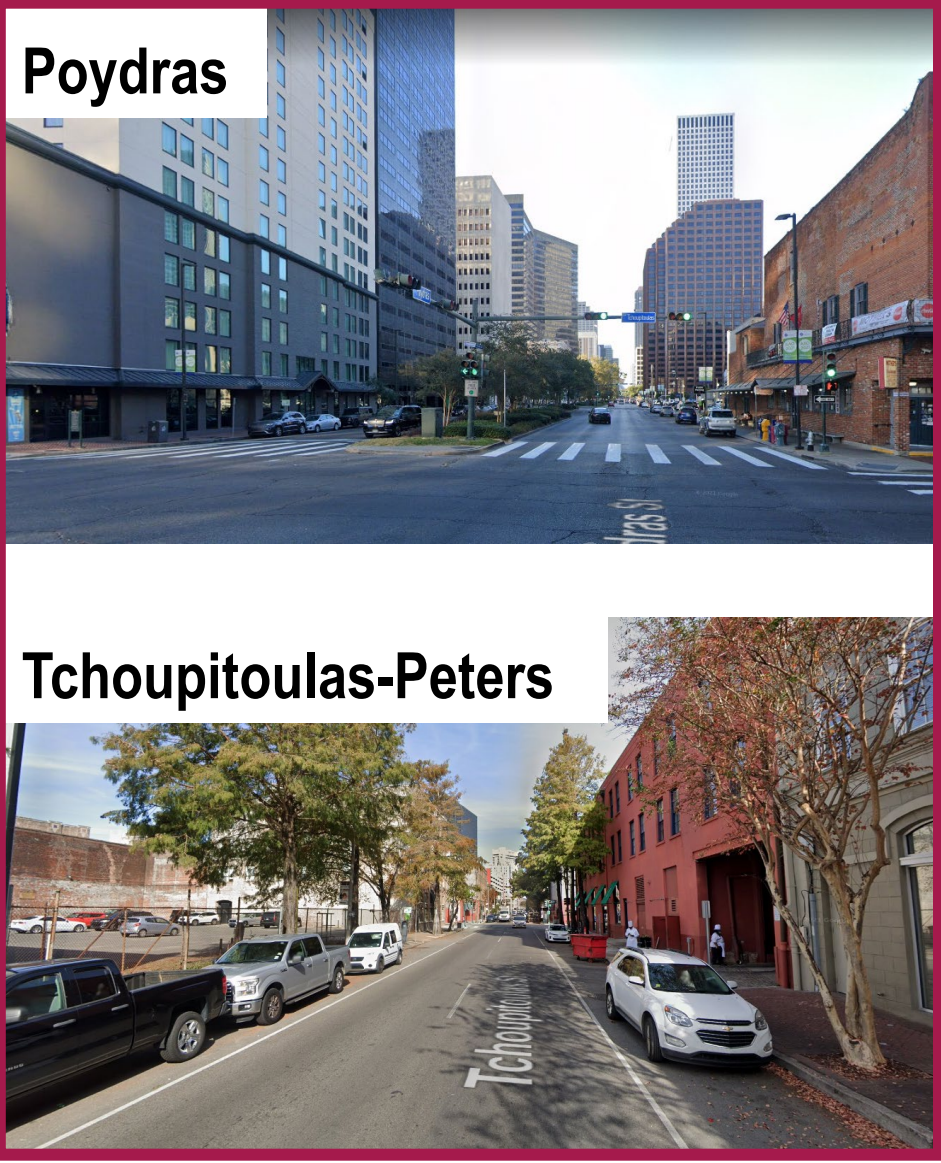
## SEGMENT 3

This segment goes through downtown from the Downtown Transit Center to the Crescent City Connection bridge. Between 45% and 79% of households in this segment do not have access to a vehicle.



What route option do you prefer for BRT? Vote for your top choice!

### Option 3A



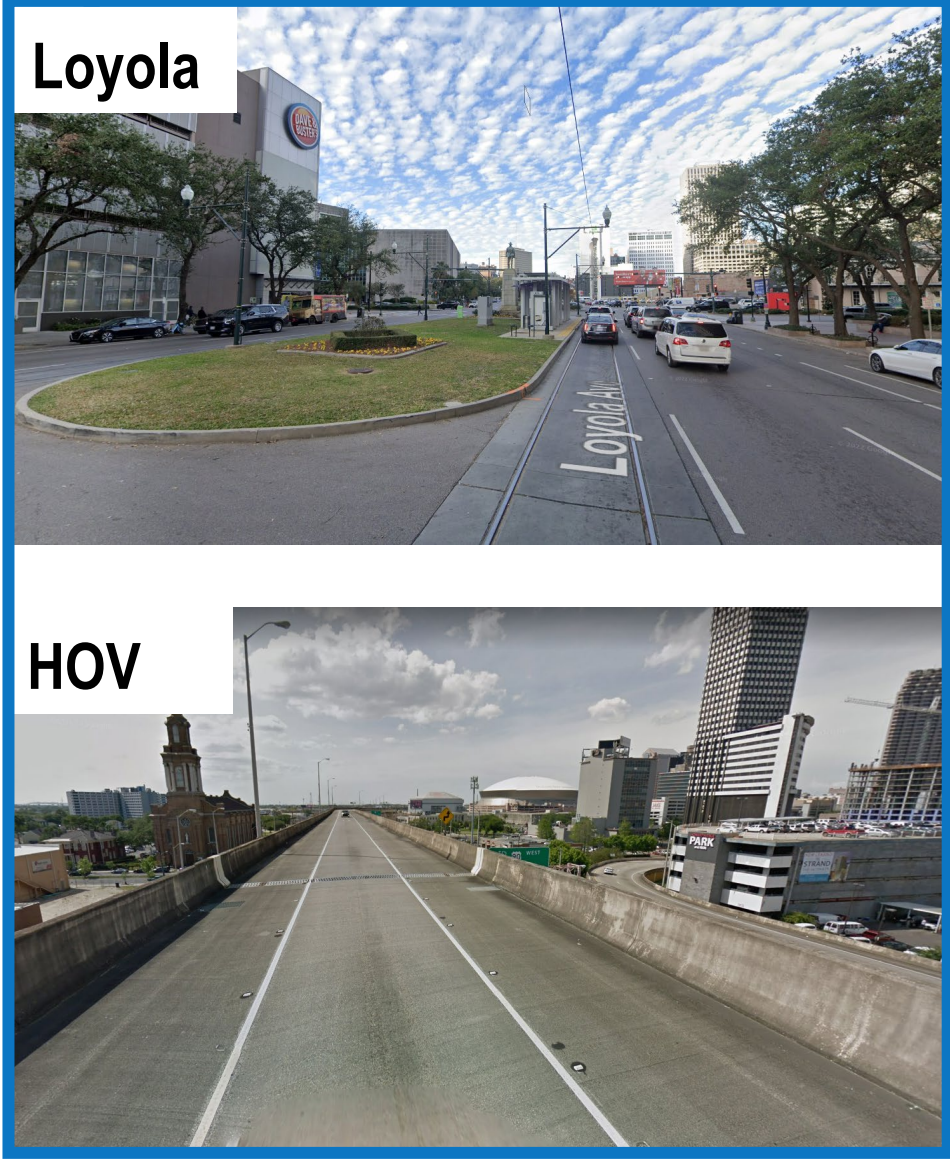
#### Key Destinations:

- Tulane Medical Center
- CBD
- Convention Center

#### Key Statistics:

- 54,162 Total Employment
- 3,890 Total Population
- 13,939 Existing Riders

### Option 3B



#### Key Destinations:

- Tulane Medical Center
- Union Passenger Terminal

#### Key Statistics:

- 36,294 Total Employment
- 4,150 Total Population
- 11,094 Existing Riders

### Option 3C



#### Key Destinations:

- Tulane Medical Center
- Union Passenger Terminal
- Transfer to Uptown

#### Key Statistics:

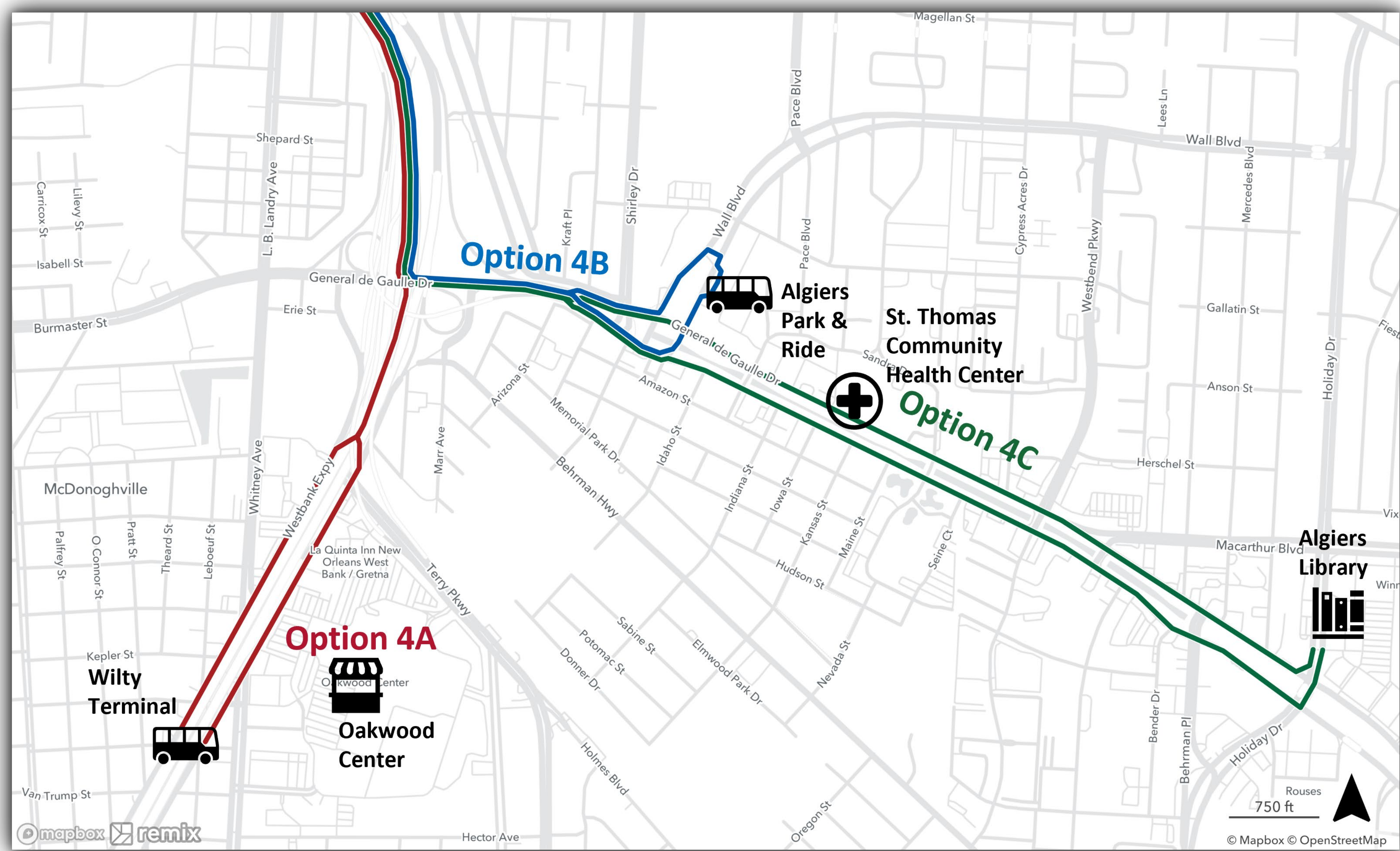
- 32,154 Total Employment
- 2,365 Total Population
- 10,528 Existing Riders



# Defining The Route

## SEGMENT 4

This segment is the end of the line on the West Bank. The three options are the different choices for the last stop of this initial route and will have one to three stations. Between 25% and 51% of households in this segment do not have access to a vehicle.



What route option do you prefer for BRT? Vote for your top choice!

### Option 4A



Key Destinations:

- Wilty Terminal

Key Statistics:

- 1,445 Total Employment
- 2,230 Total Population

### Option 4B



Key Destinations:

- Algiers Library

Key Statistics:

- 4,153 Total Employment
- 9,336 Total Population

### Option 4C



Key Destinations:

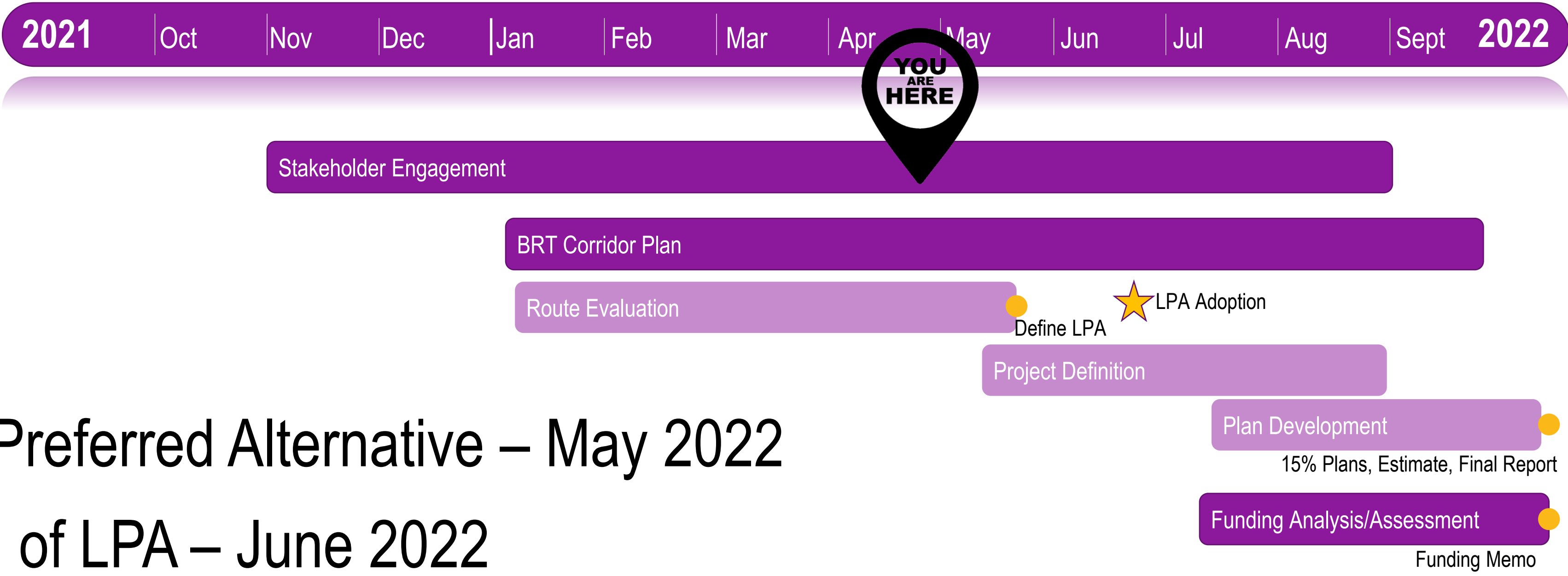
- Algiers Park and Ride

Key Statistics:

- 1,306 Total Employment
- 3,464 Total Population



# Next Steps



- Define Locally Preferred Alternative – May 2022
- Board Adoption of LPA – June 2022
- Feasibility Study Completion – Sept/Oct 2022

## FUTURE PHASES & Potential Funding Sources

### Federal Sources

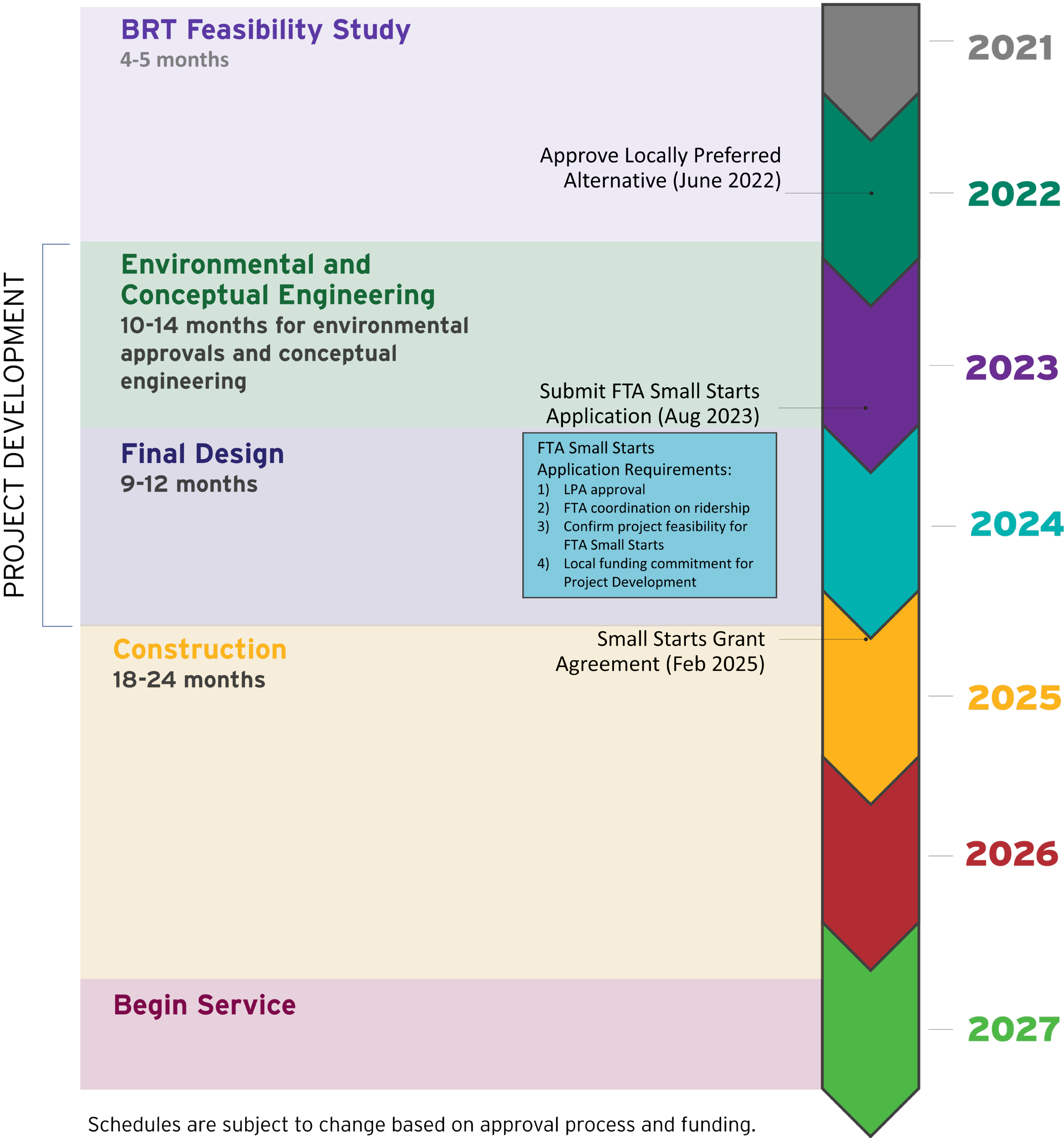
- Federal Transit Administration (FTA) Small Starts:
  - Competitive funding program for transit projects under \$400 million and requesting less than \$150 million
  - Corridor-based BRT systems eligible to apply
  - Awards up to 80% of eligible project costs
  - Most competitive applications request 50% to 60% federal funds
- Non-FTA Discretionary Grant Programs include:
  - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
  - Infrastructure For Rebuilding America (INFRA)

### State Sources

- LADOTD Road Transfer Program Funds – As an effort to right-size the state highway system, the LADOTD has established a voluntary program that transfers ownership of select state roads to the local government. Before the transfer, road improvements will be completed; this could include BRT improvements.

### Local Sources

- Local funding sources will fund remaining design and construction activities and may be required to make up any remaining funding gaps for capital and operating costs for the project.



Thank you for coming and continue to stay involved by visiting RTA's website at [www.norta.com](http://www.norta.com).

Email us at [brt@rtaforward.org](mailto:brt@rtaforward.org)

Stay connected on Facebook, Twitter and Instagram at [@NewOrleansRTA](https://www.instagram.com/NewOrleansRTA)

Scan to take the BRT survey:

