NEW ORLEANS REGIONAL TRANSIT AUTHORITY

MOBILITY HUBS PROGRAMMING PLAN

AUGUST 2024

THE PROJECT TEAM

MANNING

Architecture Interiors Planning

PROJECT LEAD - PLANNING & ARCHITECTURE

JULIEN ENGINEERING & CONSULTING

CIVIL ENGINEERING

Infinity Engineering Consultants

Civil ∞ Structural ∞ Mechanical ∞ Electrical

MEP ENGINEERING

DANA BROWN & Associates

LANDSCAPE ARCHITECTURE

Manning, APC

650 Poydras Street, Suite 1250

New Orleans, LA 70130-6101

504.412.2000

RTA

CONTENTS

1 | INTRODUCTION

INTRODUCTION

What is the RTA Mobility Hub Typology Analysis?

In September 2022, the RTA implemented a bus network redesign based on the Regional Planning Commission's New Links Plan. The recommended network aimed to improve job access, provide high-frequency service on key routes, create direct routes, and offer a service to meet the needs of riders. The new network also introduced multiple transfer areas to facilitate easy transfers between routes, with an estimated 700,000 boardings per year at these stops following the network redesign.

However, these transfer points currently lack sufficient transit infrastructure for safe and efficient operations and transfers. The current stops are disconnected, lack amenities, are difficult to supervise, and require riders to walk multiple blocks from one stop to another. They do not offer shelter from inclement weather, exposing passengers to the elements (both rain and heat). Poor pedestrian infrastructure in these areas makes it difficult for riders to transfer between lines, often requiring unsafe street crossings. Additionally, there is a need for dedicated bus parking and operator rest area for layovers. Improvement to these hubs aims to support a more efficient operating environment, providing a safer, more comfortable, and dignified riding experience for passengers and operators.

Figure 1: Standard RTA Bus Shelter (Manning, APC)

Figure 2: Overcrowding at Bus Shelter (Manning, APC)

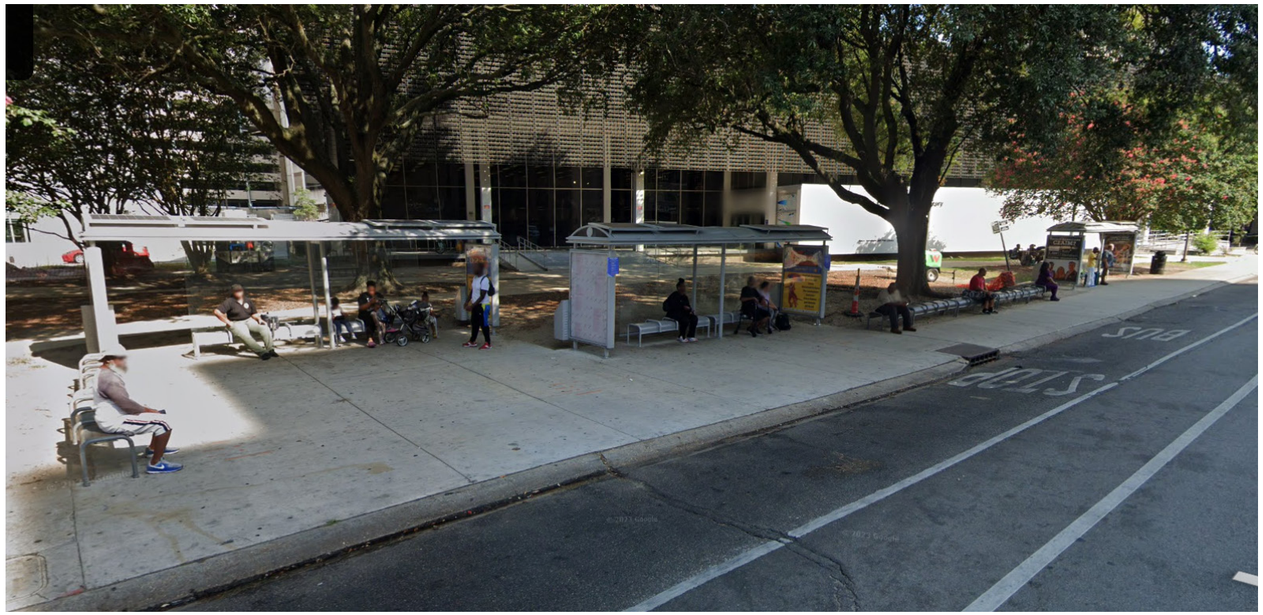


Figure 3: Temporary Mobility Hub at New Orleans Public Library (Manning, APC)

INTRODUCTION

The RTA and its lead consultant, Manning, APC, have undertaken the RTA Mobility Hub Typology Analysis to develop programming for mobility hubs in New Orleans in order to achieve the following goals:

- Determine operational needs, transfer requirements, and preferences at each identified mobility hub location.
- Develop typologies that can accommodate the range of needs at various mobility hub locations.
- Provide a safe, pleasant, and comfortable environment for riders to wait, complete with shade, seating, weather protection, and other amenities.
- Improve the ability of riders to safely and efficiently transfer from one line to another, considering pedestrian infrastructure and other right-of-way improvements.
- Offer real time information to aid riders in making transfer decisions.
- Provide comfort amenities for operators and designated stop areas for use during layovers.
- Promote a multi-modal environment by integrating improvements for bikes and pedestrians.
- Enhance the aesthetic appeal of the transfer area by incorporating relevant public art and landscaping, where feasible.
- Improve the sustainability of RTA infrastructure by integrating water management and renewable energy infrastructure, where possible.

Figure 4: Desert Sky Mobility Hub (Phoenix Transit)

Figure 5: 3 Trails Transit Center (Ride KC)

INTRODUCTION

What is a mobility hub?

A mobility hub serves as a multi-modal transportation anchor for transit passengers and the surrounding community. Mobility hubs offer enhanced passenger amenities to provide a safe, comfortable, convenient and accessible space to transfer between transit lines and transportation modes. Mobility hubs are located at stops within the network that have higher transit activity. To reach their full potential, the hub may require an expanded footprint, improved surrounding infrastructure, and more. As such, the RTA has the opportunity to coordinate complementary improvements around the hub such as sidewalk repairs, accessibility upgrades, streetscape improvements, and road diets to ensure pedestrian safety.

Figure 6: RFTA Mobility Hub in Glenwood, CO (HNTB)

Figure 7: RTA Cemeteries Mobility Hub in New Orleans, LA (New Orleans RTA)

What are common features of a mobility hub?

Mobility hubs can come in many sizes and configurations, depending on factors like the types of transportation modes and number of routes served, development and land use patterns, ridership numbers, and transit activity at the location. Based on an analysis of these factors, transit planners are able to determine what amenities should be provided at a certain location. Common amenities provided at mobility hubs can be seen below and are expanded on in the next section of this document.

- Weather-Protected Seating & Waiting Areas
- Safety Measures
- Passenger Drop-Off & Loading Zones
- Mobility Services - Passenger Information Systems
- Placemaking Features
- Safe, Accessible Crossing & Boarding
- Electric Vehicle Charging for Buses
- Operator Comfort Stations
- Sustainability Features
- Bicycle Services & Parking
- Park & Ride
- Cleanliness & Maintenance

2 | MOBILITY HUB FEATURES

MOBILITY HUB FEATURES

Amenities

Weather-Protected Seating & Waiting Areas

Install canopy-covered seating offering a refuge from sunlight and precipitation scaled to activity at the location. To enhance comfort safety, and visibility, transparent materials should be used.

Cleanliness & Maintenance

Regular cleaning schedules, waste management systems, and well-maintained facilities reflect a commitment to provide a high-quality rider experience.

Safety Measures

Increase comfort and safety with pedestrian-scale lighting, typically less than 25 feet high. Cameras and call boxes should be considered at all hubs with on-site personnel assigned as necessary.

Placemaking Features

Consider iconic signage, public art, landscaping, and other features that can serve as local landmarks while also contributing to positive perceptions of transit. Landscaping should incorporate sustainability as described on the next page.

Sustainability Features

Integrate innovative design that incorporates renewable energy and stormwater management. Shelters may be equipped with solar panels, and stormwater management can blend with landscaping as described on the next page.

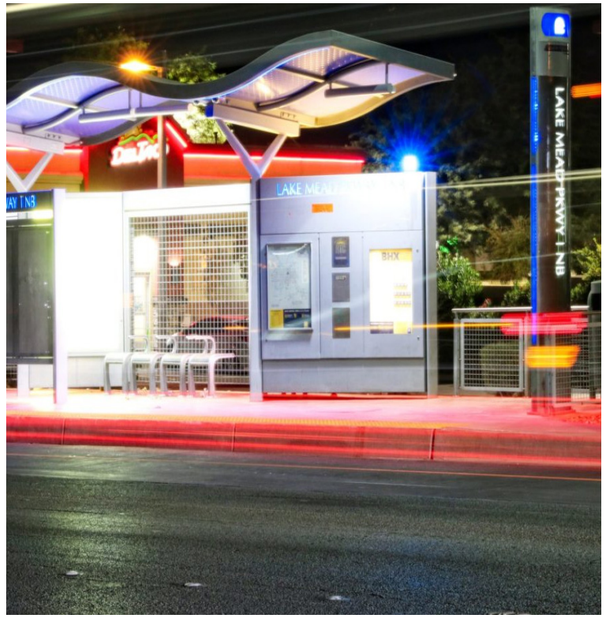


Figure 8: Well-lit hub in Las Vegas (Regional Transit Commission of Southern Nevada)

Figure 9: Weather-Protected Shelter in Cardiff, Wales (Externiture)

Figure 10: "Transporting Arts" in Melbourne, Australia (Annie Davidson)

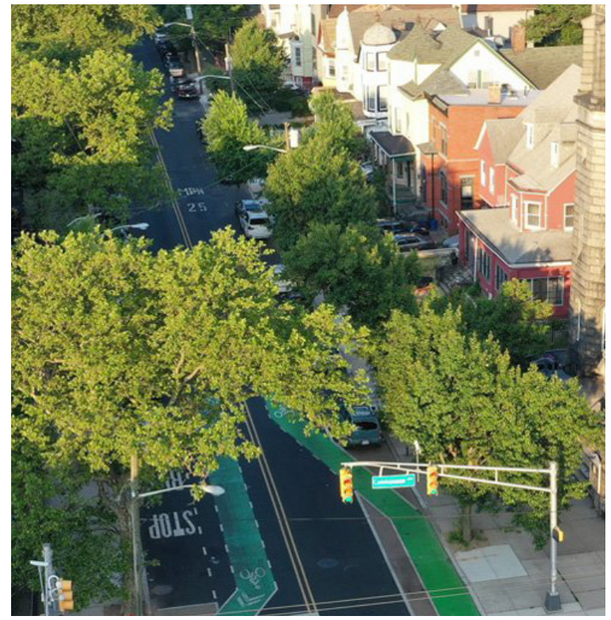


Figure 11: Tree-Covered Transit Hub (Dana Brown & Associates)

MOBILITY HUB FEATURES

Placemaking & Sustainability Through Landscape Design

- Minimize the use of impervious surfaces which hinder stormwater retention capacity leading to localized flooding.
- Promote green infrastructure networks, including pervious paving, bio-retention cells, trellises, and detention basins. Consider land use and runoff patterns to mitigate flooding in vulnerable areas.
- Provide tree canopy coverage that can cool the micro-climate and improve air quality through evapotranspiration and pavement shading.
- Use a consistent design palette for landscaping and stormwater management for a cohesive environment
- Carefully incorporating these features, such as trees abutting the right-of-way, can aid in traffic management and safety.

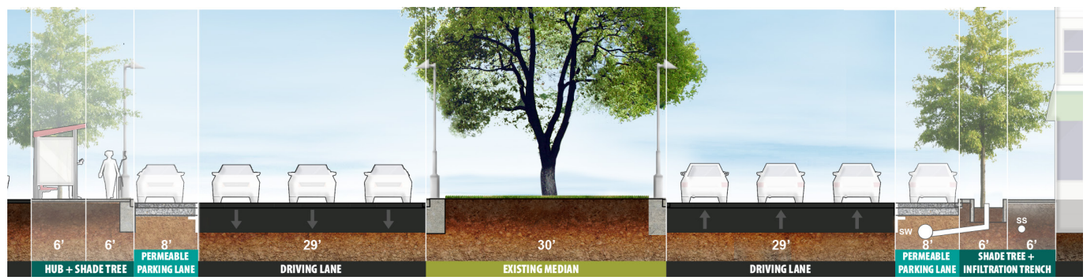


Figure 14: Potential street design with green infrastructure (Dana Brown & Associates)


Figure 12: Shelter with shade trees (Dana Brown & Associates)


Figure 13: Bus stop with tree cover and rain gardens (Dave Tilley)


Figure 15: Bus stop with trees and bioswale - Portland, OR (National Asoc. of City Transportation Officials)


Figure 16: Overview of a bus shelter with some shade trees (Dana Brown & Associates)

MOBILITY HUB FEATURES

Access Features

Safe, Accessible Crossing & Boarding

Provide an accessible boarding area, typically measuring 5 feet long and 8 feet wide. Paths with a clear width of 8–12 feet is preferred near traffic. Safe crossings should be prioritized through marked crosswalks, signalization, and signage. Raised crossings and hybrid beacons should be considered where feasible. This is discussed in greater detail on the next page.

Bicycle Services & Parking

Provide bicycle parking and/or bike share stations at all hubs. Bicycle wayfinding signage should be used to guide bicyclists to transit stops, and maintenance facilities should be provided, where feasible. More information about improvements for cyclists can be found on page 12.

Passenger Drop-Off & Loading Zones

Strategically position pick-up and drop-off points for smooth transitions from personal vehicles and ridesharing services to public transit. Wayfinding signage should be provided along with marked crossings and pull-over zones.

Park & Ride

Strategically locate parking areas designed for both short-term and long-term parking, serving as the starting point for transit journeys.

Figure 17: Rideshare Station at Gilbert, AZ Mobility Hub (Jean Crowther)

Figure 18: Bike Shelter on Cass Avenue in Detroit (Todd Scott)

Figure 19: Park & Ride in Ajax, Ontario (Groupe Fransyl)

Figure 20: Multimodal Hub in Barcelona (Frame & Mobilize)

MOBILITY HUB FEATURES

Pedestrian Crossing Improvements

- Introduce pedestrian signage, signalization, and aesthetic roadway elements like decorative crosswalks to increase the visibility and safety of pedestrian crossings.
- Consider traffic calming interventions such as elevated crosswalks and curb bumpouts to reduce crossing distances and slow down vehicular traffic.
- Install user-activated flashing pedestrian crossing signs at crosswalks to slow and/or stop traffic at intersections with high crash rates.
- On roads with a high traffic volume and a high risk of crashes, install pedestrian hybrid beacons (also known as HAWK signals) to stop vehicular traffic and ensure safe pedestrian crossings.

Figure 23: Complete Street Design (Sacramento County Department of Transportation)

Figure 21: HAWK signal on Carrollton Avenue in New Orleans, LA (Friends of the Lafitte Greenway)


Figure 22: Curb Bumpout (Urban Milwaukee)


Figure 24: Decorative Crosswalk in Milwaukee (City of Milwaukee)


Figure 25: User-Activated Pedestrian Signals at New Orleans Convention Center (Manning, APC)

MOBILITY HUB FEATURES

Bicycle Services & Improvements

- Standard bicycle parking, bike-share stations, and protected bike lanes should be provided at all mobility hubs where feasible.
- Large mobility hubs can benfit from enhanced bicycle storage, lockers, and repair infrastructure where feasible.
- When bicyle lanes pass near a boarding platform, they should be placed behind a bus boarding island to eliminate conflicts with transit operations. Bike lanes can be at street level or raised. If raised, use colored paint or paving materials to easily distinguish bike lanes. Mark pedestrian crossings through the bike lane surface treatments and signage.
- New Orleans RTA buses are currently equipped with bike racks. Spacing should allow safe and comfortable bike mounting at all mobility hubs.

Figure 28: Boarding Island in Chicago with nearby Bicycle lanes

Figure 26: Bus Boarding Island with Protected Bike Lane in Seattle, Washington (Green Lane Project)

Figure 27: Bike Share at mobility hub in San Antonio (Leo Saurez)

Figure 29: Large Bicycle Storage at DC Metro Mobility Hub (Washington Metropolitan Transit Authority)

Figure 30: New Orleans RTA bus with mounted bicycle (NOLA.com)

MOBILITY HUB FEATURES

Mobility Services - Passenger Information Systems

Incorporate intuitive kiosks, displays, and audio offering real-time updates and information. These should be installed at all mobility hubs and designs may be tailored to the context. Non-digital signage should be incorporated as well to enhance customer experience.

Layover Features

Electric Vehicle Charging for Buses

Provide charging stations, outfitted with the latest technology, for quick and effective charging for electric buses.

Operator Comfort Stations

Provide operator comfort stations offering secure restrooms and rest areas that may include microwaves, vending machines, and phone charging. These amenities should be provided at hubs where layovers occur.

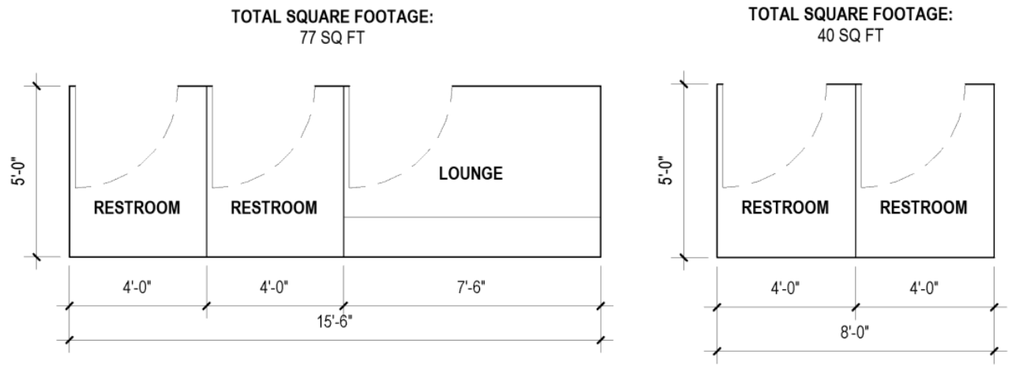


Figure 33: Potential scale for comfort stations (Manning, APC)

Figure 31: Shelter with Kiosk (OEM Kiosks)

Figure 32: Bus Shelter with LCD Screen (Smart City Displays)

Figure 34: Operator Comfort Stop 1 (King County)

Figure 35: Operator Comfort Stop 2 (King County)

3 | TYPOLOGY CLASSIFICATION

METHODOLOGY

Introduction

The purpose of this section is to identify specific mobility hub typologies that characterize transit features and prescribe the types of operational infrastructure and passenger amenities needed at mobility hubs throughout New Orleans. To align with current best practices, precedents were studied from cities that provided relevant transit services. These plans define typologies based on local contexts and based on common factors like levels of ridership, operational needs, modes of transportation available, and right-of-way (ROW) and development context. These processes began with data considering functions of different hubs resulting in various typologies.

Mobility hub typologies are generally organized in a hierarchical pattern where the largest hub typology typically provides numerous amenities on expanded footprints to accommodate a high volume of transfers & layovers. Mid-level hubs tend to be the most common and generally represent numerous busy hubs around town that warrant significant passenger amenities. At the lower end, hubs with the lowest ridership often accommodate specialized operations and accommodations. However, safety, comfort, convenience, accessibility are common themes observed across all mobility hub typologies.

Based on these insights, data was collected and analyzed for all the mobility hub sites across New Orleans. This data encompasses boardings, trips, layover requirements, routes served, ROW contexts, development patterns, transit methodologies, and regional connections. Upon analysis of this data, trends were identified that led to the development of five specific typologies that characterize RTA transit hubs and the determination of how to meet the needs of each specific location.

Figure 36: Transfer Station in Canberra Australia (AECOM)

Figure 37: Central Mobility Hub (Los Angeles Department of City Planning)

Mobility Hub Methodology

Major Mobility Hubs

Transit stops that experience the highest volume of transit activity, serve multiple routes, and justify a substantial footprint devoted to transit infrastructure. These hubs feature the highest levels of passenger and operator amenities.

Transfer Mobility Hubs

Transit stops that are adequately serviced by transit, exhibit high transfer activity, and justify substantial passenger facilities. These hubs are the most common typology and are generally located within an urban context.

Opportunity Mobility Hubs

Transit stops with sufficient space to accommodate a larger footprint, cater to multi-modal or terminating services, and could be potential locations for future service and facility expansion.

Mini Mobility Hubs

Transit stops where routes layover, requiring operator comfort stations and space for vehicle layovers.

Marine Mobility Hubs

Mobility hubs that provide connection points between ferry terminals and transit routes. Safe and comfortable passenger connections between modes should be prioritized at these hubs.

METHODOLOGY FLOW CHART

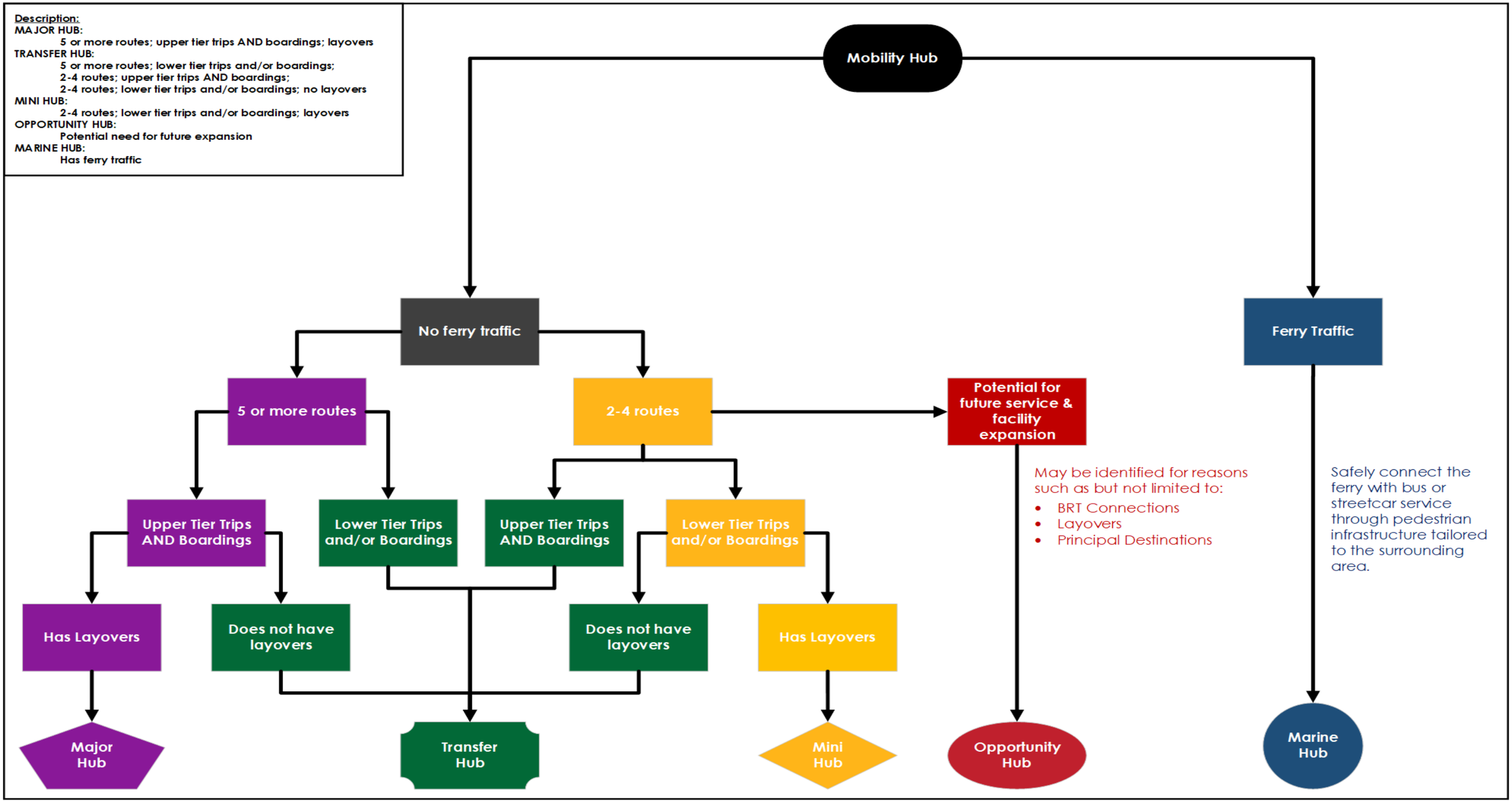


Figure 38: Classification Methodology Flow Chart (Manning, APC)

CLASSIFICATION TABLE FOR THE IDENTIFIED MOBILITY HUBS

Mobility Hub*	Routes	Boardings Tier***	Avg. Daily Boardings	Trips Tier***	Avg. Trips per Day	Layovers	ROW Context	Development Pattern	BRT	Crash Injuries (2018 to 2022)	Regional Connections	Classification
Gentilly Woods Hub	6	4	842	4	4,980	2	Consider Site Control	Auto-oriented	Y	134	Gentilly	Major
Lake Forest Library Hub	6	3	201	4	1,844	4	Consider Site Control	Suburban	Y	96	New Orleans East	Major
Carrollton & Claiborne	6	4	420	4	1,762	2	Expanded	Compact		180	Jefferson Parish	Major
Cemeteries	5	4	715	3	1,268	2	Expanded	Compact		62	Jefferson Parish	Major
Broad & Canal	3	4	855	3	1,382		Limited	Compact		109		Transfer
Broad & Tulane	2	4	399	2	968		Limited	Compact		97		Transfer
Broad & St. Bernard	5	3	260	2	988		Limited	Compact		101		Transfer
Chef & Downman	3	2	129	3	1,238		Expanded	Auto-oriented	Y	44		Transfer
Bullard Walmart	4	1	39	2	1,014		Expanded	Auto-oriented		83		Transfer
Broad & Washington	3	2	162	2	766		Limited	Compact		84		Transfer
Xavier	5	2	166	3	1,208		Limited	Compact		189		Transfer
Morrison & Read	3	2	142	1	666		Expanded	Auto-oriented		76		Transfer
Gentilly & Elysian Fields	3	3	301	4	2,048		Expanded	Suburban	Y	99		Opportunity
Tchoup Walmart	2	3	302	3	1,380	2	Limited	Compact		116		Opportunity
St. Claude & Elysian Fields**	4	3	259	4	1,948	1	Limited	Compact		86		Opportunity
Arabi	3	2	183	2	954	1	Limited	Suburban		55	St. Bernard Parish	Mini
UNO	3	1	115	1	726	2	Campus	Suburban		44		Mini
Children's Hospital	4	1	16	1	350	3	Campus	Compact		59		Mini
Algiers Ferry Terminal	2	1	84	1	328	Ferry	Limited	Compact			Ferry to Westbank	Marine

Table 1: Classification Table for Identified Mobility Hubs

Note:

* The site at Napoleon & Magazine was not incorporated into the data because it was identified as a mobility hub after the data gathering stage.

**The data was gathered from the St. Claude & Elysian Fields hub during a period when the North Rampart Streetcar was not in operation.

*** Further Breakdown of tier classification is available in Appendix A

Terminology

Routes
Number of RTA and JeT routes servicing the hub.

Boardings by stop
Passengers boarding transit at a hub, excluding transfers.

Trips
Passengers that are boarding or exiting transit at the designated hub including transfers.

Layovers
Location in which a vehicle temporarily stops operation for operators to rest, often at the end of a route.

ROW Context
Available and recommended right-of-way space for the hub based on surrounding activity.

Development Pattern
Development scenario near the hub, influenced by zoning and existing road infrastructure.

BRT
Hubs planned as part of the future high-capacity BRT system, a system with dedicated transit lanes and high speeds.

Crash Injuries
Accidents that occurred within a half-mile radius from the hub. Data was provided by the Regional Planning Commission.

Regional Connections
Connections between sections of Orleans Parish and/or across parish boundaries.

MATRIX OF MOBILITY HUB TYPOLOGY

Typology	Routes	Possible Modes	Trips Tier	Boardings Tier	Regional Connections	Layovers	Description	Priority Actions
Major	5 or more	Bus, BRT, Streetcar, Park & Ride, Bicycle	High	High	Across parish lines or within regions of the parish	Yes	Transit stops with the highest transit activity, served by more than 5 routes and having the most boardings, justifying a considerable area dedicated to transit infrastructure. This includes right-of-way space for vehicles to enter and exit, operator comfort stops if it's a layover point, and real-time information.	1. Comprehensive planning and design process, consider site control to develop transit supportive structures and functions 2. Enhancements to existing infrastructure: Operator Comfort Stop, real-time signage, bike facility connections, beautification, safe crossings.
Transfer	2 or more	Bus, Streetcar, BRT	Medium	Medium-High	N/A	No	Transit stops that are adequately serviced by transit, exhibit high transfer activity, and justify substantial passenger facilities.	Develop standard set of passenger amenities with modular design and determine the best placement of these amenities. Consider use of the neutral ground, where possible. Where development pattern is compact, consider bicycle facilities.
Opportunity	2 or more	Bus, Streetcar, BRT	Medium-High	High	N/A	No	Stops that have sufficient space in the right-of-way to accommodate a larger footprint, cater to multi-modal or terminating services, and could potentially be locations for future service and facility expansion.	Consider existing and future dynamics around hub including potential service expansion when creating facility design
Mini	3 or more	Bus	Low	Low	N/A	Yes	Transit stops where routes have layovers, necessitating consideration for right-of-way space for stationary buses and emphasis on operator comfort stops.	Review ROW space and operator accommodations. First mile/last mile considerations with the beginning or end of a transit journey.
Marine	2 or more	Ferry, Bus, Streetcar	N/A	N/A	Ferry to cross river	N/A	Connection points between ferries and bus/ streetcar	Develop wayfinding program to support smooth transfers

Table 2: Classification Justification Matrix

TYPOLOGY CLASSIFICATIONS

Existing Transit Stop Designations

Major Mobility Hubs

Gentilly Woods Walmart**

Lake Forest Hub**

Carrollton & Claiborne

Cemeteries Hub

Opportunity Mobility Hubs

Gentilly & Elysian Fields**

St. Claude & Elysian Fields

Tchoupitoulas Walmart

Mini Mobility Hubs

Arabi

University of New Orleans

Children's Hospital

Transfer Mobility Hubs

Broad & Canal

Broad & Tulane

Broad & St. Bernard

Chef & Downman**

Bullard Walmart

Broad & Washington

Xavier University

Morrison & Read

Napoleon & Magazine

Marine Mobility Hubs

Algiers Ferry Terminal

Canal St. Ferry Terminal

** Indicates Future BRT Stop

MAP OF THE MOBILITY HUBS IN NEW ORLEANS

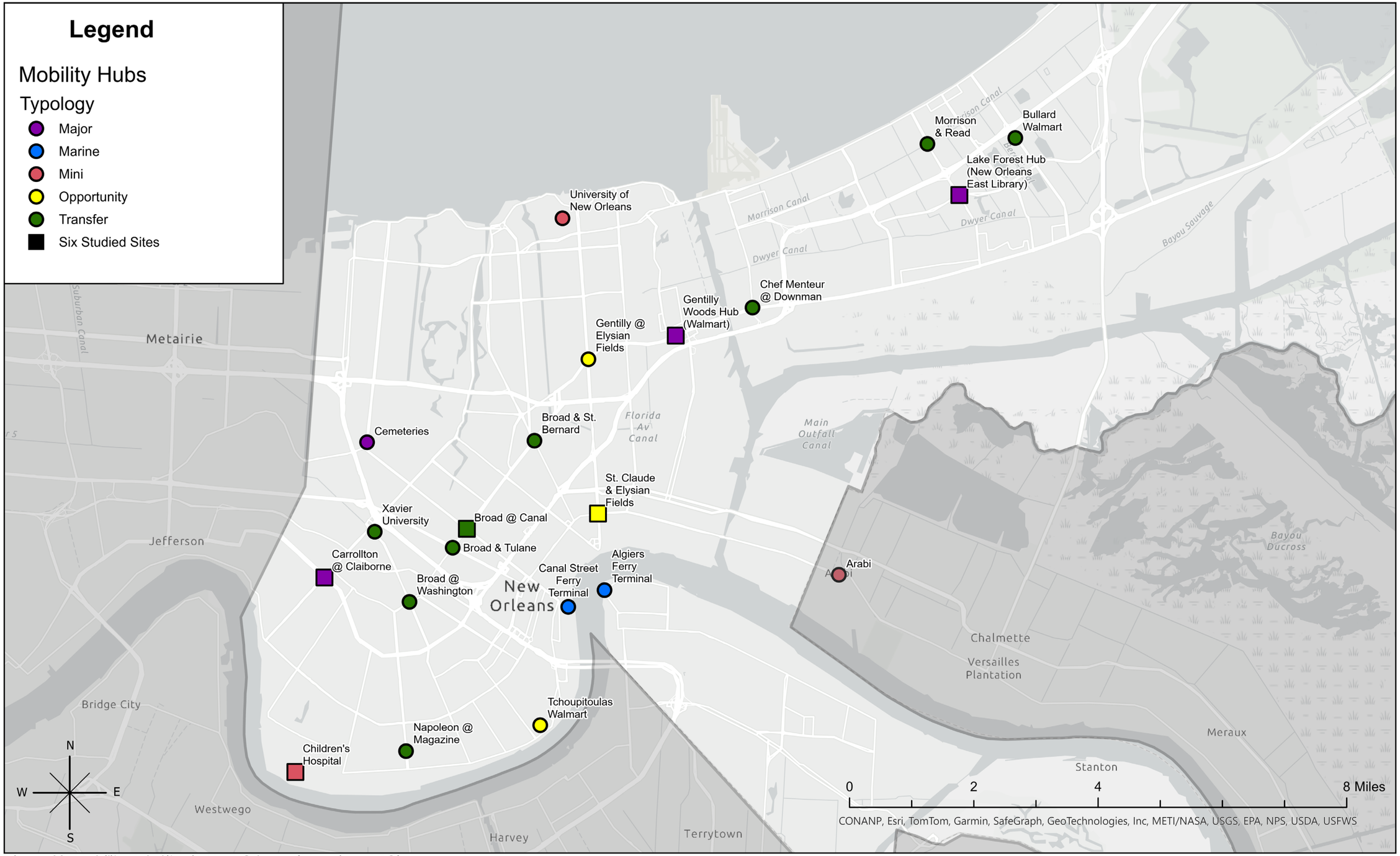


Figure 39: Mobility Hub Sites in New Orleans (Manning, APC)

MATRIX OF MOBILITY HUB FEATURES BY HUB TYPOLOGY

	FEATURE		DESCRIPTION	MAJOR HUBS	TRANSFER HUBS	OPPORTUNITY HUBS	MINI HUBS	MARINE HUBS
AMENITIES		Weather Protected Seating & Waiting Areas	Canopy covered seating offering a refuge from heat and precipitation. The canopy provided should reflect a hub's typology and the number of routes it serves.	●	●	●	●	●
		Placemaking Features	Artistic displays reflecting the local community, combined with landscaping, can transform the area into a welcoming urban sanctuary. Landscaping should seamless incorporate native plants.	●	◑	●	●	●
		Sustainability Features	Innovative eco-friendly design that incorporates renewable energy and stormwater management. Shelters can be equipped with solar panels, and stormwater management can blend with landscaping.	●	◑	●	●	●
		Cleanliness & Maintenance	Regular cleaning schedules, waste management systems, and well-maintained facilities reflect a commitment to provide a high-quality, comfortable rider experience.	●	●	●	●	●
		Security Measures	Lighting should be thoughtfully positioned within the shelters and in proximity to areas designated for operator comfort. Security cameras and/or personnel could potentially be implemented in collaboration with nearby businesses or locations.	●	●	●	●	●
ACCESS FEATURES		Safe, Accessible Crossing & Boarding	Universally designed, boarding stops are securely reachable for all pedestrians, and crossings are safe and simple to navigate.	●	●	●	●	●
		Bicycle Services & Parking	Bicycle amenities can include safe parking and maintenance facilities, proportionate to the hub's size.	●	●	●	●	●
		Passenger Drop-Off and Loading Zones	Pick-up and drop-off points strategically positioned for smooth transitions from ridesharing services to public transit.	◑	○	◑	○	◑
		Park n Ride	Efficiently arranged parking areas designed for both short-term and long-term stops, serving as the starting point for transit journeys.	◑	○	○	○	◑
MOBILITY SERVICES		Passenger Information Systems	Intuitive kiosks, displays, and speakers offer real-time updates and customized route recommendations. These should be installed at all mobility hubs but types may vary.	●	●	●	●	●
LAYOVER FEATURES		Operator Comfort Stations	Comfort for operators will be ensured by providing rest areas at all hubs where layovers are necessary. These should include secure restrooms, microwaves, vending machines, and phone charging.	●	○	◑	●	◑
		Electric Vehicle Charging for Buses	Charging stations, outfitted with the latest technology, will guarantee quick and effective charging for electric buses.	◑	○	◑	◑	○

● Include ◑ Consider ○ Exclude

Table 3: Hub Features

MAJOR MOBILITY HUBS

Definition

Transit stops with the highest transit activity (upper-tier boardings), served by five or more routes and having top-tier trips and boardings, justifying a considerable footprint dedicated to transit infrastructure. These hubs feature the highest level of passenger amenities, operator comfort stops, ROW space facilitating efficient operations, and pedestrian facilities supporting safe transfers and crossings.

Design Considerations

Mobility Function: Upper-tier boardings with high activity. Five or more routes served. Numerous transfers between routes & modes. Highest level of amenities.

Modes Served (depending on hub): Bus, streetcar inter-agency routes, Bus Rapid Transit (BRT), Park & Ride, shuttles, ride-share, bicycles, and pedestrians.

Circulation: Expanded footprint required to facilitate safe and efficient operations and movements for all modes.

Infrastructure Needs: Consider expansive facilities with associated site control to provide comfortable and efficient passenger amenities and transit operations.

Figure 40: AARAU Switzerland (HNTB)

Figure 41: 75th Prospect Hub in Kansas City (HNTB)

MAJOR MOBILITY HUBS

Amenities

Weather-Protected Seating and Waiting Areas

Outdoor waiting areas should offer expansive coverage and seating. Indoor waiting areas should be considered at certain locations.

Placemaking Features

Iconic signage, public art, and landscaping can serve as local landmarks while also contributing positive perceptions of local transit.

Sustainability Features

The integration of innovative and eco-friendly design that incorporates renewable energy, recycling, and stormwater management.

Safety Measures

The highest level of security should be activated at these hubs. Lighting, cameras, and call-boxes are required, and on-site personnel should be considered at all locations.

Cleanliness & Maintenance

The greatest amount of maintenance and cleaning will be required at major mobility hubs.

Mobility Services

Passenger Information Systems

Real time information and passenger Information Systems should be made available at all locations.

Access Features

Safe, Accessible Crossing & Boarding

Accessible boarding areas and pedestrian travel paths must be provided. Wayfinding signage should be incorporated to assist with site navigation.

Park & Ride

Both short-term and long-term parking should be considered at all locations.

Passenger Pick-Up & Drop-Off Areas

Passenger pick-up and drop-off points private vehicles, rideshare services, and shuttles should be considered at all locations.

Bicycle Services & Parking

All major hubs should provide bicycle parking, bicycle share stations, and maintenance faculties. Weather-protected parking areas should be considered where feasible.

Layover Features

Electric Vehicle Charging for Buses

Bus layover points should be outfitted with electric vehicle charging facilities where feasible.

Operator Comfort Stations

Operator comfort stops should be provided at all locations and integrated lounge areas should be considered at all locations.

MAJOR MOBILITY HUBS

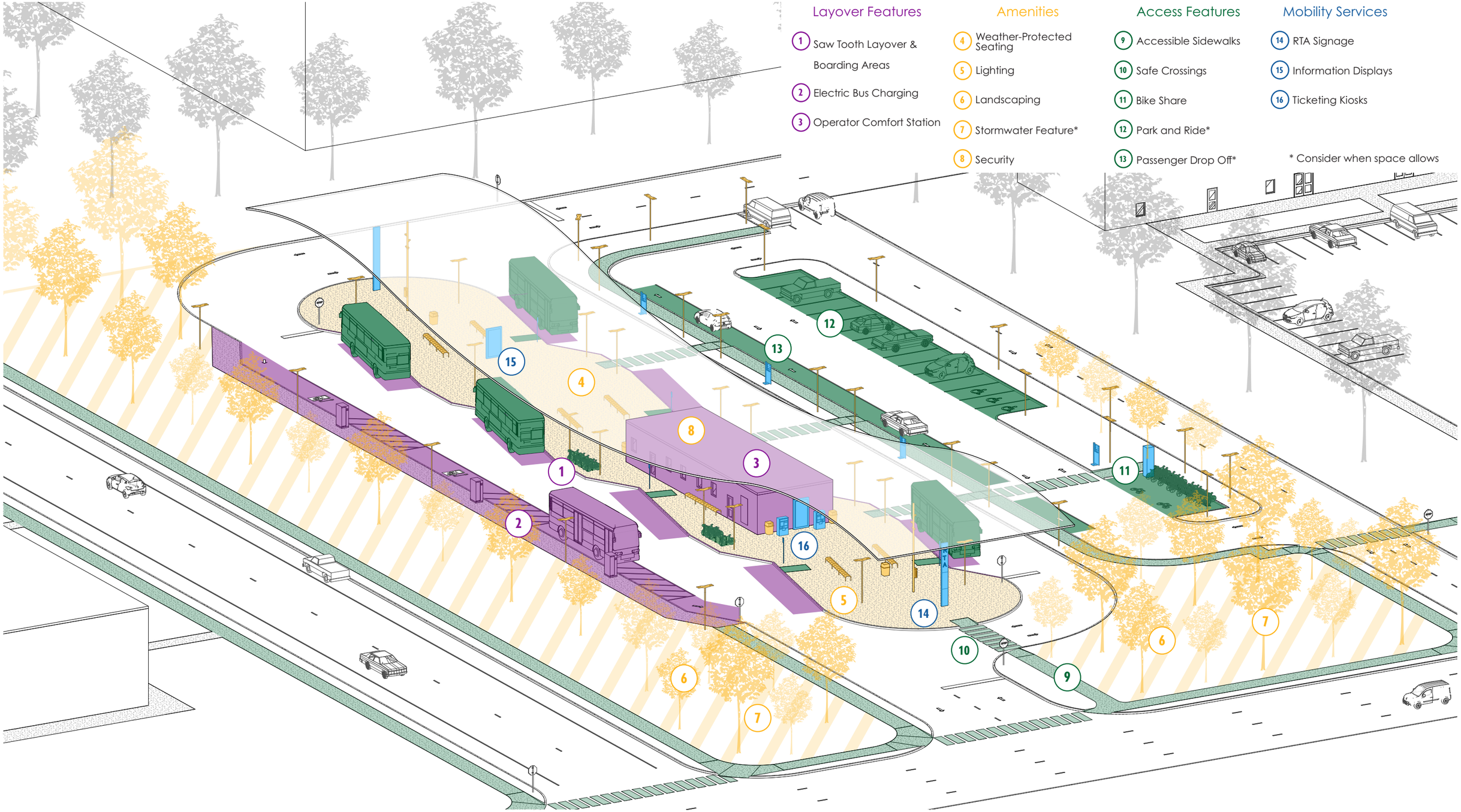


Figure 42: Conceptual Rendering of a Major Mobility Hub (Manning, APC)

TRANSFER MOBILITY HUBS

Definition

Transit stops that are adequately serviced by transit, exhibit high transit activity, and justify significant passenger amenities. The hubs represent numerous locations around New Orleans are often located in a dense urban context with limited space for footprint expansion.

Design Considerations

Mobility Function: Upper to mid-tier level boardings, trips, and transfers. These hubs serve as the backbone of the daily RTA transit service.

Modes Served: Bus, streetcar, bicycles, and pedestrians.

Circulation: Prioritize efficient and safe transfers and movements for pedestrians, cyclists, and transit users. Safe crossings are imperative as these busy locations often facilitate transfers between different routes and modes.

Infrastructure Needs: Consider curb bump-outs and curb extensions to expand hub footprint and consider use of the neutral ground where feasible.

Figure 43: 75th Troost Kansas City (HNTB)

Figure 44: VTA Urban Bus Stop (Valley Transit Authority)

TRANSFER MOBILITY HUBS

Amenities

Weather-Protected Seating & Waiting Areas

Linear shelters and canopies are most common for transfer hubs due to urban context and limited ROW. Consider linear expansion of facilities when existing facilities do not accommodate all users.

Placemaking Features

Iconic signage, public art, and landscaping can serve as local landmarks while also contributing positive perceptions of local transit.

Sustainability Features

The integration of innovative and eco-friendly design that incorporates renewable energy, recycling, and stormwater management.

Safety Measures

A high-level of security should be activated at these hubs. Lighting, cameras and call boxes are required and security patrol personnel should be considered.

Cleanliness & Maintenance

Regular cleaning and maintenance will be required at all transfer hubs depending on usage.

Access Features

Safe, Accessible Crossing & Boarding

Accessible boarding areas and pedestrian travel paths must be provided. Safe crossings should be prioritized through marked crosswalks, signalization, and signage. Raised crossings and hybrid beacons should be considered where feasible.

Passenger Pick-Up & Drop-Off Areas

Curbside rideshare pick-up and drop-off areas should be considered at hubs where possible.

Bicycle Services & Parking

Bicycle parking should be provided and bike share stations should be located at all hubs.

Mobility Services

Passenger Information Systems

Real time information and passenger Information Systems should be made available at all locations. These amenities can be integrated into shelter design where space is limited.

TRANSFER MOBILITY HUBS

Amenities

1. Bus Boarding Island
2. Weather-Protected Seating
3. Lighting / Security System
4. Landscaping

Access Features

5. Dedicated Bike Lane
6. Accessible Sidewalks
7. Safe Crossings
8. Bike Share

Mobility Services

9. RTA Signage
10. Information Displays
11. Ticketing Kiosks

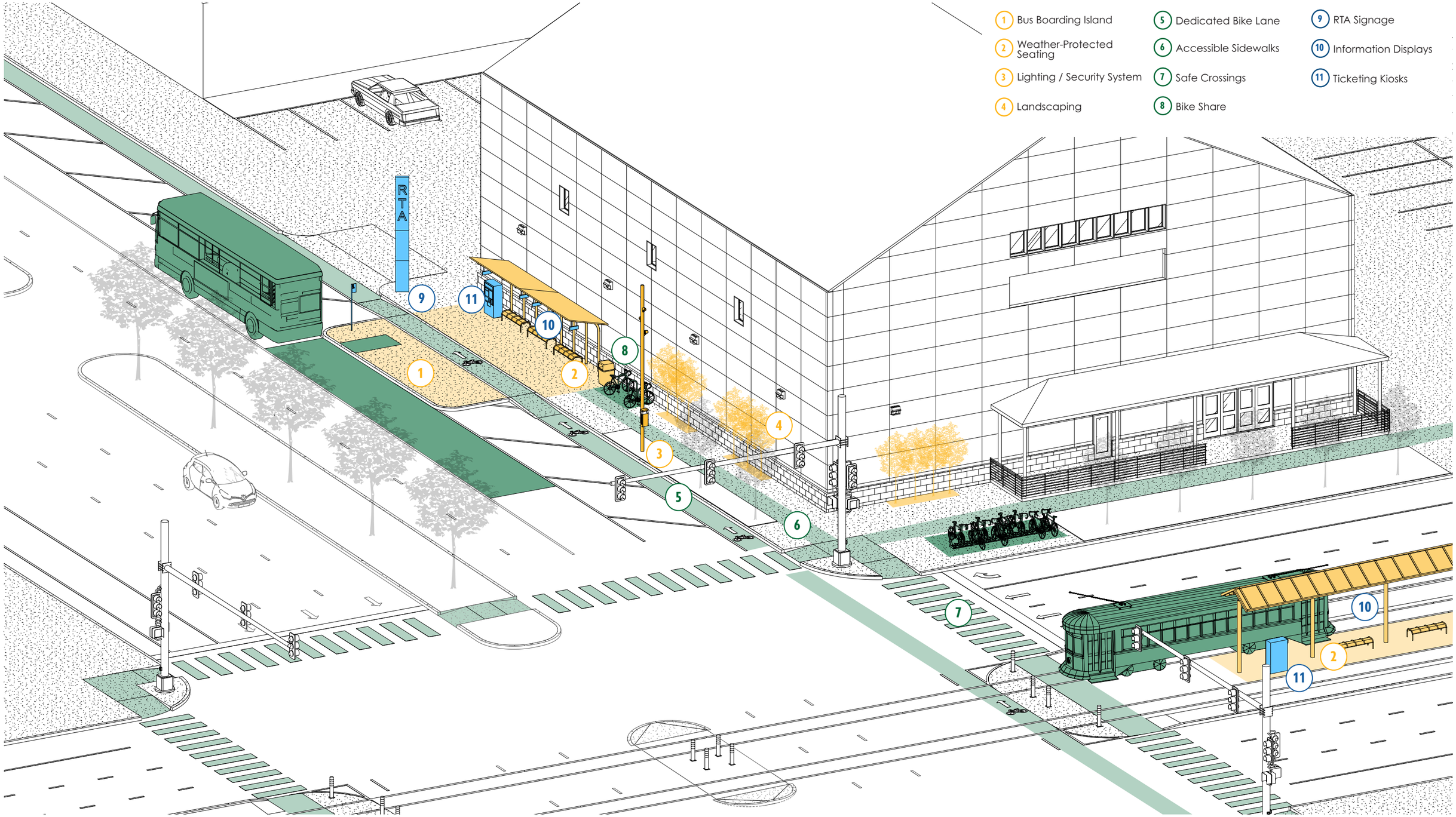


Figure 45: Conceptual Rendering of a Transfer Mobility Hub (Manning, APC)

OPPORTUNITY MOBILITY HUBS

Definition

Transit hubs with sufficient space in the right-of-way to accommodate a larger footprint, cater to multi-modal or terminating services, and could be potential locations for future service and facility expansion.

Design Considerations

Mobility Function: Upper to mid-tier level boardings, trips, and transfers. Potential for future expansion due to proximity to additional modes and major destinations.

Modes Served: Bus, streetcar, BRT, bicycles, and pedestrians.

Circulation: Prioritize efficient and safe transfers and movements for pedestrians, cyclists, and transit users. Safe crossings are necessary as these busy locations often facilitate transfers between different routes and modes.

Infrastructure Needs: Consider curb bump-outs and curb extensions, neutral ground and site control to expand hub footprint as potential for future expansion will be a key consideration. Consider future BRT service where applicable.

Figure 46: Future BRT Route through Elysian Fields and Gentilly Intersection (New Orleans RTA)

Figure 47: St. Claude Streetcar Stop (Manning, APC)

OPPORTUNITY MOBILITY HUBS

Amenities

Weather-Protected Seating & Waiting Areas

Expansive shelters and canopies tailored to unique site conditions should be considered at these locations.

Placemaking Features

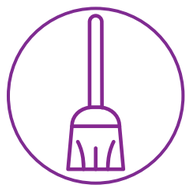
Iconic signage, public art, and landscaping can serve as local landmarks while also contributing positive perceptions of local transit.

Sustainability Features

The integration of innovative and eco-friendly design that incorporates renewable energy, recycling, and stormwater management.

Safety Measures

A high-level of security should be activated at these hubs. Lighting, cameras and call boxes are required and security patrol personnel should be considered.



Cleanliness & Maintenance

Regular cleaning and maintenance will be required at opportunity hubs with more care for the potential expanded footprint/

Access Features

Safe, Accessible Crossing & Boarding

Accessible boarding areas and pedestrian travel paths must be provided. Safe crossings should be prioritized through marked crosswalks, signalization, and signage. Raised crossings and hybrid beacons should be considered where feasible.

Bicycle Services & Parking

Bicycle parking should be provided and bike share stations should be co-located at all hubs.

Passenger Pick-Up & Drop-Off Areas

Both curbside and integrated rideshare pick-up and drop-off areas should be considered at hubs where possible.

Layover Features

Operator Comfort Stations

Operator comfort stops should be considered at locations where layovers are planned and where future expansion is anticipated.

Mobility Services

Passenger Information Systems

Real time information and passenger Information Systems should be made available at all locations. These amenities can be integrated into shelter design where space is limited.

OPPORTUNITY MOBILITY HUBS

Layover Features

1. Operator Comfort Station*

* Consider

Amenities

2. Weather-Protected Seating
3. Bus Boarding Island
4. Lighting
5. Landscaping & Stormwater
6. Security Features

Access Features

6. Accessible Sidewalks
7. Protected Bike Lanes
8. Safe Crossings
9. Bike Share

Mobility Services

10. RTA Signage
11. Information Displays
12. Ticketing Kiosks

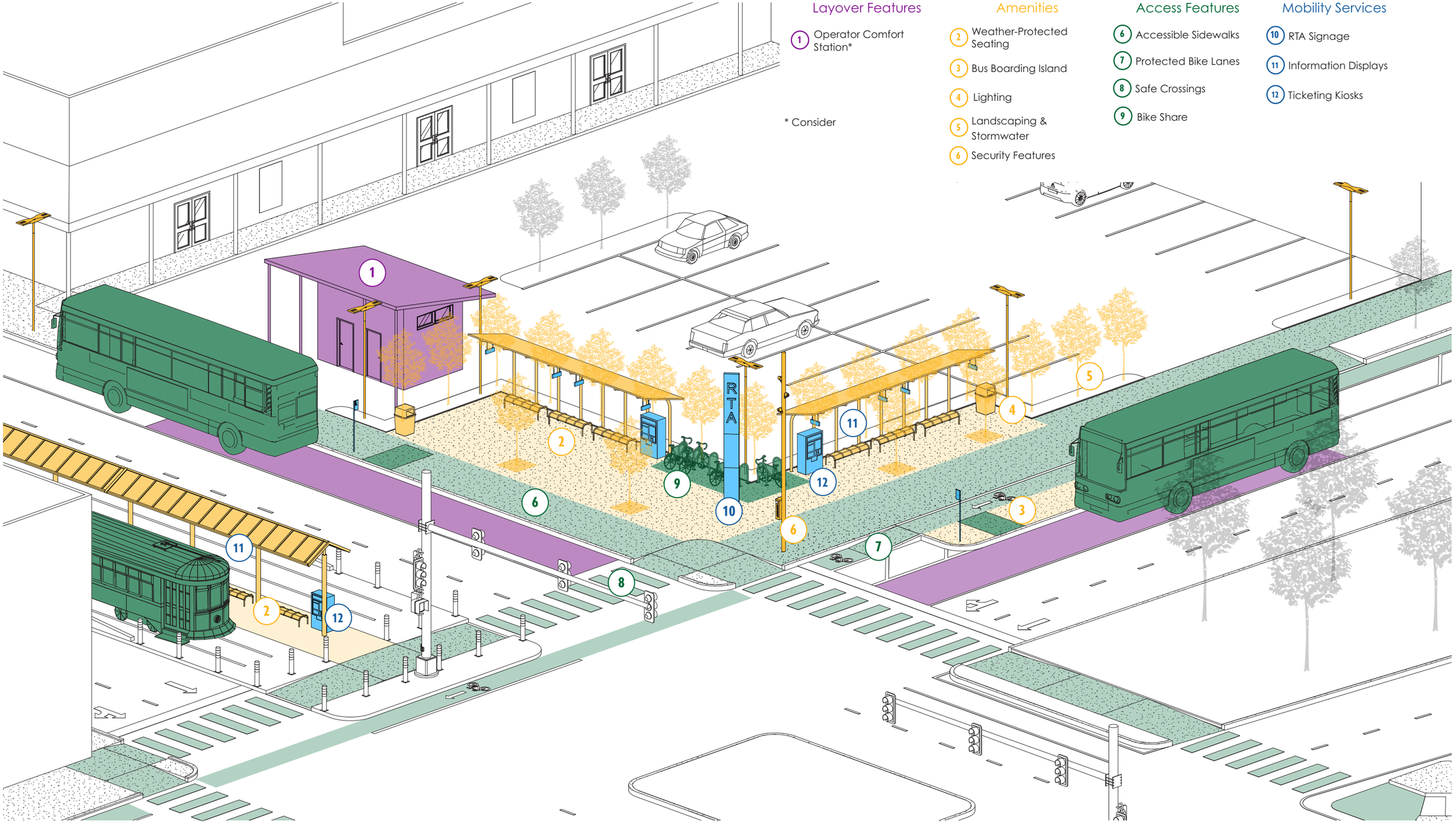


Figure 48: Conceptual Rendering of an Opportunity Mobility Hub (Manning, APC)

MINI MOBILITY HUBS

Definition

Transit stops where routes layover, requiring operator comfort stations and space for vehicle layovers.

Design Considerations

Mobility Function: Low ridership and boardings. The main consideration is operator experience while laying over.

Modes Served: Bus, bicycles, and pedestrians.

Circulation: Prioritize connections to first- and last-mile and micro-mobility services. Safe and efficient docking spaces for laying over buses.

Infrastructure Needs: Consider saw-tooth design of bus stops for layovers, where feasible. Operator safety should be prioritized through lockable comfort stations and security features.

Figure 49: Mini Transfer Station in Canberra, Australia (AECOM)

Figure 50: Ride Kansas City Mobility Hub (HNTB)

MINI MOBILITY HUBS

Amenities

Weather-Protected Seating & Waiting Areas

The hub should have seating areas that are protected from the weather, ideally located near the bus drop-off and pick-up points.

Placemaking Features

Iconic signage, public art, and landscaping can serve as local landmarks while also contributing positive perceptions of local transit.

Sustainability Features

The integration of innovative and eco-friendly design that incorporates renewable energy, recycling, and stormwater management.

Safety Measures

Security focused on operator layovers should be activated at these hubs. Lighting, cameras and call boxes are required and high visibility is the main consideration at these locations.

Cleanliness & Maintenance

Regular cleaning and maintenance will be required at opportunity hubs with more care for potential layovers.

Access Features

Safe, Accessible Crossing & Boarding

Ramps and tactile guidance should be featured at all shelters and hub entrances. Enhance crossings and infrastructure for accessing the hub.

Bicycle Services & Parking

Bicycle parking should be provided and bike share stations should be co-located at all hubs.

Layover Features

Operator Comfort Stations

These facilities should be provided at all mini hubs. Operator comfort stations provide secure restrooms and rest areas that may include microwaves, vending machines, and phone charging.

Electric Vehicle Charging for Buses

Bus layover points should be outfitted with electric vehicle charging facilities where feasible.

Mobility Services

Passenger Information Systems

Real time information and passenger Information Systems should be made available at all locations. These amenities can be integrated into shelter design where space is limited.

MINI MOBILITY HUBS

Layover Features

1. Saw Tooth Layover Area
2. Electric Bus Charging*
3. Operator Comfort Station

Amenities

4. Weather-Protected Seating
5. Lighting
6. Landscaping
7. Security Features

Access Features

8. Accessible Sidewalks
9. Safe Crossings
10. Bike Share

Mobility Services

11. RTA Signage
12. Information Displays
13. Ticketing Kiosks

* Consider when space allows

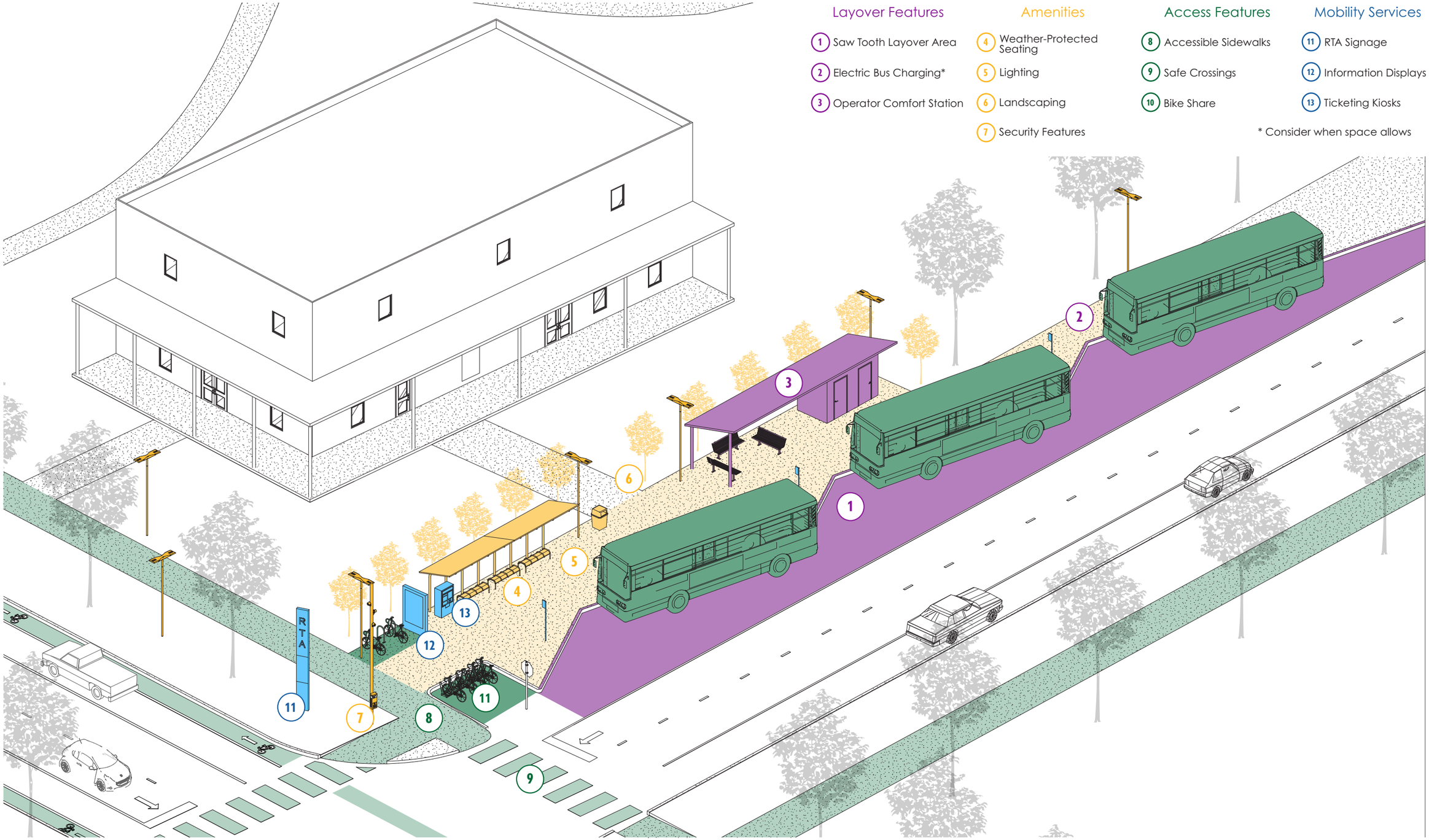


Figure 51: Conceptual Rendering of a Mini Mobility Hub

MARINE MOBILITY HUBS

Definition

Mobility hubs that provide connection points between ferry terminals and transit routes. Passenger connections between modes should be prioritized at these hubs.

Design Considerations

Mobility Function: These hubs serve as transfer points between different modes of transportation. Safe, comfortable, and efficient transfers are the priority.

Modes Served: Ferry, bus, streetcar, bicycles, and pedestrians.

Circulation: Prioritize pedestrian and bicycle connections from ferry to either bus or streetcar.

Infrastructure Needs: Design the hub for bus or streetcar drop-off prioritizing wayfinding. Ensure there are movable bollards to block openings for ferries not allowing vehicular traffic. Pedestrian safety improvements for crossing the street to access some streetcars and buses should be considered.

Figure 52: Streetcar passing new Canal Street Ferry Terminal (Brett Duke, NOLA.com)

Figure 53: Algiers Ferry Terminal with bus lanes in front but due for renovation (New Orleans RTA)

MARINE MOBILITY HUBS

Amenities

Weather-Protected Seating & Waiting Areas

Seating that is Weather-Protected should be available for bus and streetcar lines, and within the ferry terminal.

Placemaking Features

Iconic signage, public art, and landscaping can serve as local landmarks while also contributing positive perceptions of local transit.

Sustainability Features

The integration of innovative and eco-friendly design that incorporates renewable energy, recycling, and stormwater management.

Safety Measures

The highest level of security should be activated at these hubs. Lighting, cameras, and call-boxes are required and on-site personnel should be considered at all locations.

Cleanliness & Maintenance

Extensive maintenance and cleaning will be required at Marine Mobility Hubs

Mobility Services

Passenger Information Systems

Real time information and passenger Information Systems should be made available at all locations.

Access Features

Safe, Accessible Crossing & Boarding

For pedestrian travel paths, a clear width of 8–12 feet is preferred near transit. Safe crossings should be prioritized through marked crosswalks, signalization, and signage. Raised crossings and hybrid beacons should be considered where feasible. Wayfinding signage should guide riders along safe and comfortable pathways to their next destination.

Bicycle Services & Parking

Bicycle parking should be provided and bike share stations should be co-located at all hubs.

Passenger Pick-Up & Drop-Off Areas

Both curbside and integrated rideshare pick-up and drop-off areas should be considered at hubs where feasible.

Park & Ride

Both short-term and long-term parking should be considered where feasible. Proper vehicle connections should be established at marine hubs where ferries that allow vehicular traffic are present.

Layover Features

Operator Comfort Stations

Operator comfort stops should be considered at all locations where feasible.

MARINE MOBILITY HUBS

Layover Features

1. Layover & Boarding Area
2. Operator Comfort*

Amenities

3. Weather-Protected Seating
4. Lighting
5. Landscaping
6. Stormwater Feature*
7. Security System

Access Features

8. Accessible Sidewalks
9. Safe Crossings
10. Bike Share
11. Park and Ride*
12. Passenger Drop Off*

Mobility Services

13. RTA Signage
14. Information Displays
15. Ticketing Kiosks
16. Wayfinding Signage

* Consider when space allows

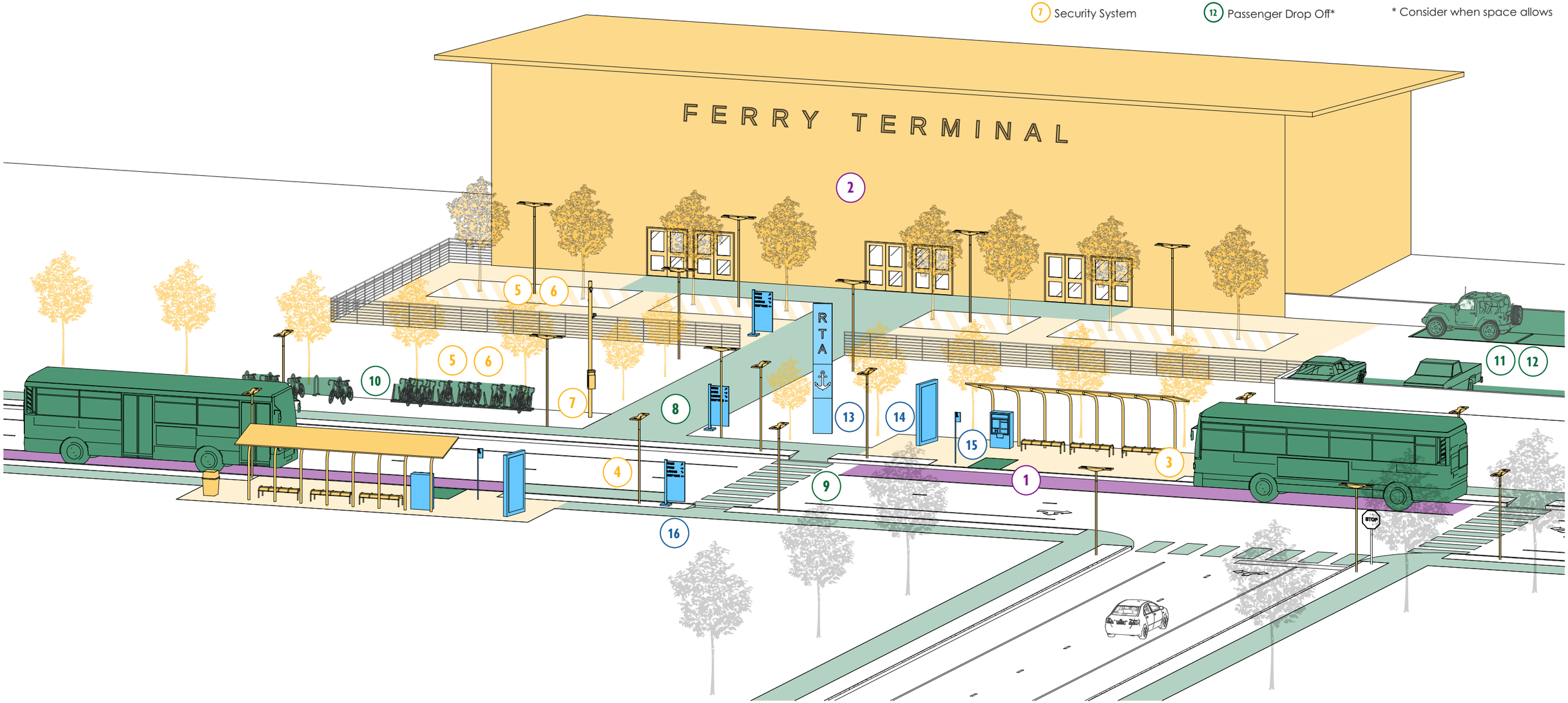


Figure 54: Conceptual Rendering of a Marine Mobility Hub

4 | ANALYSIS OF SIX HUB SITES

ANALYSIS OF SIX HUB SITES

1. Children's Hospital
2. Carrollton at Claiborne
3. Canal at Broad
4. Elysian Fields at St. Claude
5. Gentilly Woods (Walmart)
6. New Orleans East

Introduction

The RTA identified six of the nineteen mobility hubs for an in depth analysis resulting in the identification of potential locations programming for these six sites. The analysis involved RTA operator interviews, on-site rider surveys and interviews, multiple site visits, in-depth data analysis, and typology considerations.

The six targeted sites represent four out of five RTA mobility hub typologies, excluding the Marine Mobility Hub. The Children's Hospital hub is a Mini Mobility Hub, serving as a layover for three transit lines. Major Mobility Hubs, with high ridership and five or more routes, include Carrollton & Claiborne, Gentilly Woods Walmart, and New Orleans East. Broad & Canal is a Transfer Mobility Hub with high transit activity. Elysian Fields and St. Claude is an Opportunity Mobility Hub, offering space for expansion.

This section details the existing conditions and identifies potential future hub locations and programming for each of the six sites. The sites will undergo additional studies during future design phases.

It is important to note that right-of-way improvements along a state routes will require input and/or permitting by the Louisiana DOTD.

The plans shown in this section are representative and diagrammatic, intended to show conceptual options for each location. Precise measurements must be verified in the design phase.

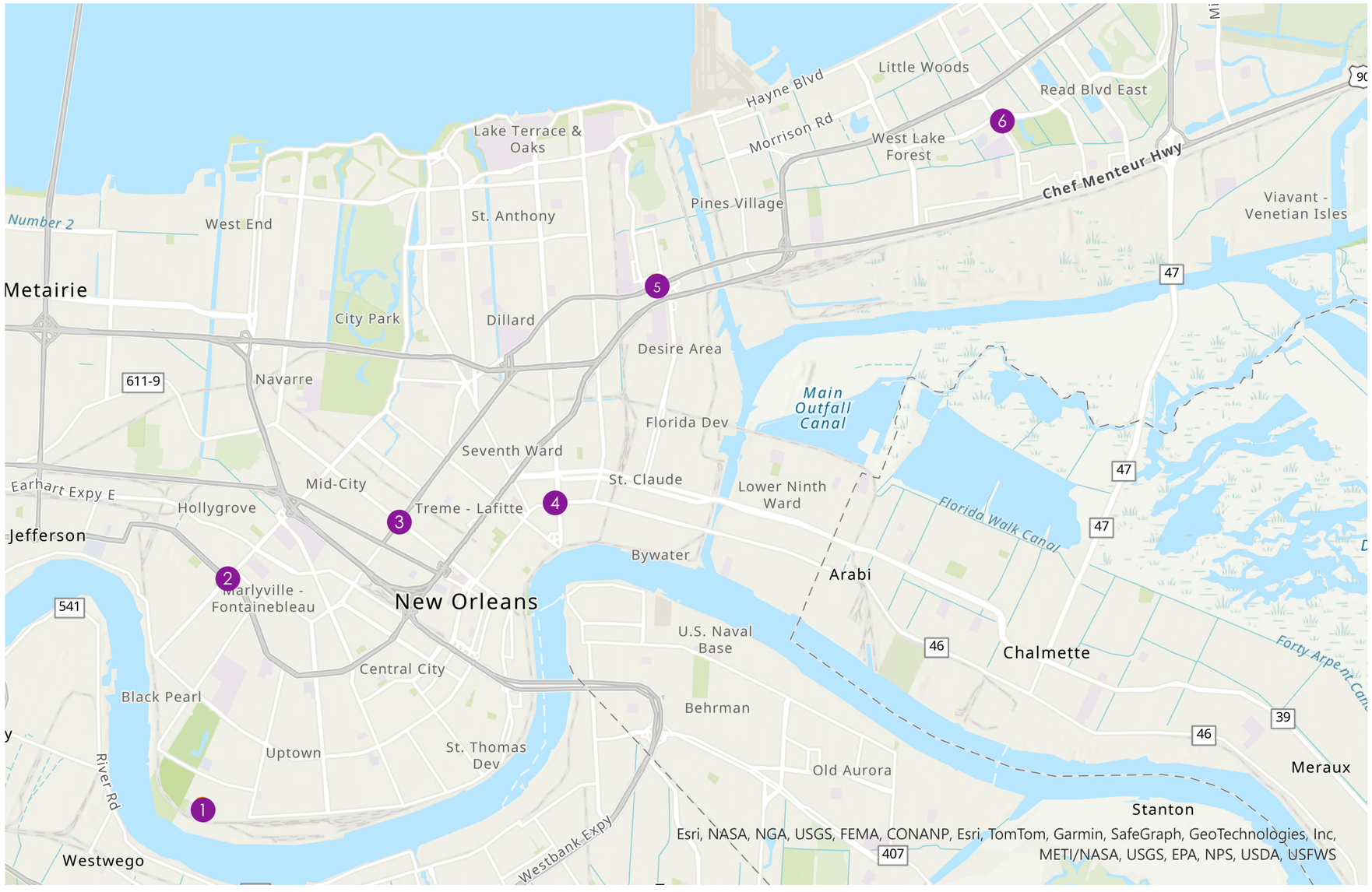


Figure 55: Six Mobility Hub Sites for Study

PUBLIC PARTICIPATION

1. Children's Hospital
2. Carrollton at Claiborne
3. Canal at Broad
4. Elysian Fields at St. Claude
5. Gentilly Woods Walmart
6. New Orleans East

Surveying

To gain deeper insight into the needs and priorities of transit users, the public was surveyed in relation to potential improvements at the six targeted mobility hubs. This survey employed a hybrid methodology, encompassing both on-site visits to each mobility hub and online questionnaires available on the RTA website. During future project phases, further community/stakeholder engagement will be conducted for each of these six sites.

Results include:

- Demographics
- Transit Usage Patterns
- Wait Times
- Safety & Comfort Ratings
- Desired Improvements

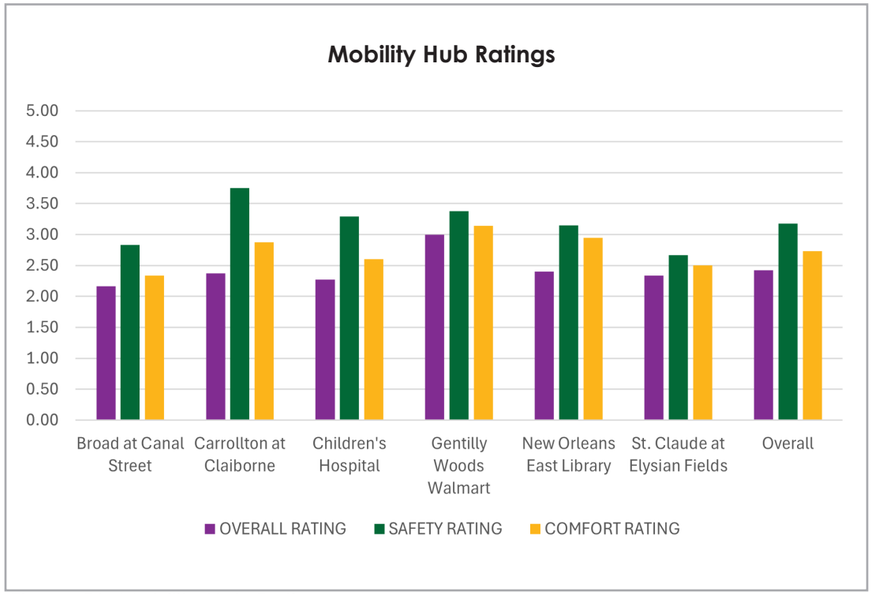


Figure 56: Mobility Hub Ratings

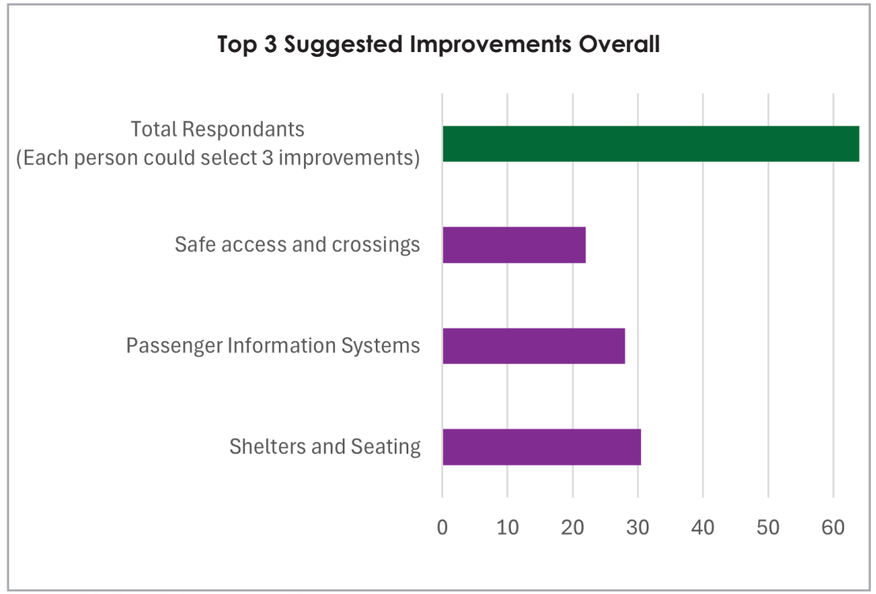


Figure 57: Top 3 Suggested Improvements

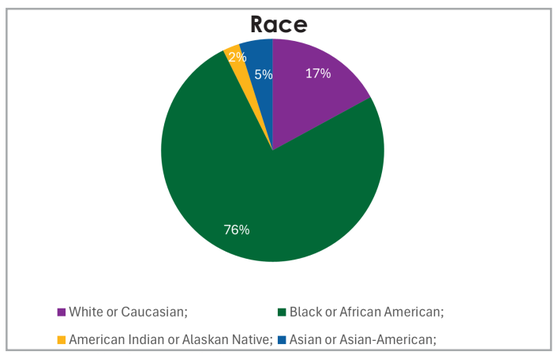


Figure 58: Race of Respondents

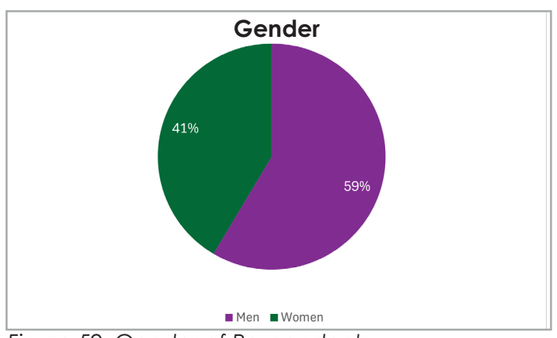


Figure 59: Gender of Respondents

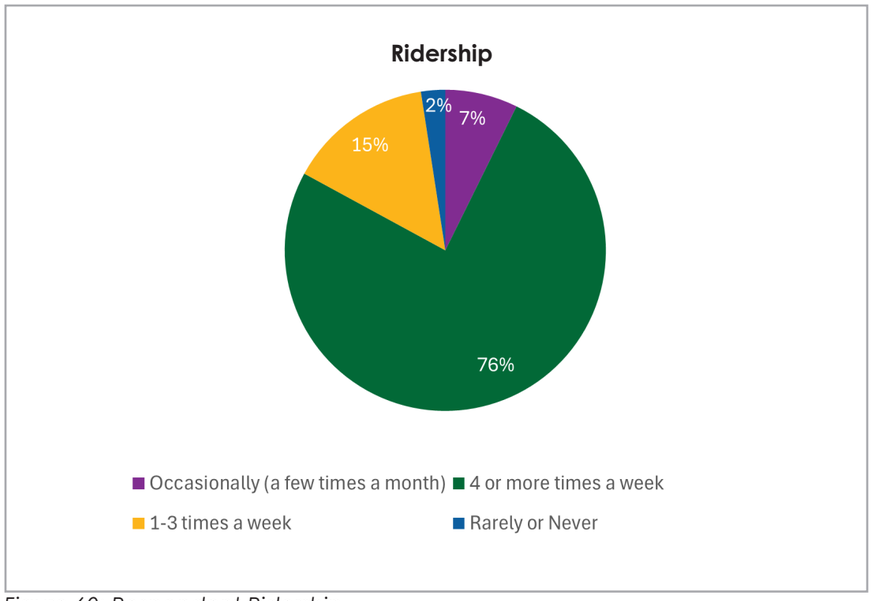


Figure 60: Respondent Ridership

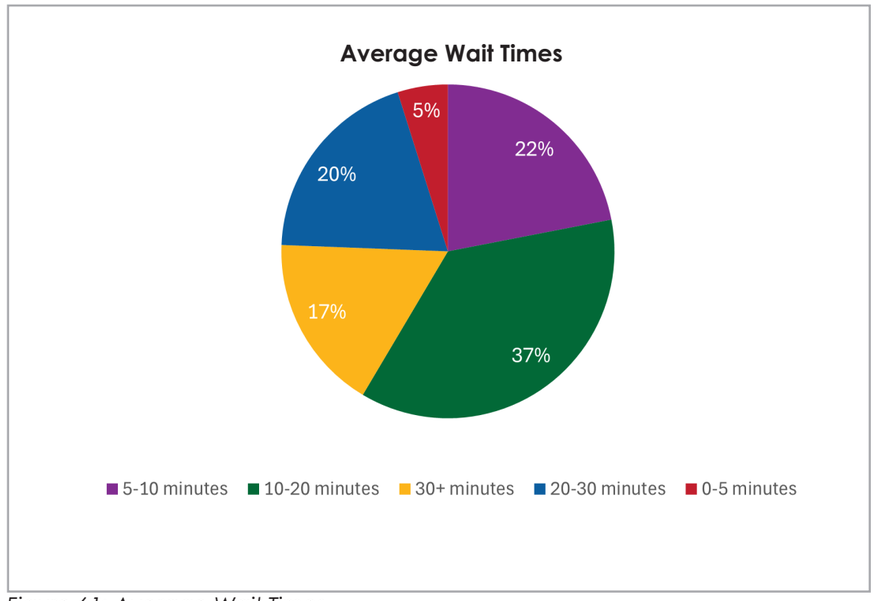


Figure 61: Average Wait Times

CHILDREN'S HOSPITAL - EXISTING

Hub Type:	Modes:	Layovers:	Transit Lines:	Destination / Connection:	Traffic / Speed:	Crash Instances:
Mini	Bus Only	3	3	Children's Hospital	Low	Low

Existing Issues

While operators on layovers currently utilize comfort stop amenities within the Children's Hospital facility, this location is not ideal due to the distance from the existing hub.

Existing passenger facilities are outdated and need of replacement as they are currently limited and do not match RTA typology elsewhere in the system.

Additional space is required for laying over and operating buses.

Routes

- #11: Magazine
  - Inbound: Canal Street (CBD)
  - Outbound: Layover at hub
- #31: Leonidas - Gentilly
  - Inbound: Layover at hub
  - Outbound: Gentilly Woods Hub via Museum of Art
- #32: Leonidas - Tremé
  - Inbound: Layover at hub
  - Outbound: Main Library

Top Improvement Priorities - Based on Community Survey

1. Safe & Accessible Crossings/Access
2. Information Systems
3. Lighting

Figure 62: Children's Hospital Existing Conditions

CHILDREN'S HOSPITAL - PROPOSAL OVERVIEW

Hub Type:	Modes:	Layovers:	Transit Lines:	Destination / Connection:	Traffic / Speed:	Crash Instances:
Mini	Bus Only	3	3	Children's Hospital	Low	Low

Proposals

Option 1: Expanded Linear hub at existing hub location

Option 2: Linear hub across Henry Clay Ave. from Children's Hospital

Option 3: Tchoupitoulas Hub, not shown but may be considered as a future potential location.

Route Changes

None proposed

Considerations

Additional space is needed for route layovers, operator comfort stops, and passenger amenities.

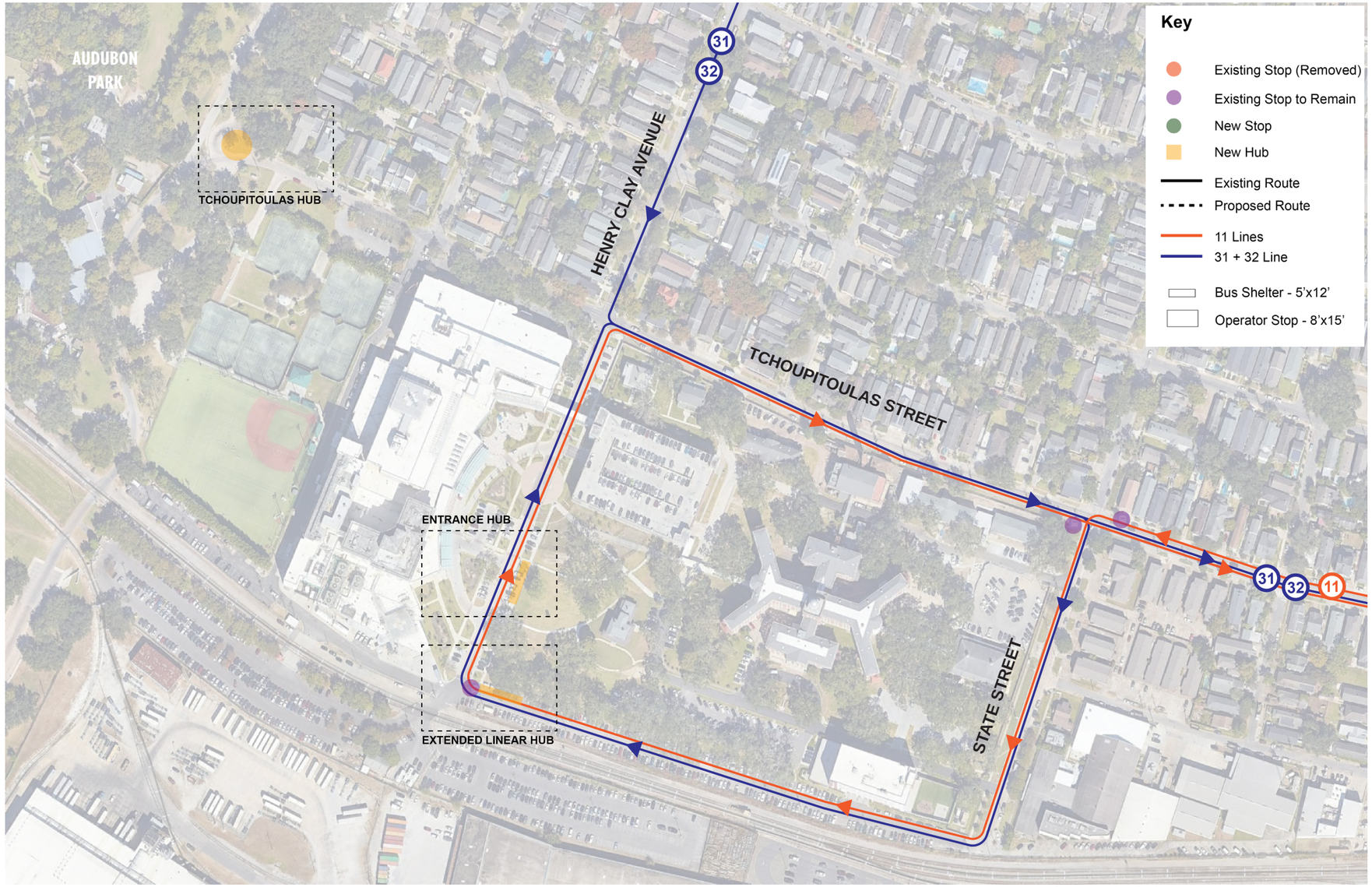


Figure 63: Children's Hospital Overview

CHILDREN'S HOSPITAL - OPTION 1

Hub Type:	Modes:	Layovers:	Transit Lines:	Destination / Connection:	Traffic / Speed:	Crash Instances:
Mini	Bus Only	3	3	Children's Hospital	Low	Low

Proposal

Expanded linear hub at the existing hub location.

Features

A. 64ft. Sawtooth Design for Layovers

B. Additional weather protected seating/waiting

C. Operator Comfort Station

D. Standard Mini Mobility Hub features

Route Changes

None proposed

Considerations

Additional space is needed for route layovers, operator comfort stops, and passenger amenities.

The existing hub footprint can be expanded by removing existing perpendicular parking spaces. These spaces are currently utilized as private spaces for hospital staff and visitors.

Existing oak tree canopy provides a comfortable setting for passenger activities and operator layovers.

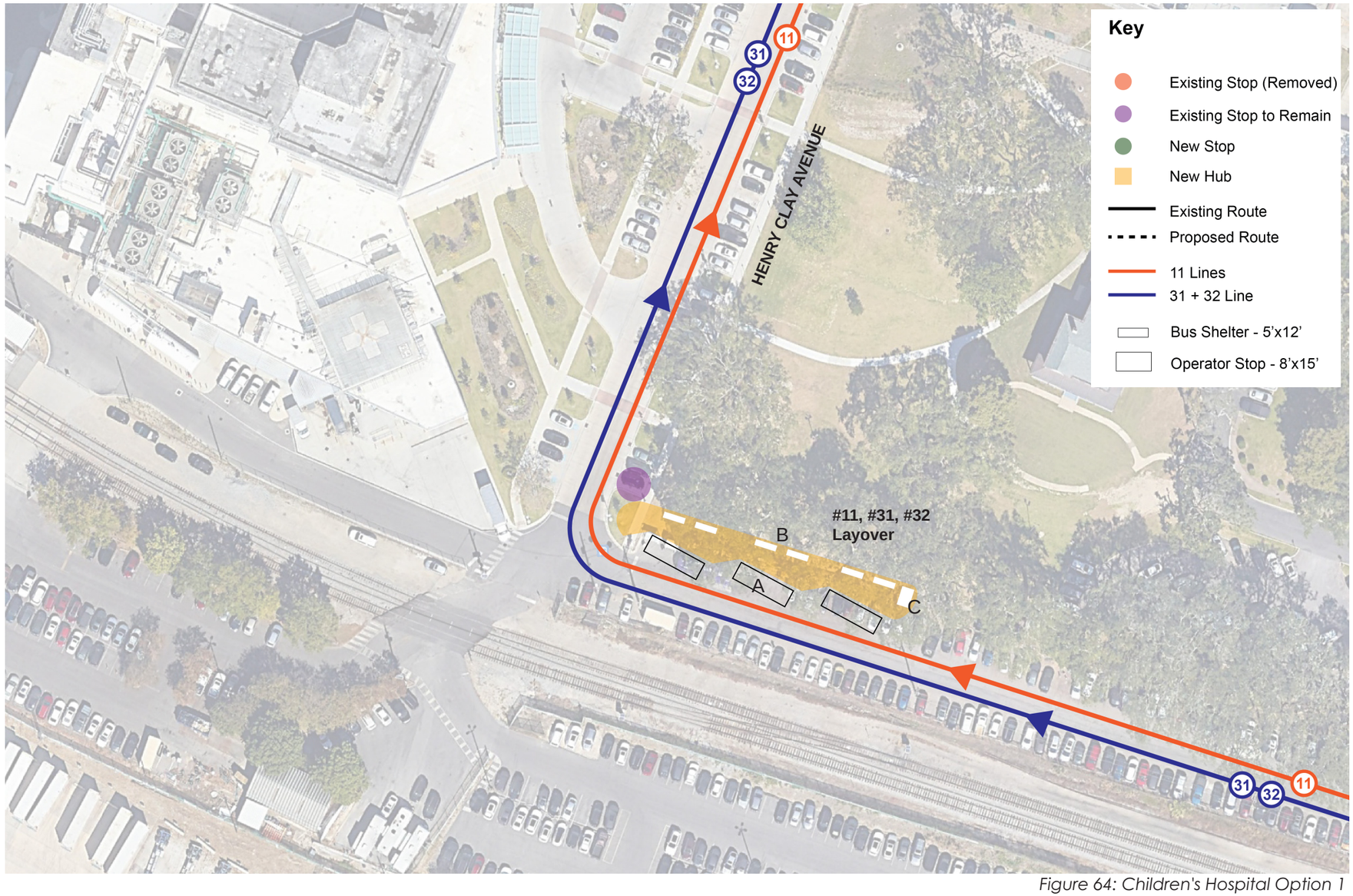


Figure 64: Children's Hospital Option 1

CHILDREN'S HOSPITAL - OPTION 2

Hub Type:	Modes:	Layovers:	Transit Lines:	Destination / Connection:	Traffic / Speed:	Crash Instances:
Mini	Bus Only	3	3	Children's Hospital	Low	Low

Proposal

Expanded linear hub in existing area along parking lot.

Features

A. 64ft Sawtooth Design for Layovers

B. Additional weather protected seating/waiting

C. Operator Comfort Station

D. Standard Mini Mobility Hub features

Route Changes

None proposed

Considerations

Additional space is needed for route layovers, operator comfort stops, and passenger amenities.

Providing a hub at this location would require the removal of existing perpendicular parking spaces and encroaching into existing green space.

While this option provides easier access to the hospital, this location could potentially cause disruptions to hospital operations due to the hub's proximity to the hospital entrance and pathways.

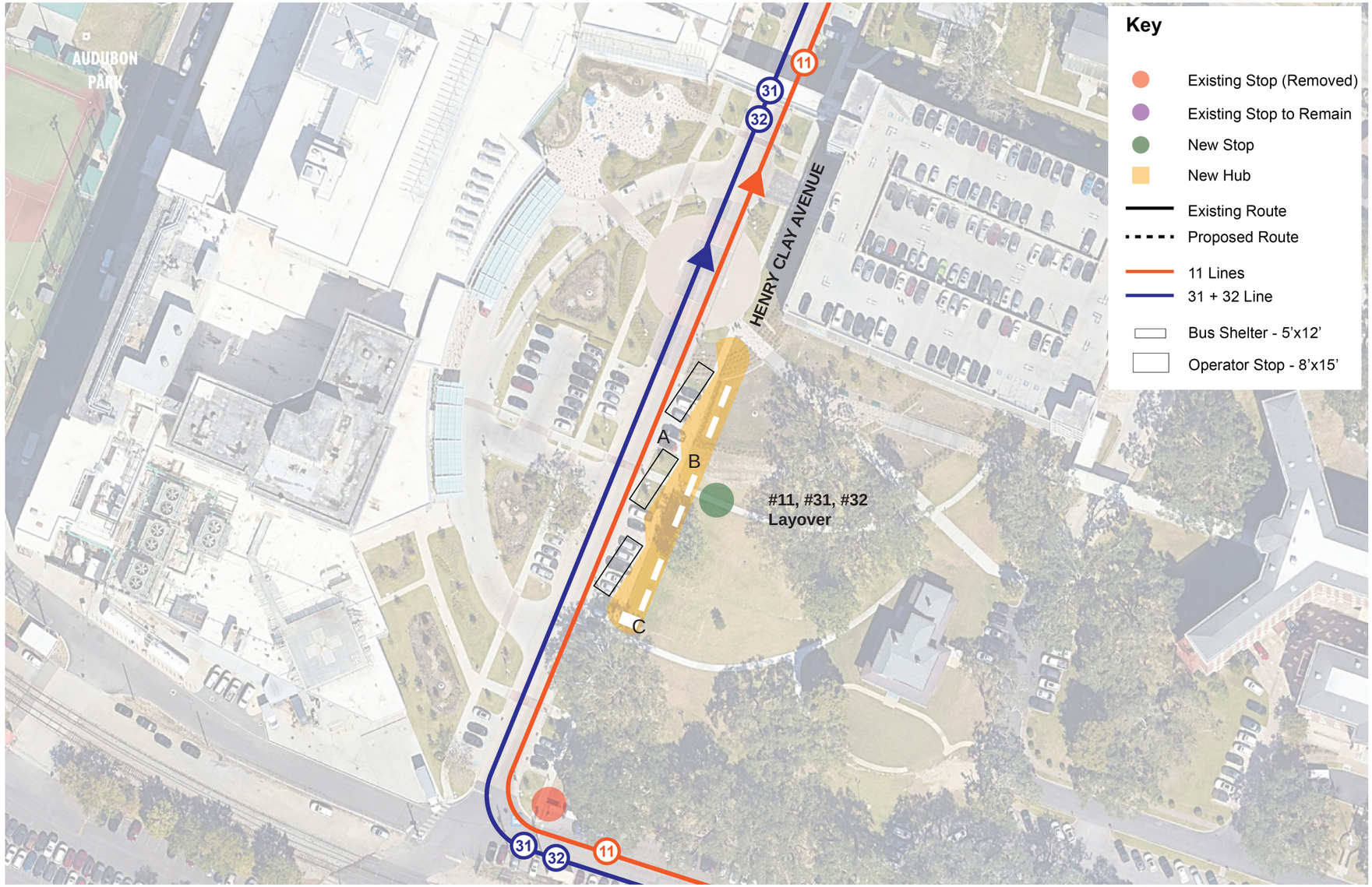


Figure 65: Children's Hospital Option 2

CARROLLTON & CLAIBORNE - EXISTING

Hub Type:	Modes:	Layovers:	Transit Lines:	Destination / Connection:	Traffic / Speed:	Crash Instances:
Major	Bus & Streetcar	3	7	Jefferson Parish	High - Major Intersections	High

Existing Issues

Transit facilities are not centralized and are scattered on multiple sides of the busy intersection.

Pedestrians must often traverse multiple high-speed vehicular travel lanes when making transfers.

Operators on layovers are not provided comfort stop amenities.

Passenger amenities are very limited for a mobility hub with high ridership and regional connections.

Routes

- #3: Tulane - Elmwood
  - Inbound: To Main Library
  - Outbound: To Elmwood via Oschner
- #12: St. Charles Streetcar
  - Inbound: To Canal Street via Garden District
  - Outbound: Layover at hub
- #31: Leonidas - Gentilly
  - Inbound: To Gentilly Woods Hub
  - Outbound: To Children's Hospital
- #32: Leonidas - Tremé
  - Inbound: To Main Library
  - Outbound: To Children's Hospital
- #51: St. Bernard - Claiborne / #53-O: Paris - Claiborne OWL
  - Inbound: Layover at hub
  - Outbound: Columbia Parc via Main Library / UNO
- JP #E3: JeT Transit - Jefferson Highway
  - Layover at hub

Top Improvement Priorities - Based on Community Survey

1. Shelters & Seating
2. Information Systems
3. Safe & Accessible Crossings/Access

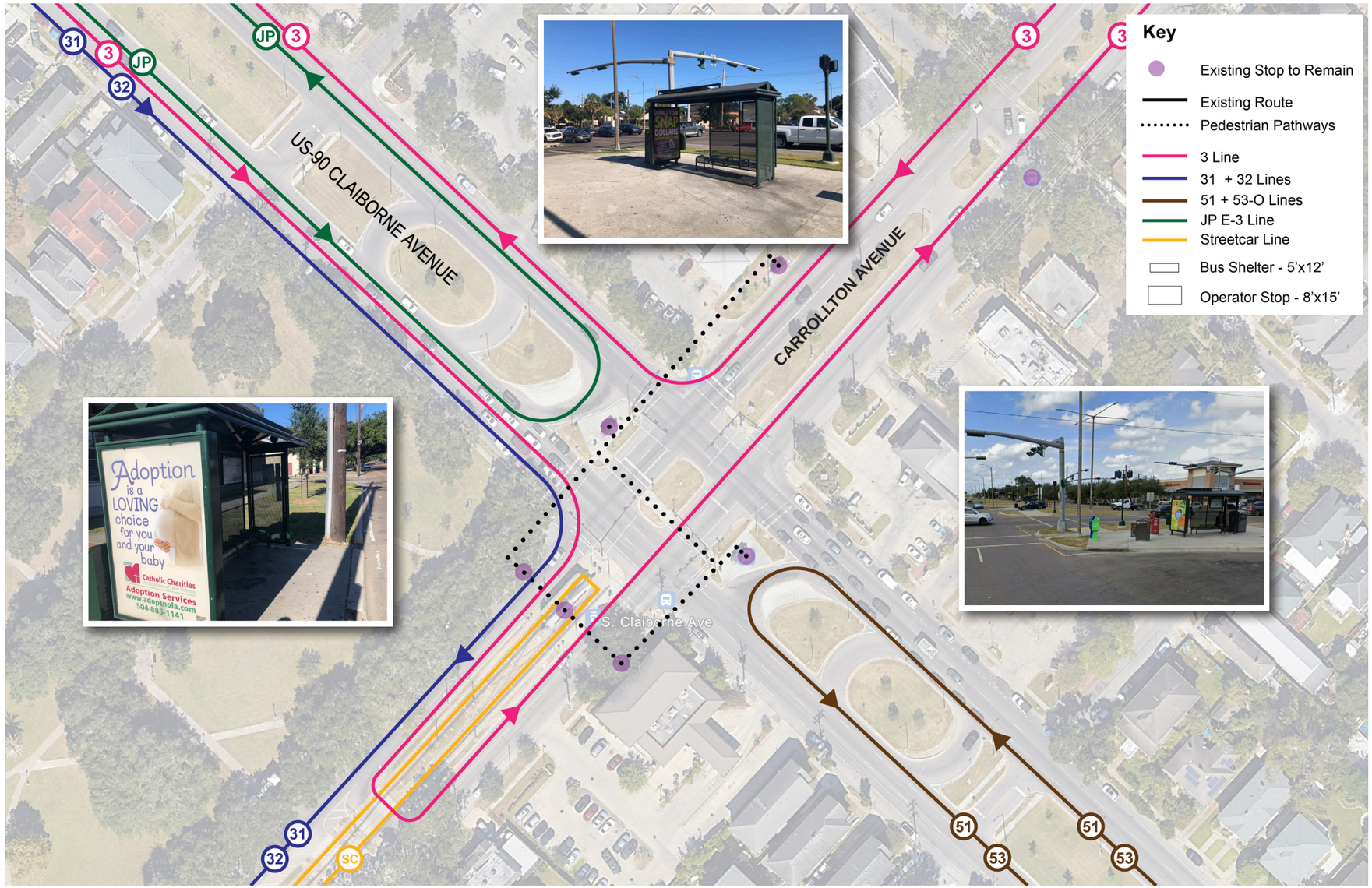


Figure 66: Carrollton & Claiborne Existing Conditions

CARROLLTON & CLAIBORNE - OPTION 1

Hub Type:	Modes:	Layovers:	Transit Lines:	Destination / Connection:	Traffic / Speed:	Crash Instances:
Major	Bus & Streetcar	3	7	Jefferson Parish	High - Major Intersections	High

Proposal

Neutral ground saw-tooth hub on the lake bound side of Claiborne Ave (U.S. 90). A new Eastbound u-turn is added following Dublin St.

Features

A. 64 ft. sawtooth design with space for layovers
B. Dedicated and consolidated hub location
C. Operator Comfort Station
D. Bus-Only U-Turn
E. Major Mobility Hub passenger amenities
F. Less required pedestrian crossings due to consolidated hub location

Route Changes

#3 Inbound (Tulane - Elmwood to Main Library): Route through hub; Bus Only left turn onto Carrollton

#51 (St. Bernard - Claiborne) & #53-O (Paris - Claiborne OWL): Reroute U-turn past Carrollton Intersection and route into hub

JP # E-3: Route through hub

Considerations

Boardings/alightings and transfers for 3 routes and all layovers all occur at a dedicated location with expanded space, amenities, and safety.

Consolidating multiple facilities, operations and movements into a single location for safer and more efficient transfers, eliminating the need for multiple pedestrian crossings.

This option requires less maneuvering around the stop for u-turns and the least pedestrian crossings.

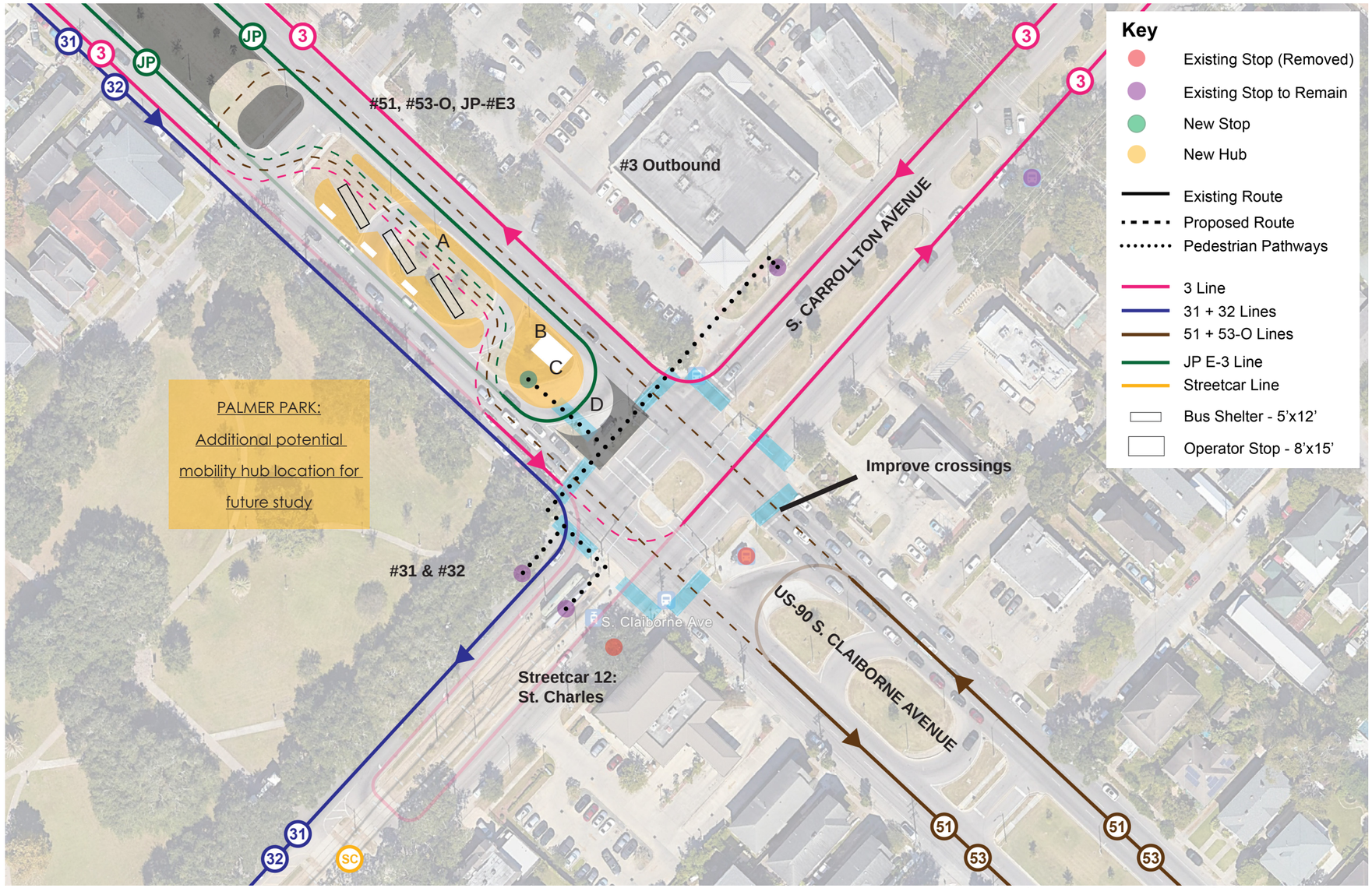


Figure 67: Carrollton & Claiborne Option 1

CARROLLTON & CLAIBORNE - OPTION 2

Hub Type:	Modes:	Layovers:	Transit Lines:	Destination / Connection:	Traffic / Speed:	Crash Instances:
Major	Bus & Streetcar	3	7	Jefferson Parish	High - Major Intersections	High

Proposal

Neutral ground saw-tooth hub on the S. Claiborne Ave. (U.S. 90) median on the downriver side of S. Carrollton Ave. A new Westbound u-turn is added following Short St.

Features

A. 64 ft. Sawtooth design with space for layovers
B. Dedicated and consolidated hub location
C. Operator Comfort Station
D. Bus-Only U-Turn
E. Major Mobility Hub passenger amenities
F. Less required pedestrian crossings due to consolidated hub location

Route Changes

#3 Inbound (Tulane - Elmwood to Main Library):Route through hub

#51 (St. Bernard - Claiborne) & #53-O (Paris - Claiborne OWL): Route through hub

JP E-3: Route through hub

Considerations

Boardings/alightings, transfers, layovers all occur at an off street location with expanded space, amenities, and safety.

Consolidating multiple facilities, operations and movements into a single location for safer and more efficient transfers, eliminating the need for multiple pedestrian crossings.

This option, having the neutral ground hub on the eastbound side of Claiborne would require greater maneuvering around the stop for u-turns and more pedestrian crossings to access the #3 outbound route. Operator-controlled traffic signals may be required.

Consider Palmer Park for future hub study.

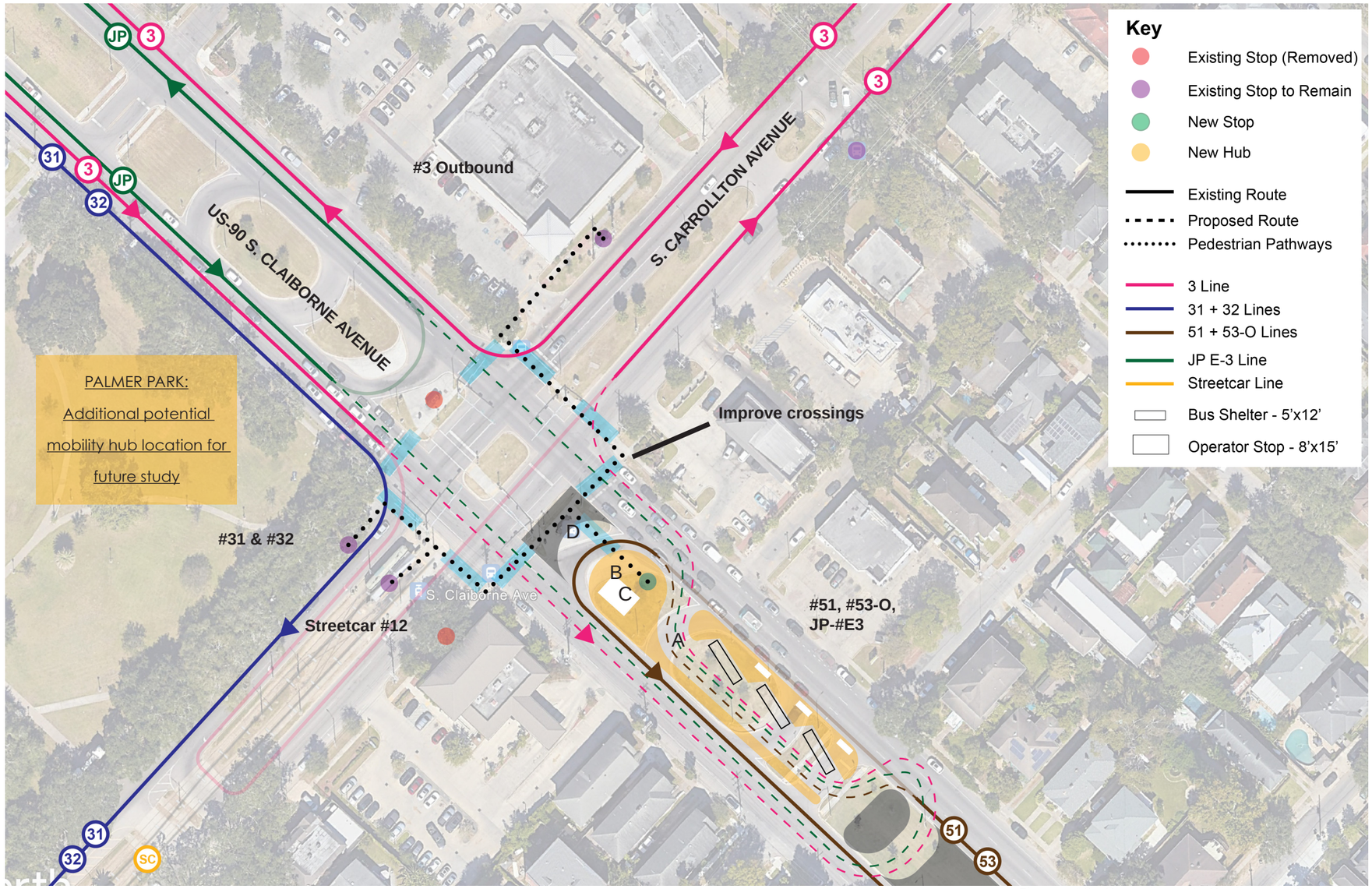


Figure 68: Carrollton & Claiborne Option 2

BROAD & CANAL - EXISTING

Hub Type:	Modes:	Layovers:	# of Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Transfer	Bus & Streetcar	None	2	High ridership & transfers	High - Major Intersections	High

Existing Issues

Existing facilities are not adequate in size to accommodate such high ridership and transfer activity.

Pedestrian crossing facilities are very limited and in poor condition, resulting in unsafe activities. Connections to streetcar should be more comfortable and safe.

Passenger amenities are very limited for a mobility hub with high ridership and prominent location.

There is limited public right-of-way resulting in constrained operations and ADA access.

Routes

- #9: Broad / Napoleon
  - Inbound: To Napoleon at Tchoupitoulas via Oschner Baptist
  - Outbound: To New Orleans East Hub
- #47: Canal Streetcar - Cemeteries
  - Inbound: To Harrah's Casino
  - Outbound: To Cemeteries
- #48: Canal Streetcar - City Park/Museum
  - Inbound: To Harrah's Casino
  - Outbound: To City Park/Museum of Art

Top Improvement Priorities - Based on Community Survey

1. Shelters & Seating
2. Safe & Accessible Crossings/Access
3. Bicycle Amenities

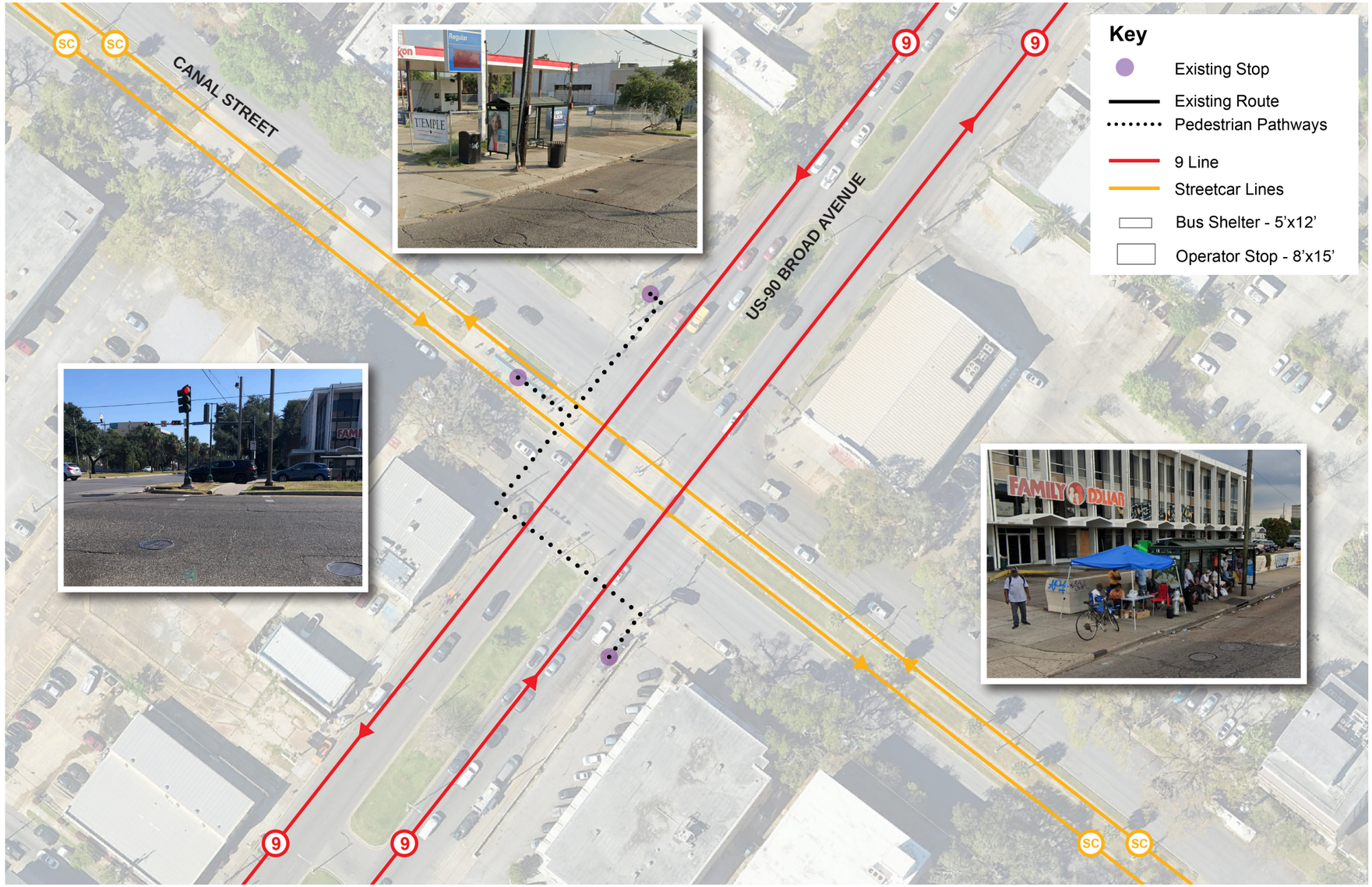


Figure 69: Broad & Canal Existing Conditions

BROAD & CANAL - PROPOSAL

Hub Type:	Modes:	Layovers:	# of Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Transfer	Bus & Streetcar	None	2	High ridership & transfers	High - Major Intersections	High

Proposal

1. Expanded linear hub for inbound 9 route at southwest corner.

2. Expanded linear hub for outbound 9 route at northeast corner.

3. Pedestrian crossings and ADA access are prioritized.

Features

A. Expanded hub footprints with enhanced rider amenities.

B. Improved pedestrian crossings and ADA facilities with crosswalk markings, signalization, curb bumpouts, and ADA compliant pathways.

Route Changes

None proposed

Considerations

Hubs are consolidated on the far side of the intersection to provide amenities and to eliminate inefficient and non-compliant facilities.

Hubs footprints are expanded into right-of-way to accommodate one of the busiest locations in the city.

Pedestrian crossings and ADA facilities facilitate comfortable and safe transfer movements.

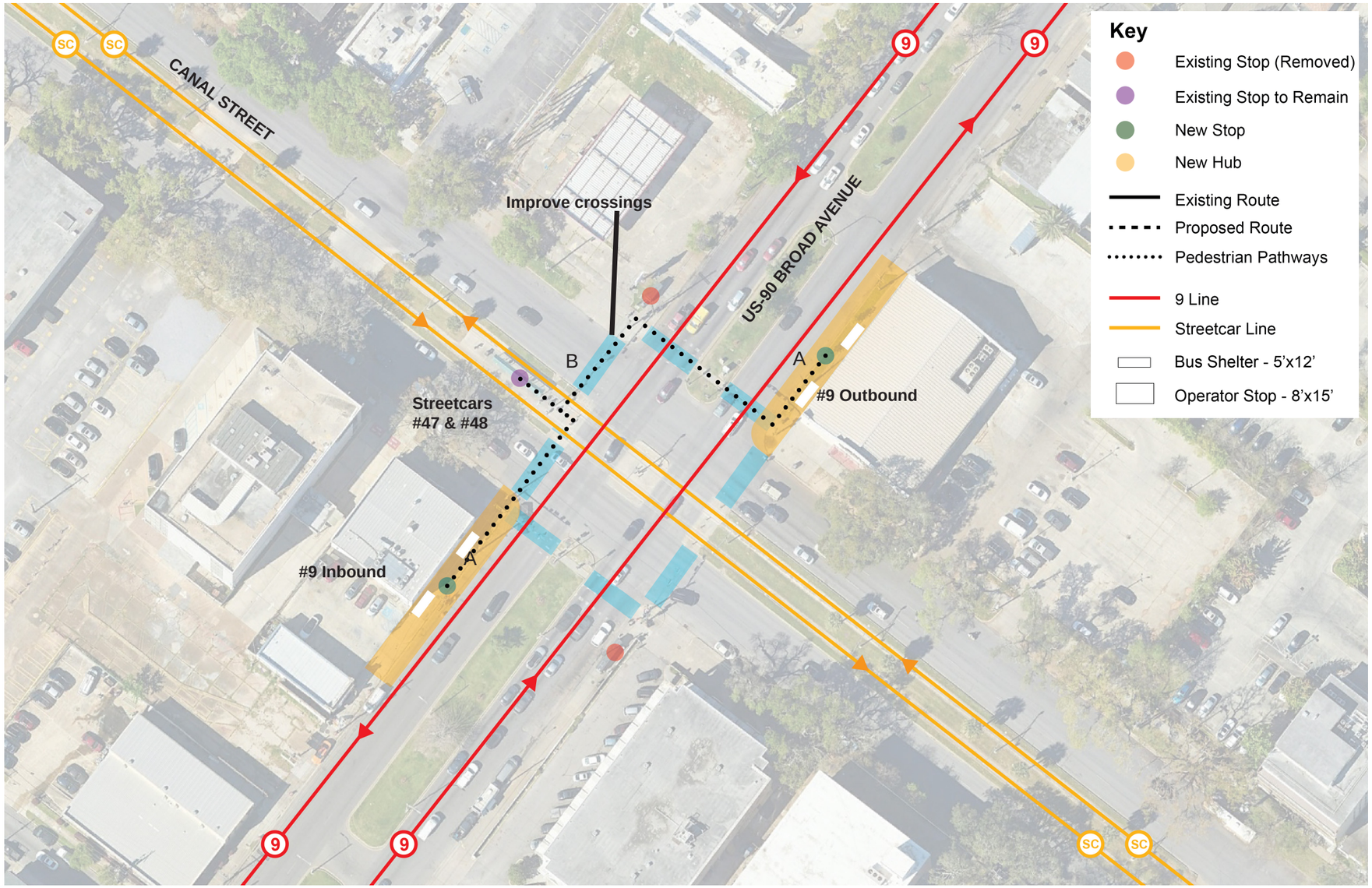


Figure 70: Broad & Canal Proposal

ST. CLAUDE & ELYSIAN FIELDS - EXISTING

Hub Type:	Modes:	Layovers:	Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Opportunity	Bus & Streetcar	1	4	High boardings	High - Major Intersections	Moderate

Existing Issues

Transit facilities are not centralized and are scattered on multiple sides of the intersection.

There is limited public right-of-way resulting in constrained operations and ADA access.

There are multiple conflicts between bus movements and dedicated bike lanes.

Pedestrian facilities are limited and in poor condition, resulting in unsafe activities. The slip lane on lakeside of intersection is unprotected and a dangerous condition.

Passenger amenities are very limited for a mobility hub with high ridership, significant transfers, and a prominent location.

Routes

- #8: St. Claude - Arabi
  - Inbound: To Main Library
  - Outbound: To Arabi
- #46: Rampart - Loyola Streetcar
  - Inbound: To Union Passenger Terminal
  - Outbound: Layover at hub
- #55: Elysian Fields
  - Inbound: To Main Library
  - Outbound: To Gentilly Woods via UNO and SUNO
- #80: Desire - Louisiana
  - Inbound: To Elysian Fields at Decatur
  - Outbound: To Gentilly Woods via Delgado-Sidney Collier

Top Improvement Priorities - Based on Community Survey

1. Shelters & Seating
2. Safe & Accessible Crossings/Access
3. Lighting

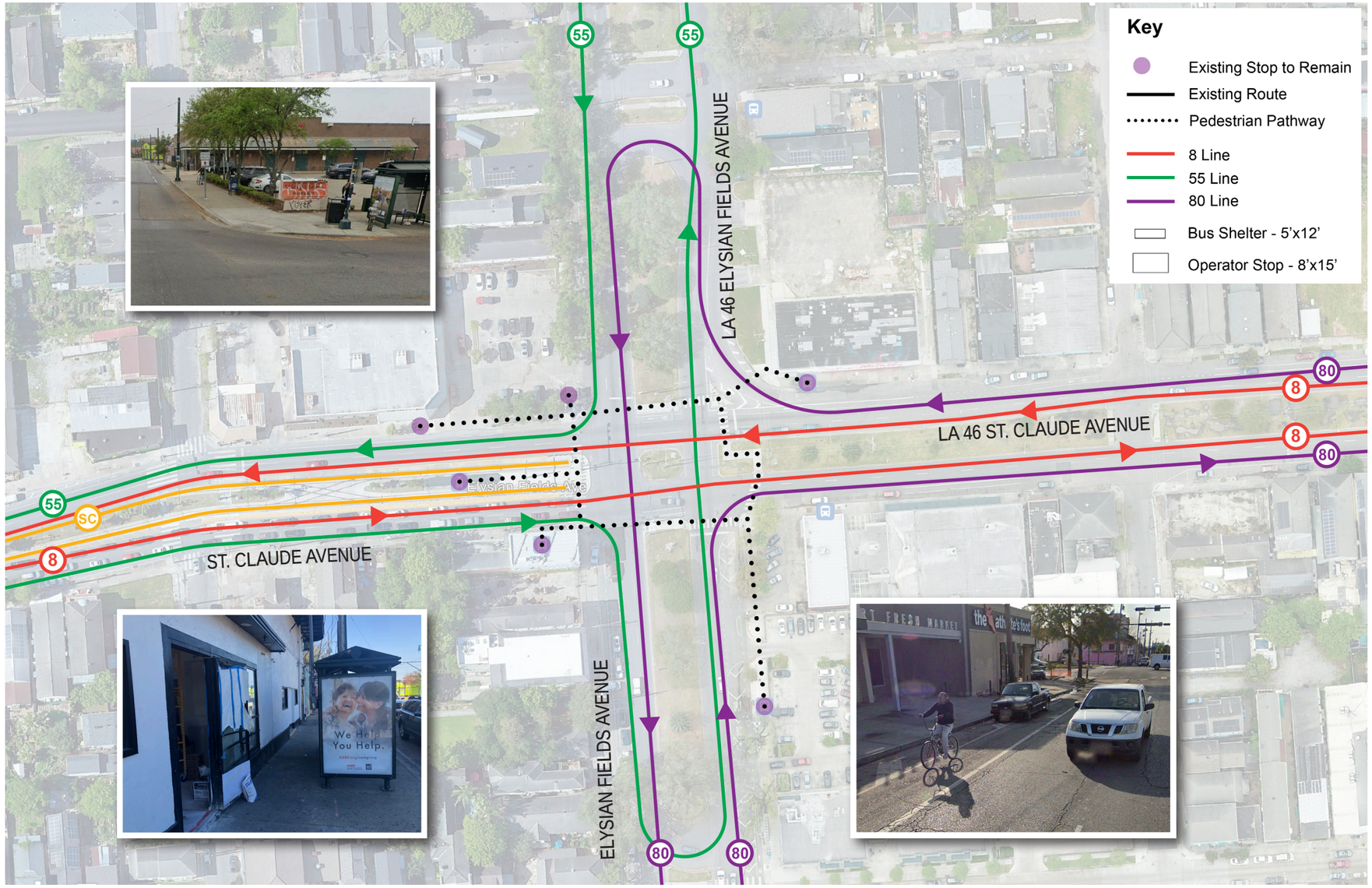


Figure 71: St. Claude & Elysian Fields Existing Conditions

ST. CLAUDE & ELYSIAN FIELDS - OPTION 1

Hub Type:	Modes:	Layovers:	Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Opportunity	Bus & Streetcar	1	4	High boardings	High - Major Intersections	Moderate

Proposal

1. Close of one Walgreens parking entrance to create inbound hub at Northwest Corner.

2. Create outbound hub at Southeast Corner.

3. The elimination of several existing stops and consolidation at corner hubs.

4. Pedestrian crossings and ADA access are prioritized.

Features

A. Consolidated corner hubs with hub footprints with enhanced rider amenities.

B. Improved pedestrian crossings and ADA facilities with crosswalk markings, signalization, curb bumpouts, and ADA compliant pathways.

Route Changes

None

Considerations

Hubs are consolidated on the far side of the intersection to provide enhanced amenities and to eliminate inefficient and non-compliant facilities.

Required pedestrian crossings are reduced through stop consolidation - crossing at slip-lane eliminated.

Hubs employ boarding islands along Elysian Fields to eliminate conflicts with bike lanes.

This design requires no route change to the busy 8 line but may cause greater conflict for bicyclists. Part of this plan requires acquisition of some parking from Walgreens.

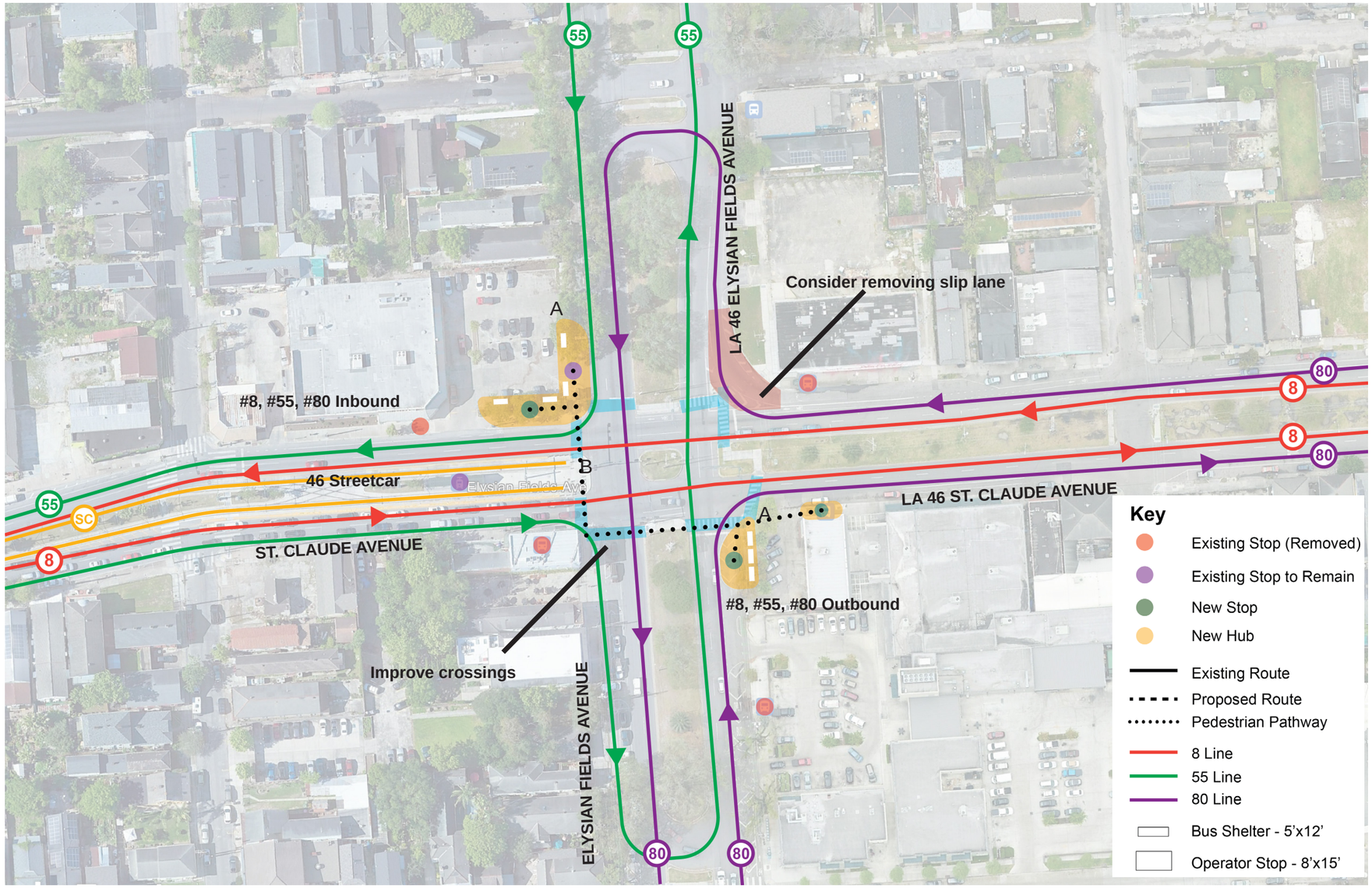


Figure 72: St. Claude & Elysian Fields Proposal 1

ST. CLAUDE & ELYSIAN FIELDS - OPTION 2

Hub Type:	Modes:	Layovers:	Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Opportunity	Bus & Streetcar	1	4	High boardings	High - Major Intersections	Moderate

Proposal

1. Closure of one Walgreens parking entrance to create inbound hub at Northwest Corner.

2. Create outbound hub at Southeast Corner.

3. The elimination of several existing stops and consolidation at corner hubs.

4. Pedestrian crossings and ADA access are prioritized.

Features

A. Consolidated corner hubs with hub footprints with enhanced rider amenities.

B. Improved pedestrian crossings and ADA facilities with crosswalk markings, curb bumpouts, and ADA compliant pathways.

Route Changes

Modify #8 (St. Claude - Arabi) to make u-turn and pick up on Elysian Fields.

Considerations

Hubs are consolidated on the far side of the intersection to provide amenities and to eliminate inefficient and non-compliant facilities.

Boardings and alightings no longer occur on St. Claude where they have conflicts with bike lanes

Eliminating unprotected pedestrian crossings at slip lane to access transit.

This design has the least potential conflict with bicylists but requires a u-turn route change for the busy 8 line.

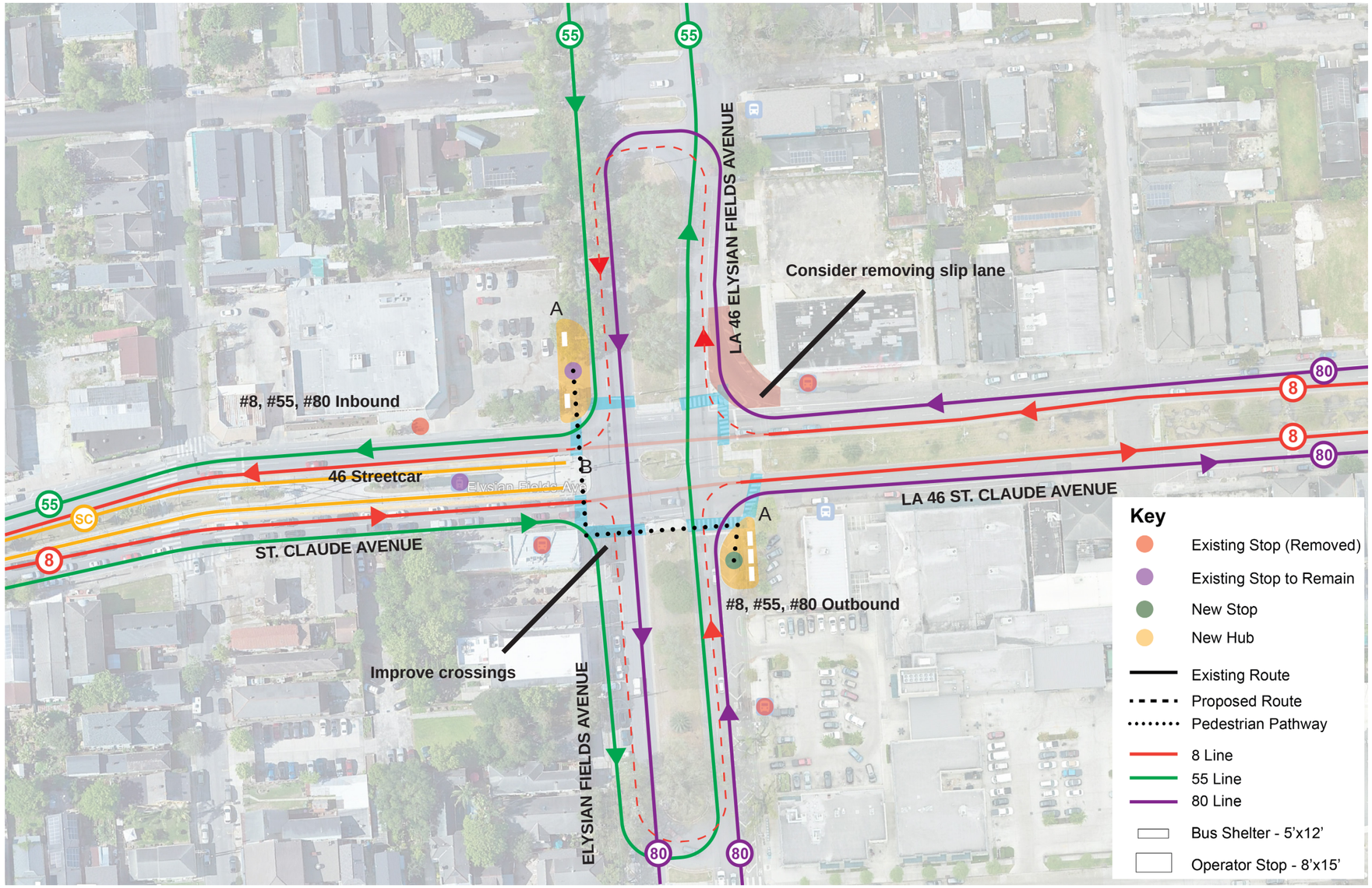


Figure 73: St. Claude & Elysian Fields Proposal 2

GENTILLY WOODS WALMART - EXISTING

Hub Type:	Modes:	Layovers:	Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Major	Bus Only	3	7	Walmart; High Ridership	High - Major Intersections	High

Existing Issues

Transit facilities are scattered along Chef Hwy. There is a disconnect between lines stopping at Walmart and others at Desire Pkwy leading to unsafe mid-block crossings instead of crossing at signalized intersections.

The are safety concerns at many of the stops along the corridor.

Operators on layovers are not provided comfort stop amenities and space for laying over buses is not sufficient.

Passenger amenities are very limited for a mobility hub with high ridership and prominent location.

Routes

- #9: Broad - Napoleon
  - Inbound: Napoleon at Tchoupitoulas via Oschner Baptist
  - Outbound: To New Orleans East Hub
- #31: Leonidas - Gentilly
  - Inbound: To Children's Hospital
  - Outbound: Layover at hub
- #55: Elysian Fields
  - Inbound: Main Library via SUNO & UNO
  - Outbound: Layover at hub
- #61: Lake Forest - Village de L'Est
  - Inbound: Main Library
  - Outbound: Village de L'Est via New Orleans East Hub
- #62: Morrison - Bullard / #62-O: Morrison OWL
  - Inbound: Main Library
  - Outbound: New Orleans East Hub via Bullard Walmart
- #80: Desire - Louisa
  - Inbound: Elysian Fields at Decatur via Delgado-Sidney Collier
  - Outbound: Layover at hub

Top Improvement Priorities - Based on Community Survey

1. Safe & Accessible Crossings/Access
2. Information Systems
3. Shelters & Seating

Figure 74: Gentilly Woods Hub (Walmart) Existing Conditions

GENTILLY WOODS WALMART - OVERVIEW

Hub Type:	Modes:	Layovers:	Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Major	Bus Only	3	7	Walmart; High Ridership	High - Major Intersections	High

Proposals

Option 1: Expanded Linear hub at near Walmart parking lot

Option 2: Corner hub in portion of Walmart Parking Lot

Route Changes

All routes re-routed to hub except 9 Outbound (Broad - Napoleon to New Orleans East Hub)

Routes 61 and 62 are re-routed to the proposed hubs via Johnny Jackson Jr. Blvd as opposed to continuing on to Desire Pkwy.

Considerations

Boardings/alightings, transfers, and layovers all occur at an off street location with expanded space, amenities, and safety.

Riverside Chef Menteur Highway stops are removed so that drop-offs occur at signalized intersection at Press/ Chef. Investigate possibility for mid-block hawk signal.

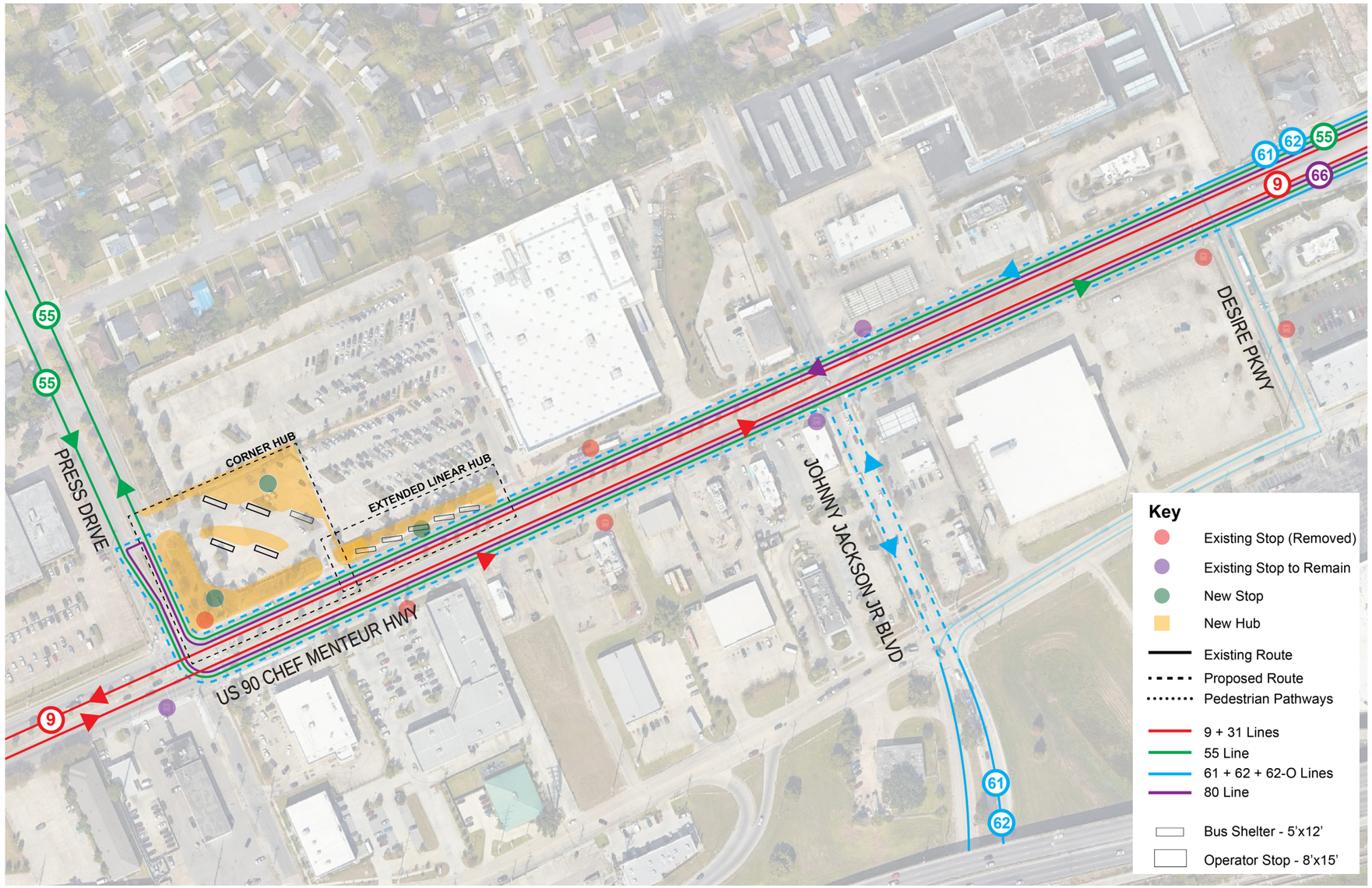


Figure 75: Gentilly Woods Hub (Walmart) Proposal Overview

GENTILLY WOODS WALMART - OPTION 1: LINEAR HUB

Hub Type:	Modes:	Layovers:	Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Major	Bus Only	3	7	Walmart; High Ridership	High - Major Intersections	High

Proposal

1. Relocated and expanded linear hub along Chef Highway, provide Major Mobility Hub amenities.

2. Remove selected outbound stops along Chef to discourage mid-block crossings.

3. Provide operator comfort stops and layover space at new hub.

4.#61 (Lake Forest - Village de L'Est), #62 (Morrison Bullard), #62-O (Morrison OWL) are rerouted to new hub

Features

A. Operator Comfort stops

B. 64ft. Sawtooth Design for Layovers

C. Enhanced Shelters, Seating, and Amenities

Route Changes

All routes routed to hub except 9 Outbound (Broad - Napoleon to New Orleans East Hub)

Considerations

Limited site control required and hub is located close to Walmart entrance for convenience, safety, and visibility.

Riverside Chef Menteur Highway stops are removed so that drop-offs occur at signalized intersection at Press/ Chef. Investigate possibility for mid-block hawk signal.

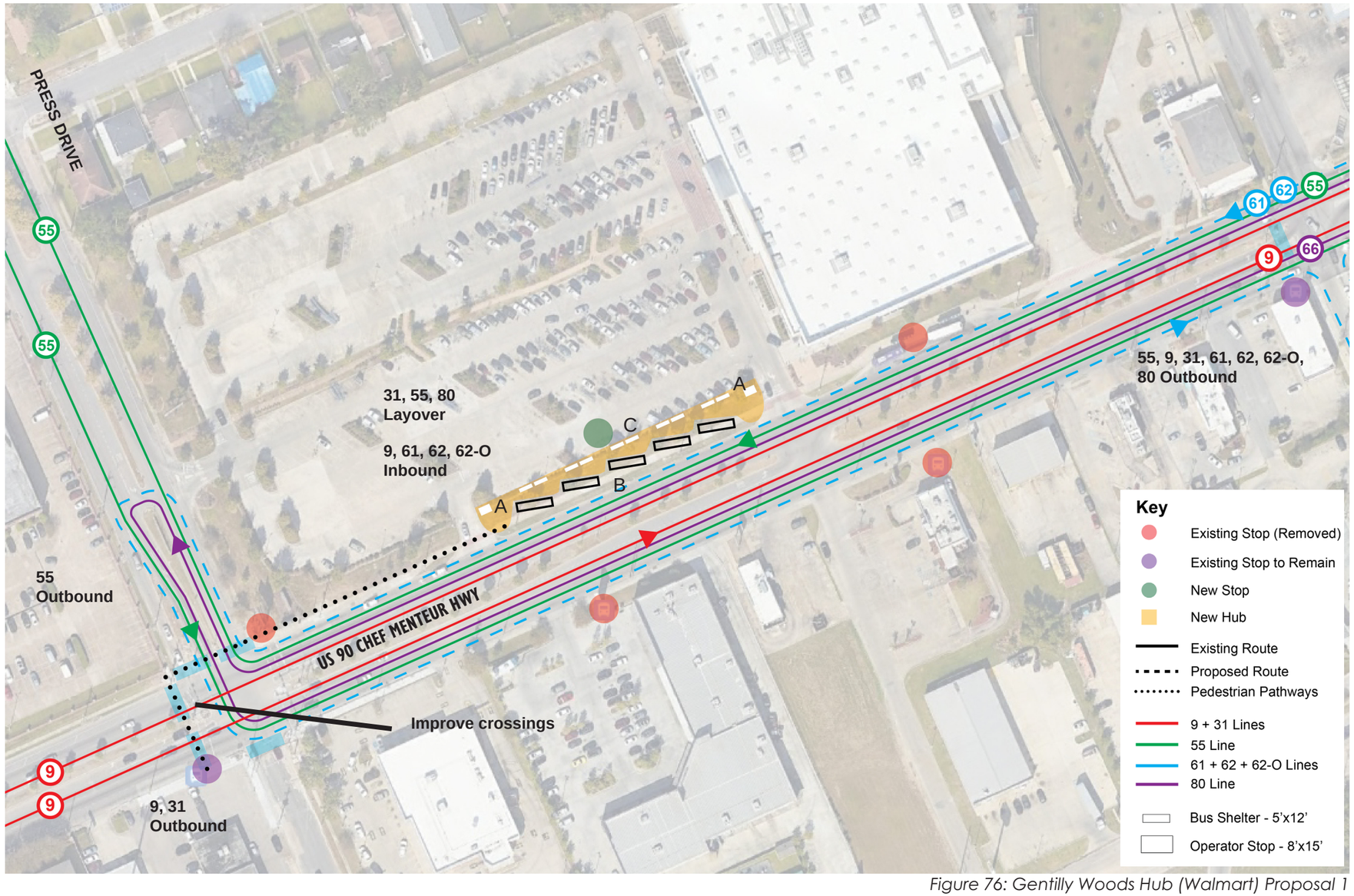


Figure 76: Gentilly Woods Hub (Walmart) Proposal 1

GENTILLY WOODS WALMART - OPTION 2: CORNER HUB

Hub Type:	Modes:	Layovers:	Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Major	Bus Only	3	7	Walmart; High Ridership	High - Major Intersections	High

Proposal

1. Off-street hub within Walmart parking lot

2. Remove selected outbound stops along Chef to discourage mid-block crossings.

3. Provide operator comfort stops and layover space at new hub.

Features

A. Operator Comfort

B. 64ft. Sawtooth Design for Layovers

C. Major Mobility Hub amenities

Route Changes

All routes routed to or through hub except 9 Outbound (Broad - Napoleon to New Orleans East Hub)

Considerations

Expanded footprint for greater hub build-out potential.

This design places transit activity around the hub with greater space for buses and activity. However, it may require a turn around within the hub.

Riverside Chef Menteur Highway stops are removed so that drop-offs occur at signalized intersection at Press/ Chef. Investigate possibility for mid-block hawk signal.

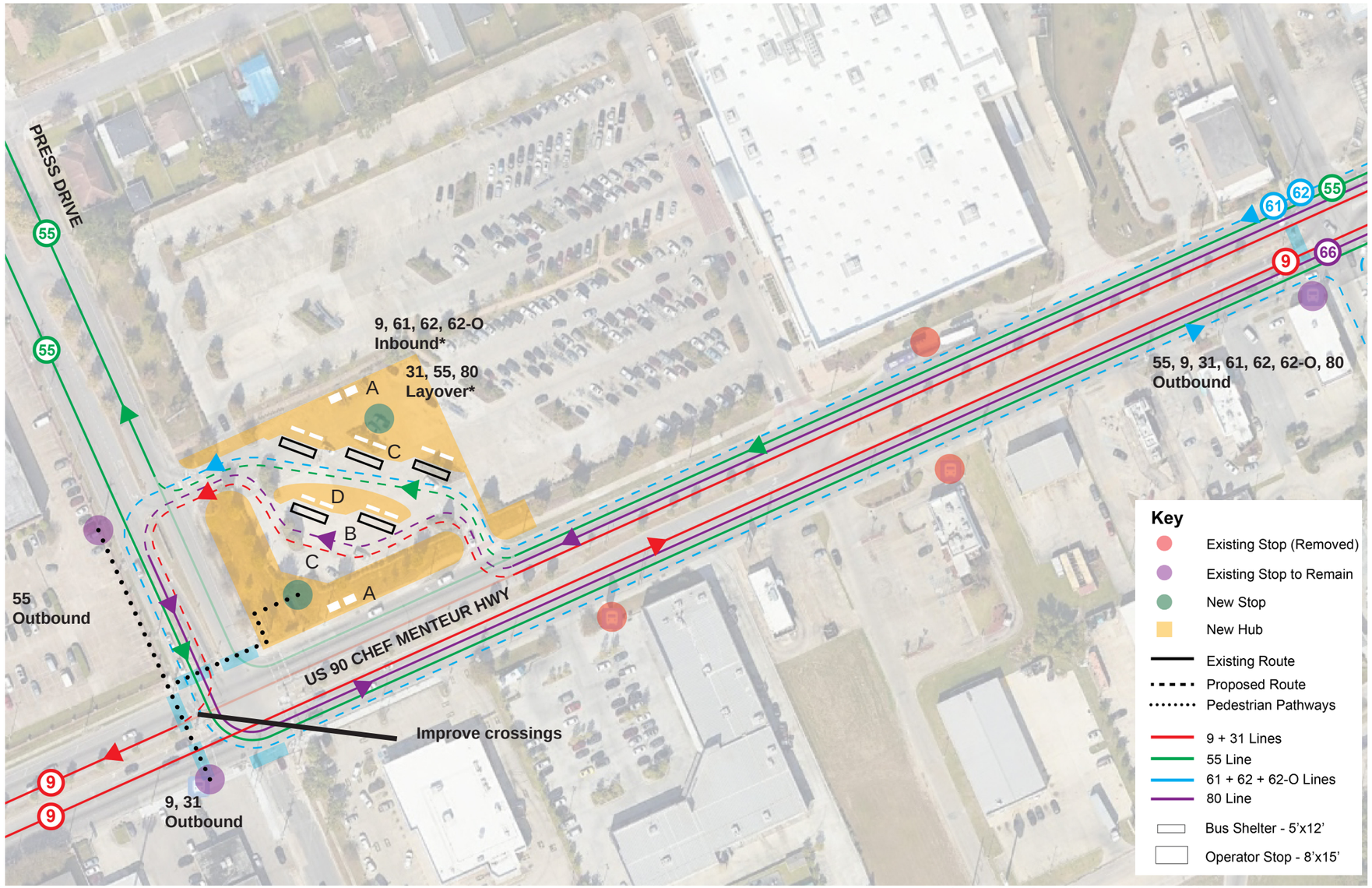


Figure 77: Gentilly Woods Hub (Walmart) Proposal 2

NEW ORLEANS EAST - EXISTING

Hub Type:	Modes:	Layovers:	Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Major	Bus Only	5	7	All New Orleans East routes	High - Major Intersections	Moderate

Existing Issues

Transit operations are occurring at a temporary location in front of New Orleans East Regional Library - a permanent location is needed.

The are safety concerns at the temporary transfer center.

Operators on layovers are not provided comfort stop amenities.

Passenger amenities are very limited for a mobility hub with high ridership and prominent location.

Routes

- 9: Broad - Napoleon
  - Inbound: Napoleon at Tchoupitoulas via Oschner Baptist
  - Outbound: Layover at hub
- 61: Lake Forest - Village de L'Est
  - Inbound: To Main Library
  - Outbound: Village de L'Est
- 62: Morrison - Bullard / 62-O: Morrison OWL
  - Inbound: To Main Library
  - Outbound: Layover at hub
- 66: Hayne Loop
  - Loop: Layover at hub
- 67: Michoud Loop
  - Loop: Layover at hub
- 68: Little Woods Loop
  - Loop: Layover at hub

Top Improvement Priorities - Based on Community Survey

1. Safe & Accessible Crossings/Access
2. Lighting
3. Information Systems

Figure 78: New Orleans East Existing Conditions

NEW ORLEANS EAST - OPTION 1

Hub Type:	Modes:	Layovers:	Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Major	Bus Only	5	7	All New Orleans East routes	High - Major Intersections	Moderate

Proposal

Acquire site control of vacant parking lots near former Lake Forest Plaza Mall and construct an off-street New Orleans East Transit Center.

Features

A. Major Mobility Hub Amenities

B. Operator Comfort Stations

C. 64ft. Sawtooth Design for Layovers

D. Park & Ride

E. EV Charging Stations

Route Changes

Complete re-route so all routes can go through hub. Routes 9, 61, 62, 66, and 68 will continue to serve the library but will layover within the new hub.

Considerations

Boardings/alightings, transfers, layovers all occur at an off street location with expanded space, amenities, and safety.

A dedicated hub facility to serve the customers of in New Orleans East

Consolidating multiple facilities, operations and movements into a single location for safer and more efficient transfers.

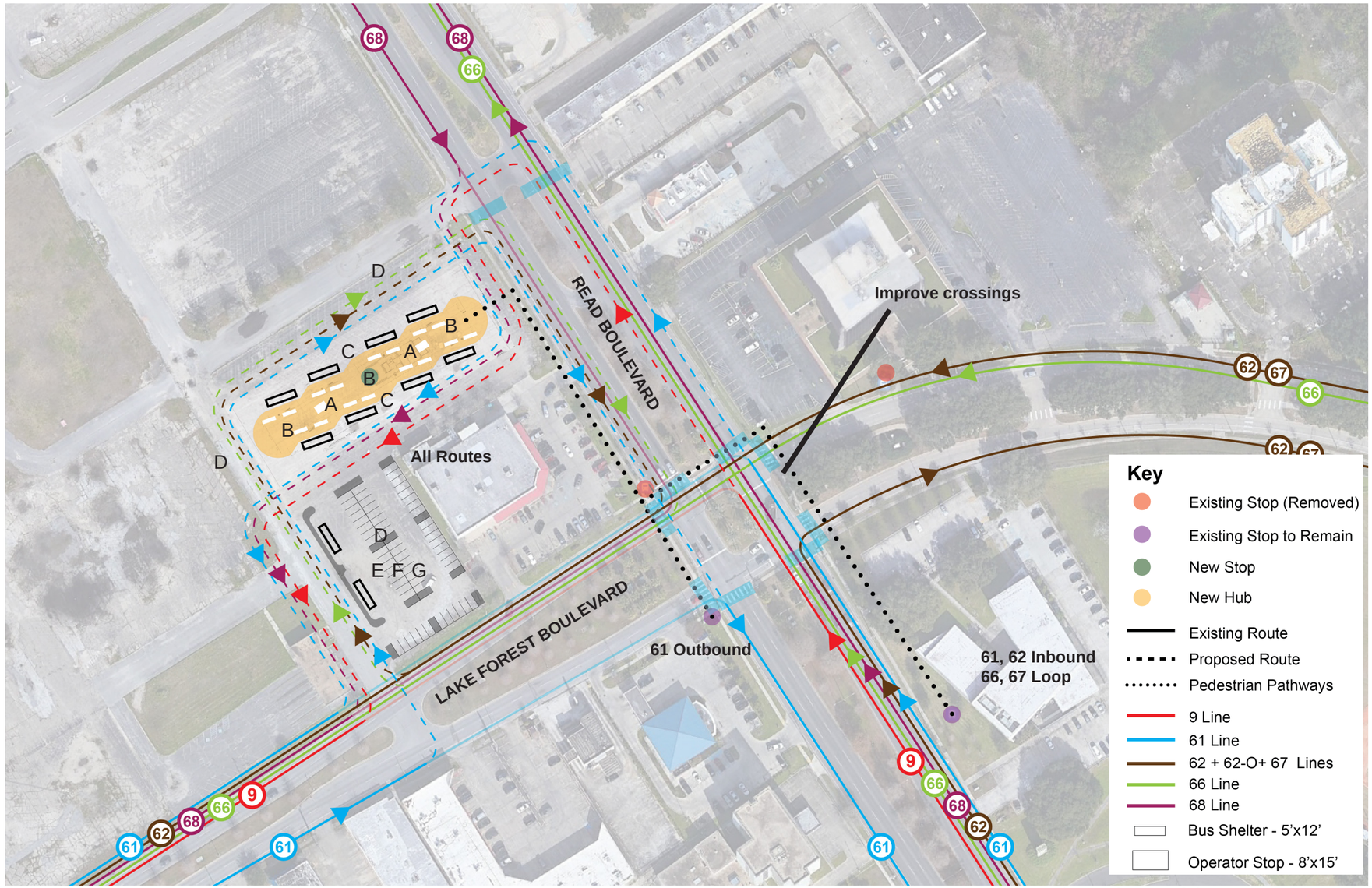


Figure79: New Orleans East Proposal 1

NEW ORLEANS EAST - OPTION 2

Hub Type:	Modes:	Layovers:	Transit Lines:	Destinations / Connections:	Traffic / Speed:	Crash Instances:
Major	Bus Only	5	7	All New Orleans East routes	High - Major Intersections	Moderate

Proposal

1. Provide a linear hub at Lake Forest Library

Features

A. Major Mobility Hub Amenities

B. Operator Comfort Stations

C. 64ft. Sawtooth Design for Layovers

D. EV Charging Stations

Route Changes

None

Considerations

Boardings/alightings, transfers, layovers all occur at a linear hub with expanded space, amenities, and safety.

A dedicated hub facility to serve the customers of in New Orleans East at the existing library location.

This design may be challenging on a site that is well developed and limited space for additional improvements. The site constrictions would necessitate the removal of existing library parking and a significant amount of landscaping, in addition to disturbing the existing pedestrian environment.

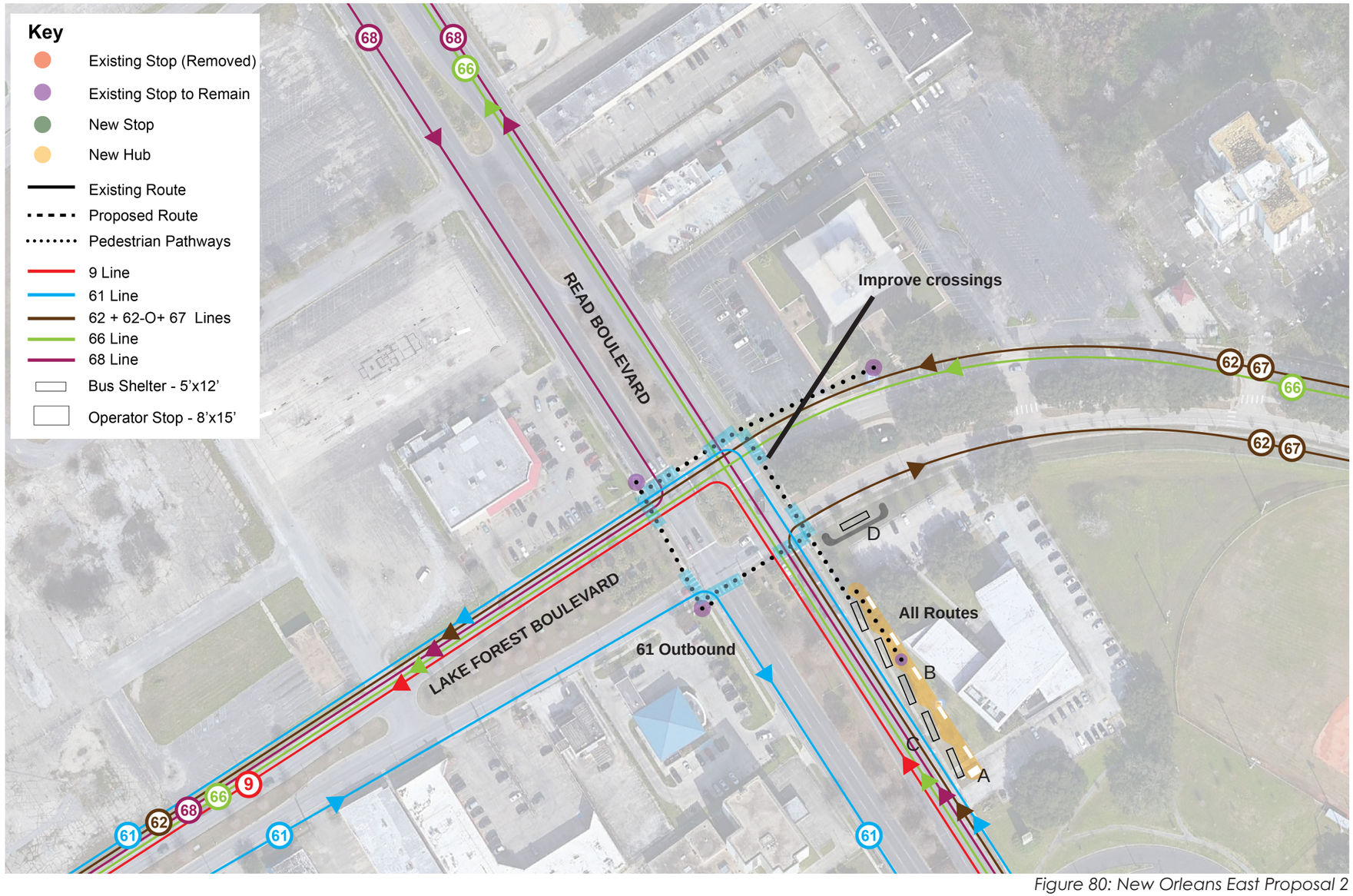


Figure 80: New Orleans East Proposal 2

5 | LIST OF FIGURES

LIST OF FIGURES

ALL GIS MAPS WERE CREATED IN ARGIS PRO

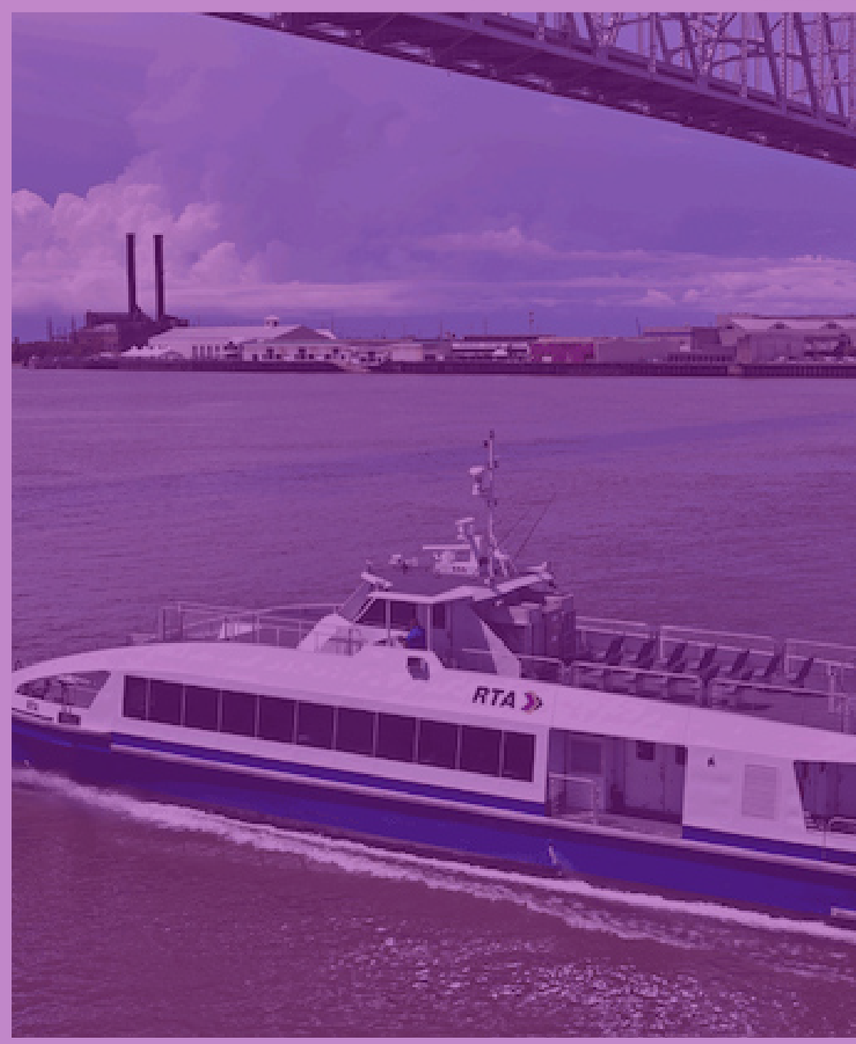
SATELLITE MAPS OBTAINED FROM GOOGLE EARTH PRO

COVER PAGE PHOTOS OBTAINED FROM THE RTA


2004


Elysian Fields Ave. @ 8654


298
RTA


RTA