

ABOUT THE
Project



OPEN HOUSE



Why Improve the Streetcar System?

For more than 190 years, New Orleans' streetcars have connected our city.

These are the challenges our streetcar system faces today. RTA is developing a plan to overcome those challenges and ensure this beloved system continues serving our community well.

Current System Challenges



Not Fully Accessible

St. Charles is the only streetcar line not ADA accessible.

6 of 57

stops on St. Charles are ADA accessible

50%

of vehicles on St. Charles are ADA accessible



Elevated Crash Rates

Safety is a priority area for improvement.

70%

of crashes are on the St. Charles line

48%

of crashes are at unsignalized intersections



Aging Fleet

All streetcars are near the end of their useful life and are in need of replacement plan.

22 - 31 years

Age of our modern replica vehicles (400 & 2000 series)

27%

increase in vehicle system failures from 2023 to 2024



Below-Average Speed And Performance

New Orleans' streetcars do not meet national benchmarks for on-time performance, speed, or boarding time.

On-Time Performance

RTA

73%

U.S. Average

85%

Average Speed

RTA

6.7 mph

U.S. Average

8-12 mph

Average Boarding Time

RTA

35 sec

U.S. Average

20-30 sec



Decreased Ridership

We aim to increase ridership on the city's beloved streetcar.

↓ 33%

Down by 50% since COVID-19 pandemic

The Process



January 2026

Existing Conditions



May 2026

Vision & Goals

Public Survey
June 2026



June/July 2026

Develop Scenarios to Achieve ADA Compliance on St. Charles

Public Open Houses
Sept. 2026



October 2026

Recommended ADA Compliant Scenario for St. Charles

Future Public Engagement



2027

Develop Long-Term, System-Wide Master Plan

St. Charles Consent Decree

Accessibility for All



What is a consent decree?

A judge-approved agreement that sets out a plan for resolving a lawsuit that everyone involved agrees on.

The Requirements



Add additional 400-series (ADA-compliant replica) cars on St. Charles by January 2025.



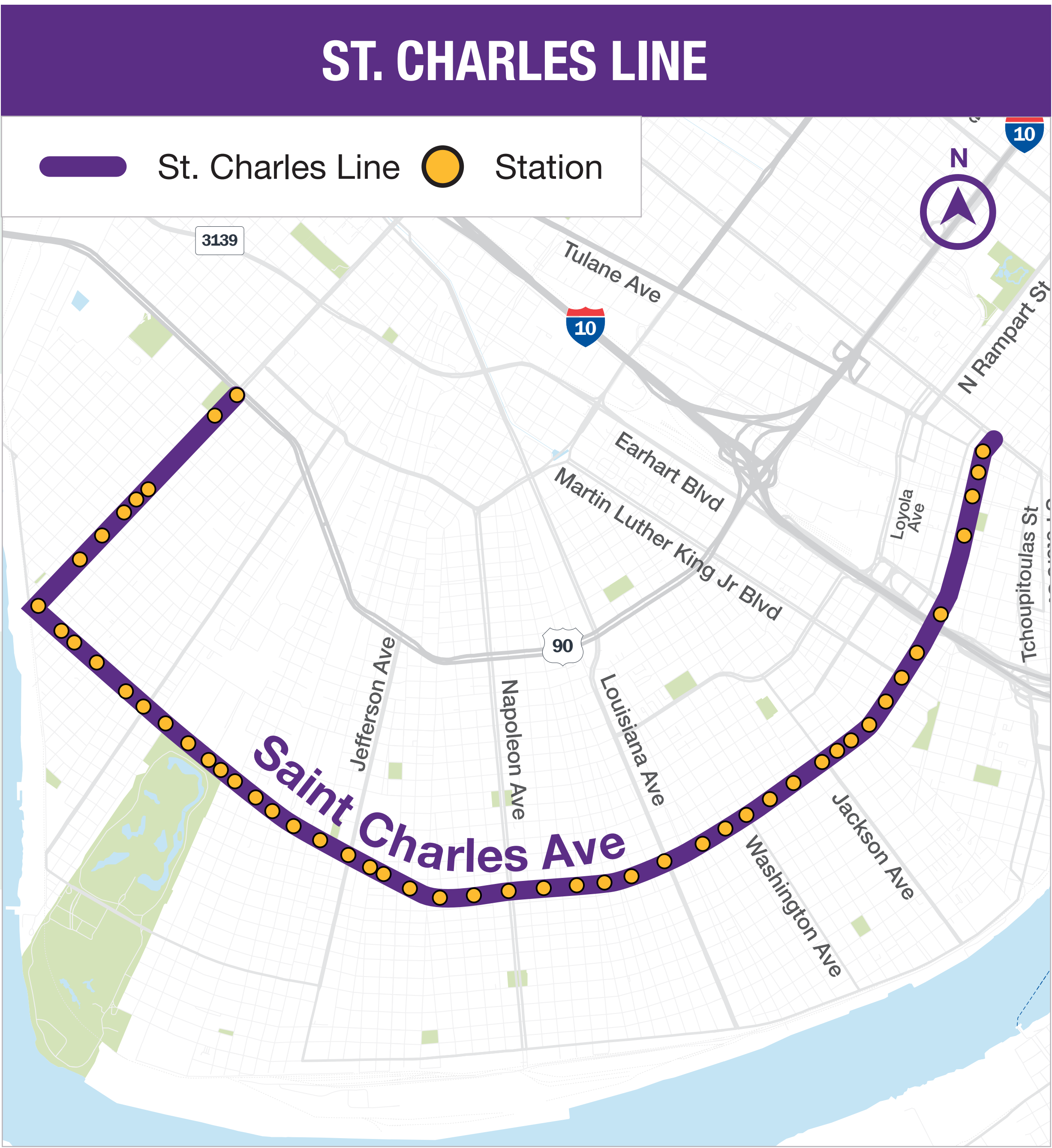
Submit a plan to RTA Board of Commissioners for a fully accessible St. Charles streetcar fleet by November 2026.



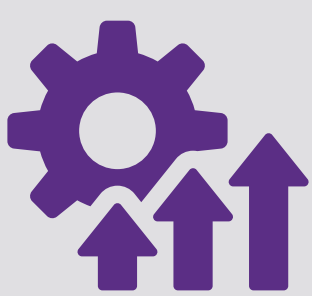
Provide real-time information on Le Pass app related to ADA compliant service.



All St. Charles stops ADA accessible by the deadline of August 2028.



Projects to Meet Consent Decree



VEHICLE IMPROVEMENTS

Upgrades to vehicles to make them ADA compliant



ALL STOPS ACCESSIBLE PROGRAM

\$6.8M federally-funded project to upgrade St. Charles streetcar stops to be ADA accessible by August 2028

Long-Term Master Plan

RTA is also developing a Master Plan to address our streetcar challenges over the long term.

Our goal is to create a distinctly New Orleans Streetcar system the next generation is proud to inherit.

Master Plan Goals



Achieve State of Good Repair



Improve Safety



Enhance Customer Riding Experience



Honor Legacy



Integrate Accessibility

15-20 year plan to improve and upgrade the entire streetcar system.

A Holistic Approach for the Entire System



Vehicles



Track



Stations



Communication Systems



Power Systems





Read our report about the existing conditions of the streetcar system

Streetcar

OVER THE YEARS

RTA



OPEN HOUSE

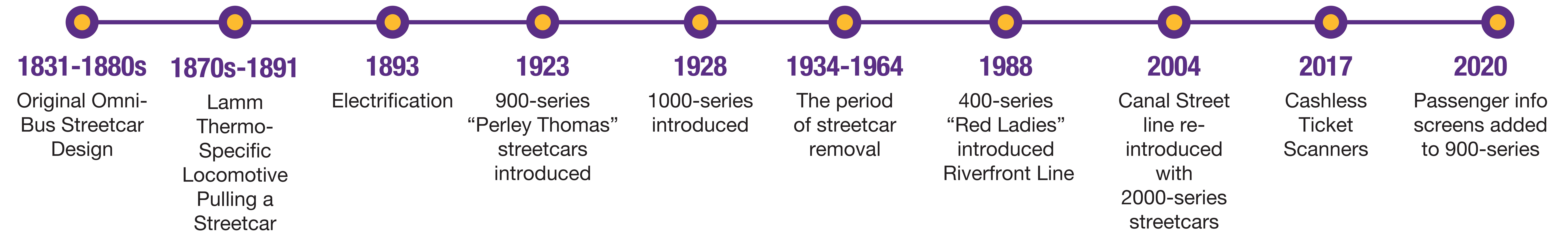


New Orleans' Streetcar Over The Years

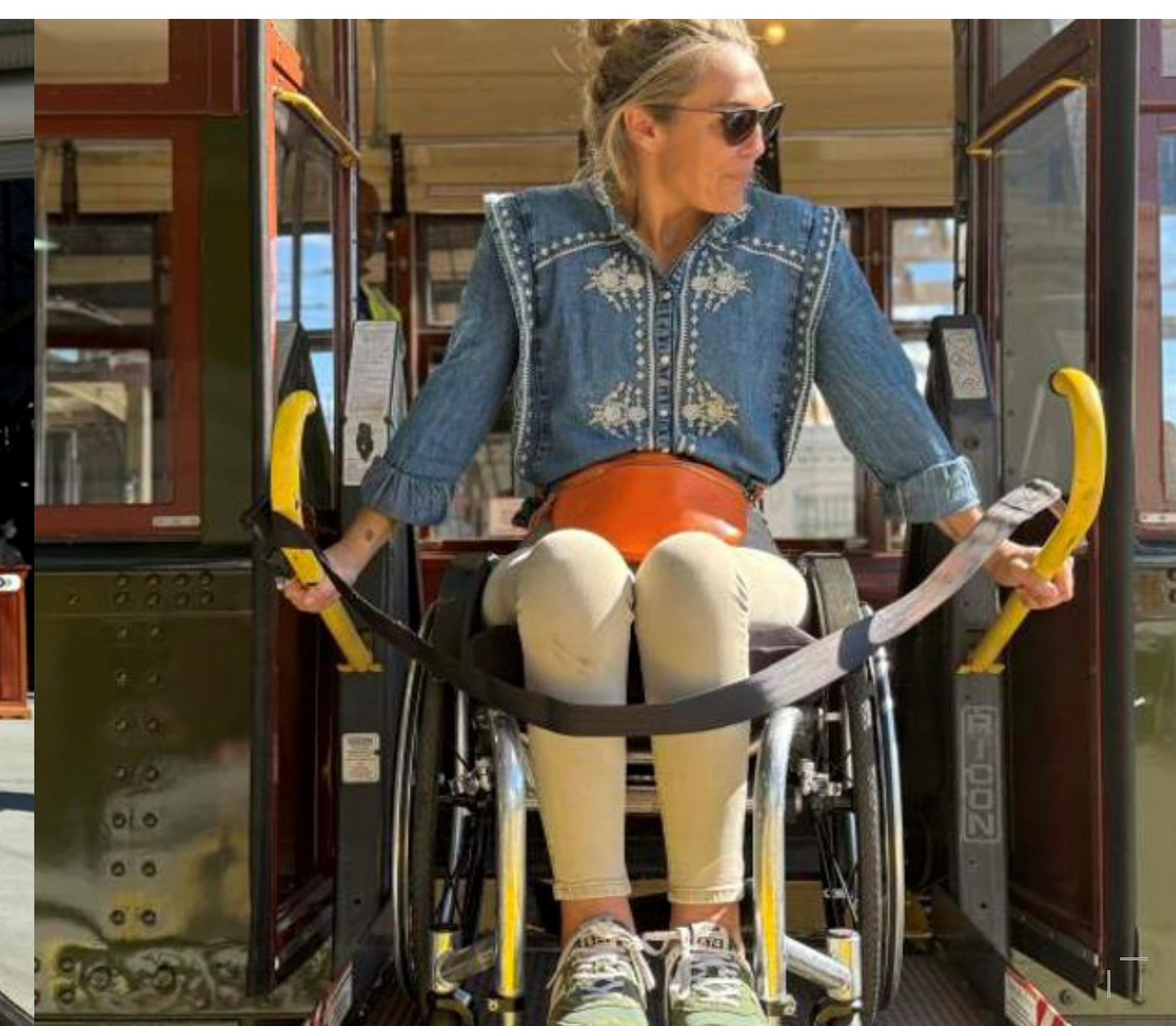
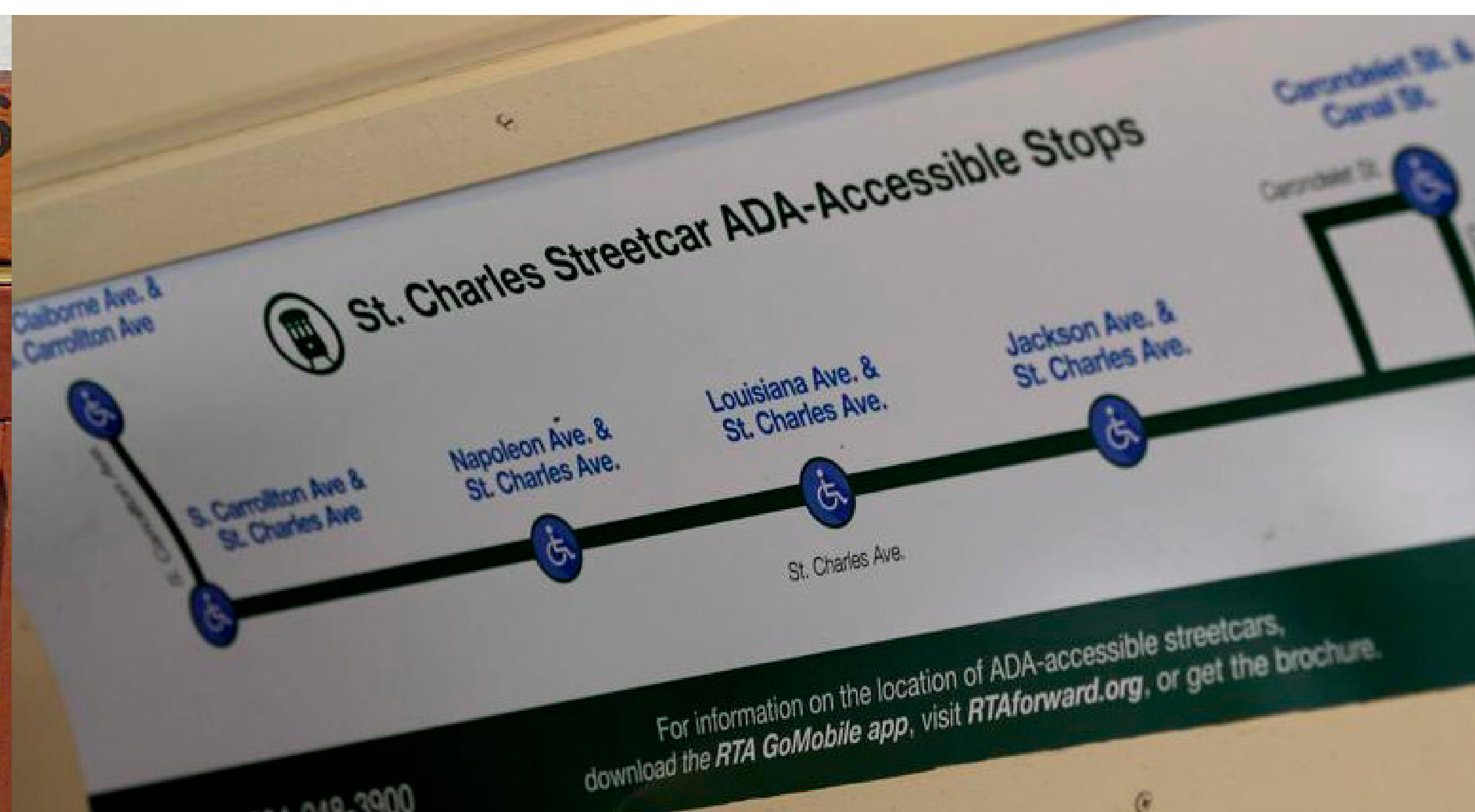
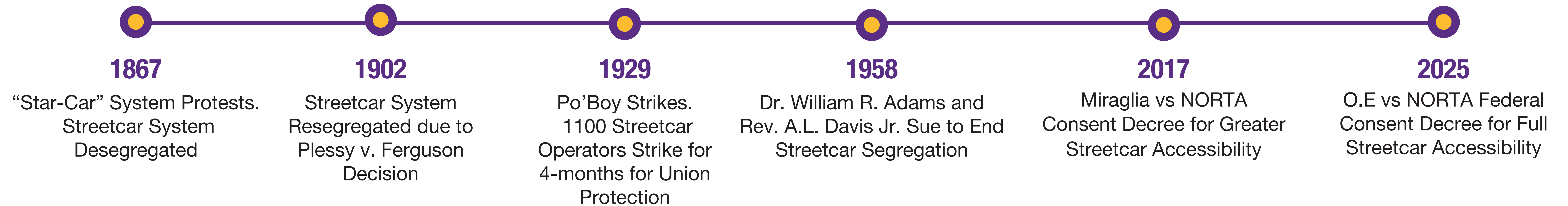
A legacy of change and progress

The streetcar, like New Orleans, has continued to evolve over time to better serve our community's needs.

Technology Changes Over Time



Social Justice Over Time



WHAT WE HEARD
FROM YOU

Survey Results



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Survey: Who Participated



1404
Responses



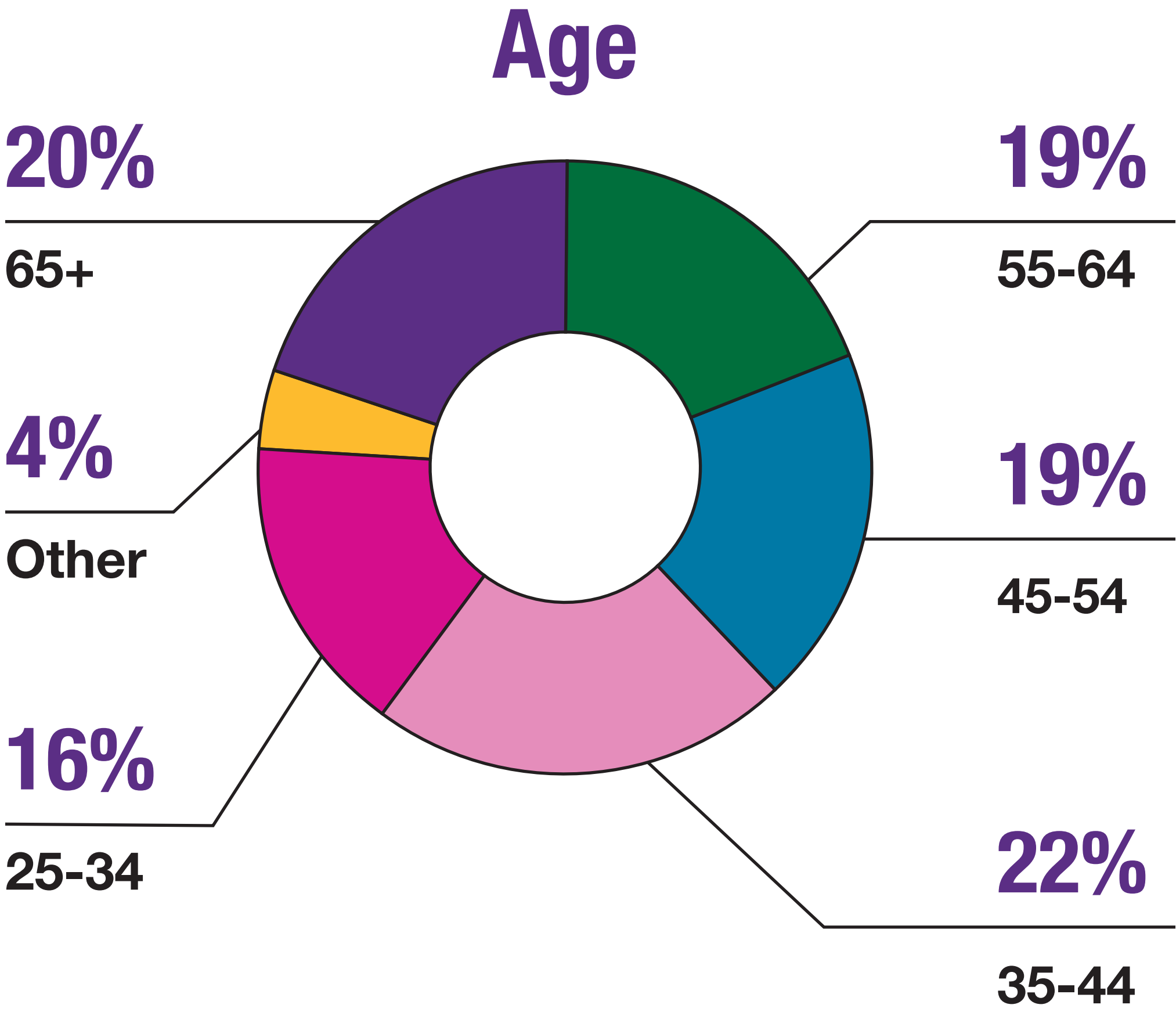
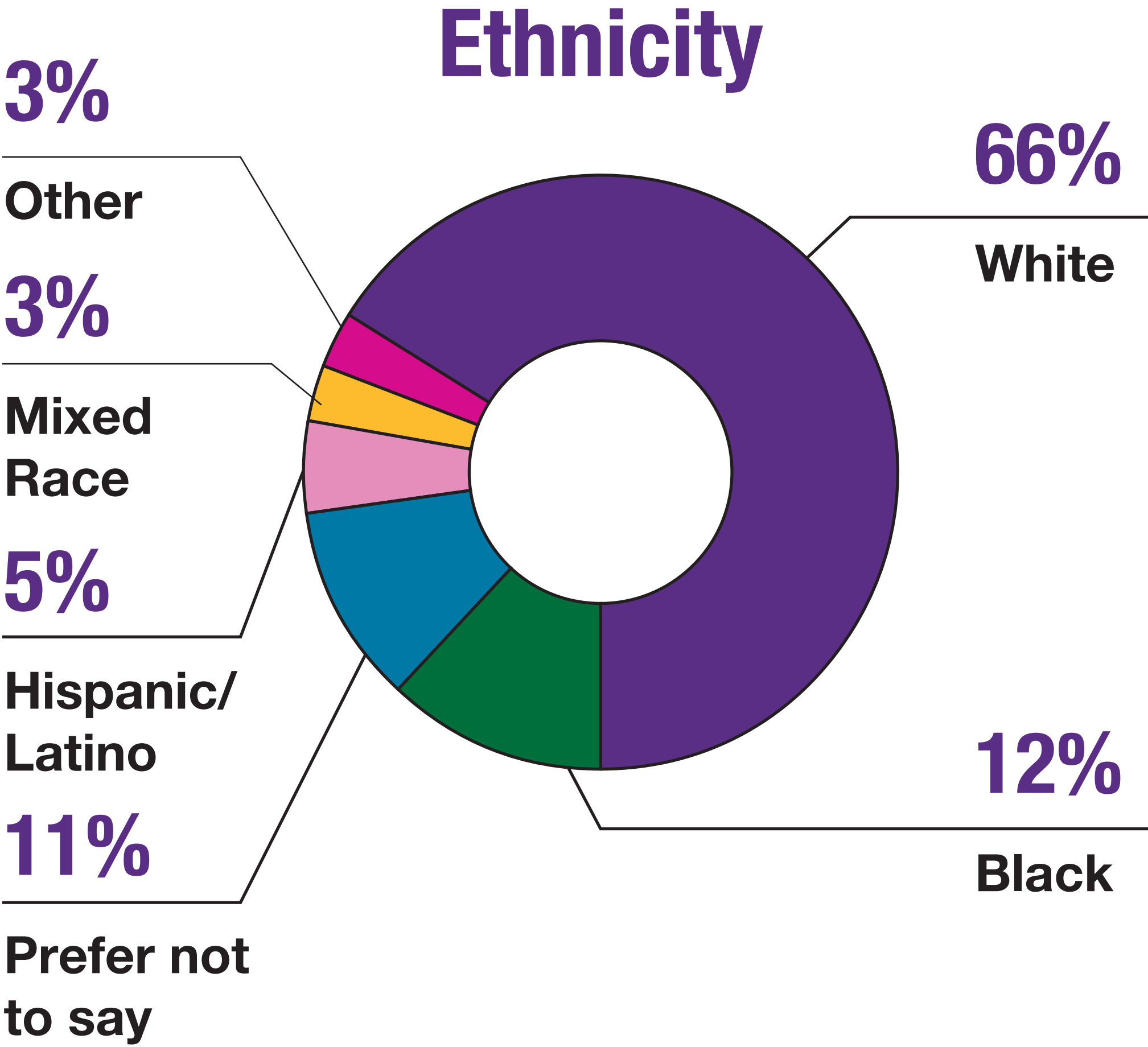
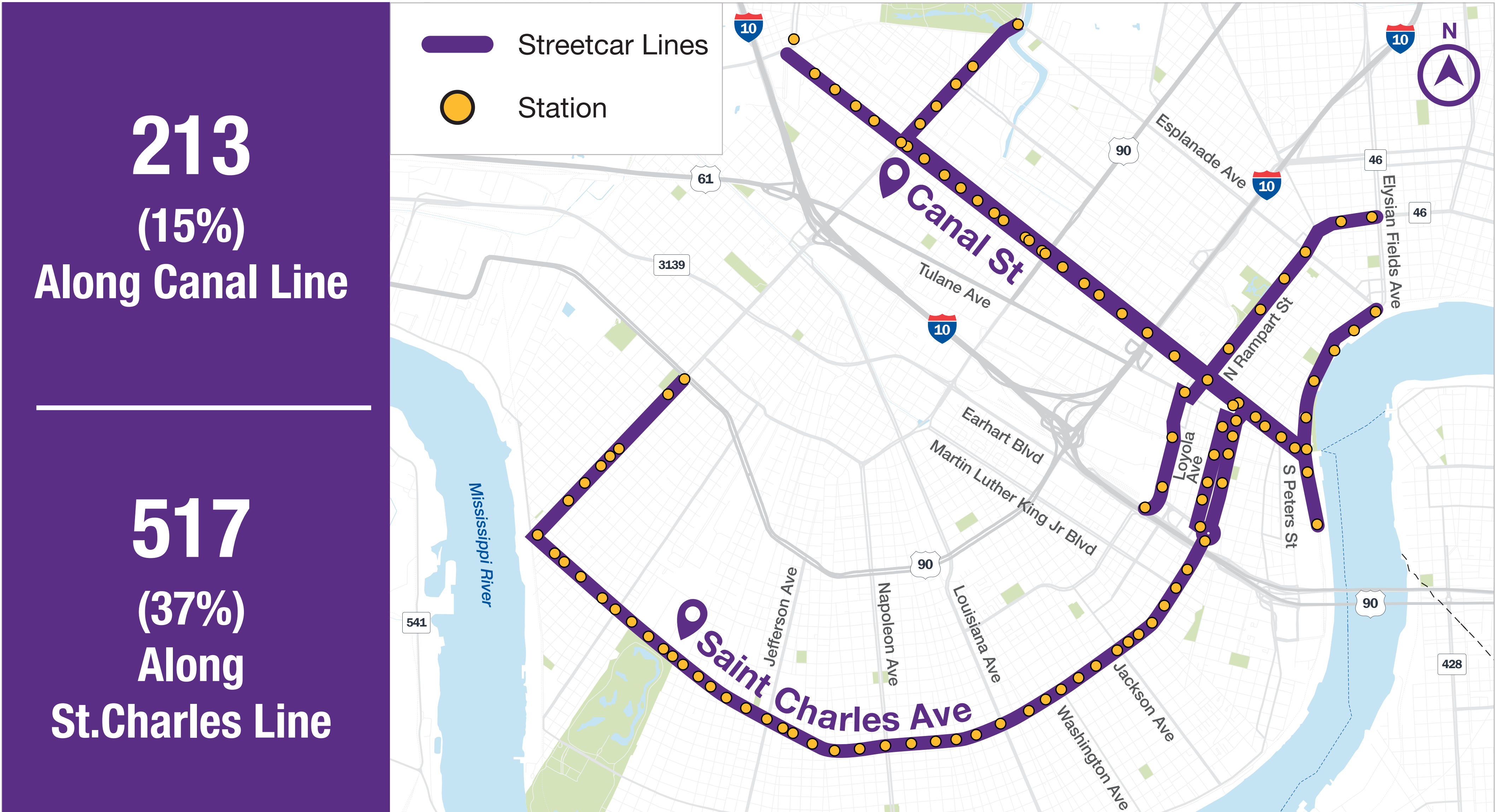
77%
Orleans resident/
business owner
along a route



32%
Ride weekly
or daily



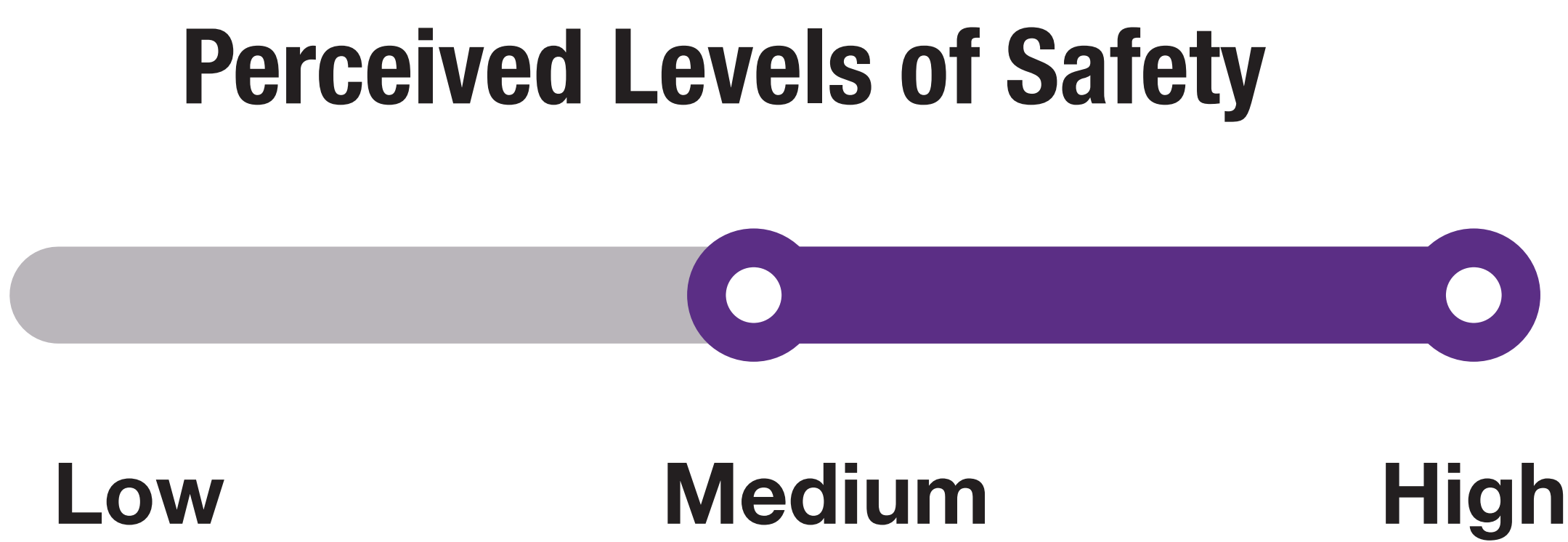
13%
People
living with a
disability





Safety

Perception of safety (vehicle and personal) leaned from Medium to Very Safe across groups.



Priority Areas for Improvement



Improving Speed and Safety

Participants showed support for consolidating stops and the number of street crossings.



Boarding Style

Participants were open to low-floor/level boarding.



Look and Feel

Participants overwhelmingly wanted to keep the vintage look and feel across lines.



Survey: In Case You Missed It

Didn't get to take our survey? Share your feedback below.

Write your thoughts on a sticky note and place it here.

Vehicles

MEETING THE
CONSENT DECREE



OPEN HOUSE



Eliminated Scenarios

Current Federal Consent Decree Requirement:

By November 3, 2026, the RTA shall submit the Board-adopted comprehensive plan to the Court and the Plaintiff. This plan must detail the steps required to achieve full wheelchair accessibility for all streetcars operating on the St. Charles Streetcar line.

Options That Don't Meet Goals

RTA has explored a wide variety of scenarios to meet the Consent Decree requirements. We have eliminated the following based on what best fits our overarching goals for the streetcar system.



Safety improvements are generally non-vehicle related

LEGEND



Does Not Meet Goal



Partially Meets Goal



Meets Goal

Eliminated Scenarios

No Build/
No Change



High Platform -
Long Ramp



High Platform -
Switchback Ramp



Low-Floor Insert
on Perley Thomas



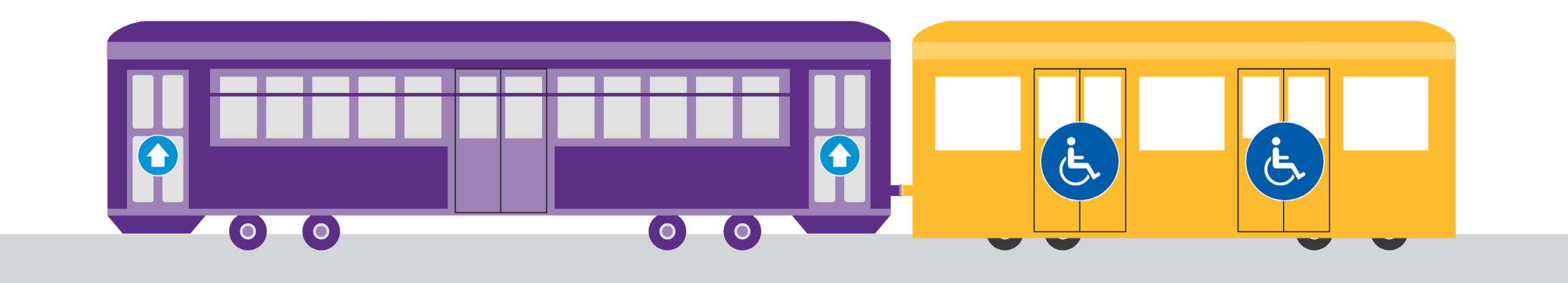
Suspended
Mid-Section

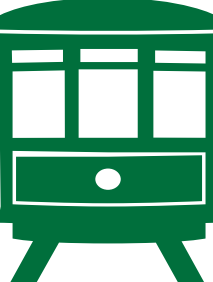
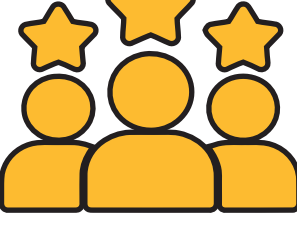
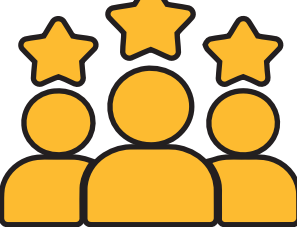
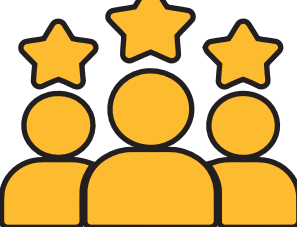
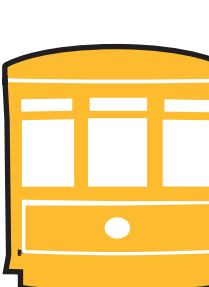


New End
Section



Non-Driving
Trailer



Achieve State of Good Repair	Customer Experience	Accessibility	Historic Legacy
 No improvements toward state of good repair	 No change in customer experience	 Does not meet consent decree requirements	
 - No vehicle improvements toward state of good repair - Not enough space for ADA-compliant ramps	 - Moderate improvement for those living with disabilities - No change otherwise		 Ramps would obstruct neutral ground and impact visual landscape
 - No vehicle improvements toward state of good repair - Not enough space for ADA-compliant ramps	 - Moderate improvement for those living with disabilities - No change otherwise		 Ramps would obstruct neutral ground and impact visual landscape
 - No improvements toward state of good repair - Specialized maintenance required and operational reliability at risk	 - Moderate improvement for those living with disabilities - No change otherwise		 Requires extensive modification to Perley Thomas cars
 - No vehicle improvements toward state of good repair - Would not fit on existing turning radius along tracks	 Could unintentionally segregate people with disabilities		 - Requires major changes to look of the streetcar - Introduction of midsection could impact historic integrity
 - No vehicle improvements toward state of good repair - Would not fit on existing turning radius along tracks	 Could unintentionally segregate people with disabilities		 - Requires major changes to look of the streetcar - Introduction of midsection could impact historic integrity
 - No vehicle improvements toward state of good repair - Would not fit on existing turning radius along track - Track requires two-way operation	 Could unintentionally segregate people with disabilities		 - Requires major changes to look of the streetcar - Introduction of midsection could impact historic integrity

Consent Decree Scenario I Vehicle Improvements

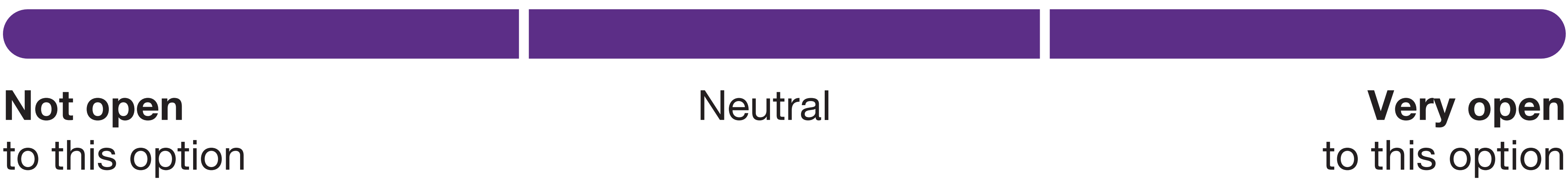
Option 1

Modified Perley Thomas Cars To Add Wheelchair Lift Mid-Car



How open would you be to this option?

Place a sticker along the scale to let us know.



What is your reaction to this option?

Write your thoughts on a sticky notes and place it below.

Estimated Timeline: 8-10 years

Estimated Cost: \$50M - \$56M*



Modify approximately 25 existing vehicles for use in regular service.



Retrofitting to include wheelchair lift. Does not currently include lift.



Maintain Perley Thomas cars on St. Charles line.



Continues without air conditioning.

*Estimate based on 25 vehicles

Consent Decree Scenario I Vehicle Improvements

Option 2

Replica Vehicle (2000-Series), High-Floor



Estimated Timeline: 10 - 11 years

Estimated Cost: \$177M - \$184M*



Similar type of vehicle currently running on Canal, Riverfront, and Rampart.



Already include wheelchair lift.



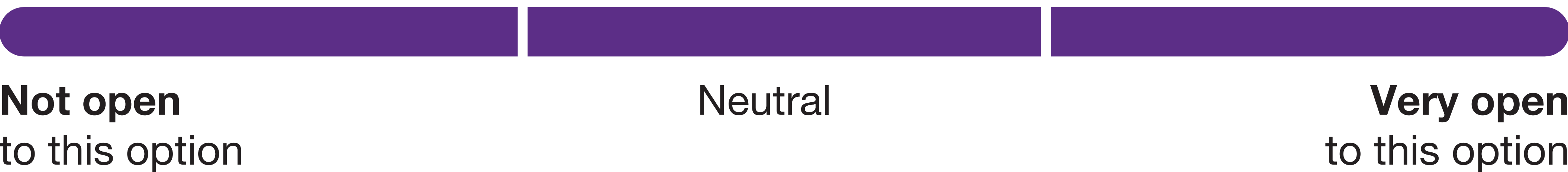
Unmodified Perley Thomas vehicles could not be used for regular scheduled service.



Includes air conditioning.

How open would you be to this option?

Place a sticker along the scale to let us know.



What is your reaction to this option?

Write your thoughts on a sticky notes and place it below.

*Estimate based on 25 vehicles

Consent Decree Scenario I Vehicle Improvements

Option 3

Replica Vehicle, Partial Low Floor



Estimated Timeline: 11 - 12 years

Estimated Cost: \$202M - \$215M*



New vehicle type for consideration; Used in other cities to improve accessibility



Barrier-free boarding (no steps) the mid-section of the vehicle.



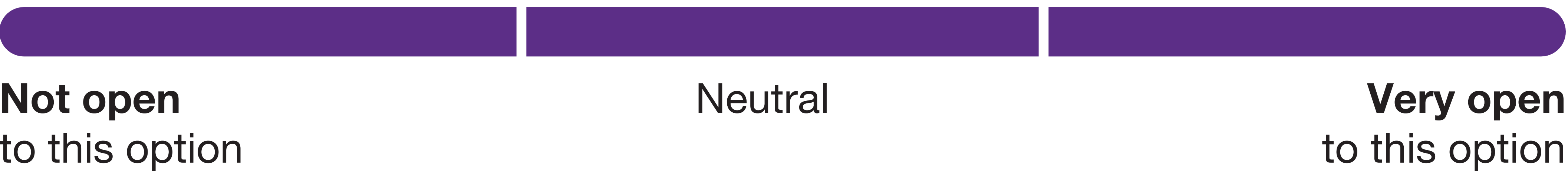
Unmodified Perley Thomas vehicles could not be used for regular scheduled service.



Includes air conditioning.

How open would you be to this option?

Place a sticker along the scale to let us know.



What is your reaction to this option?

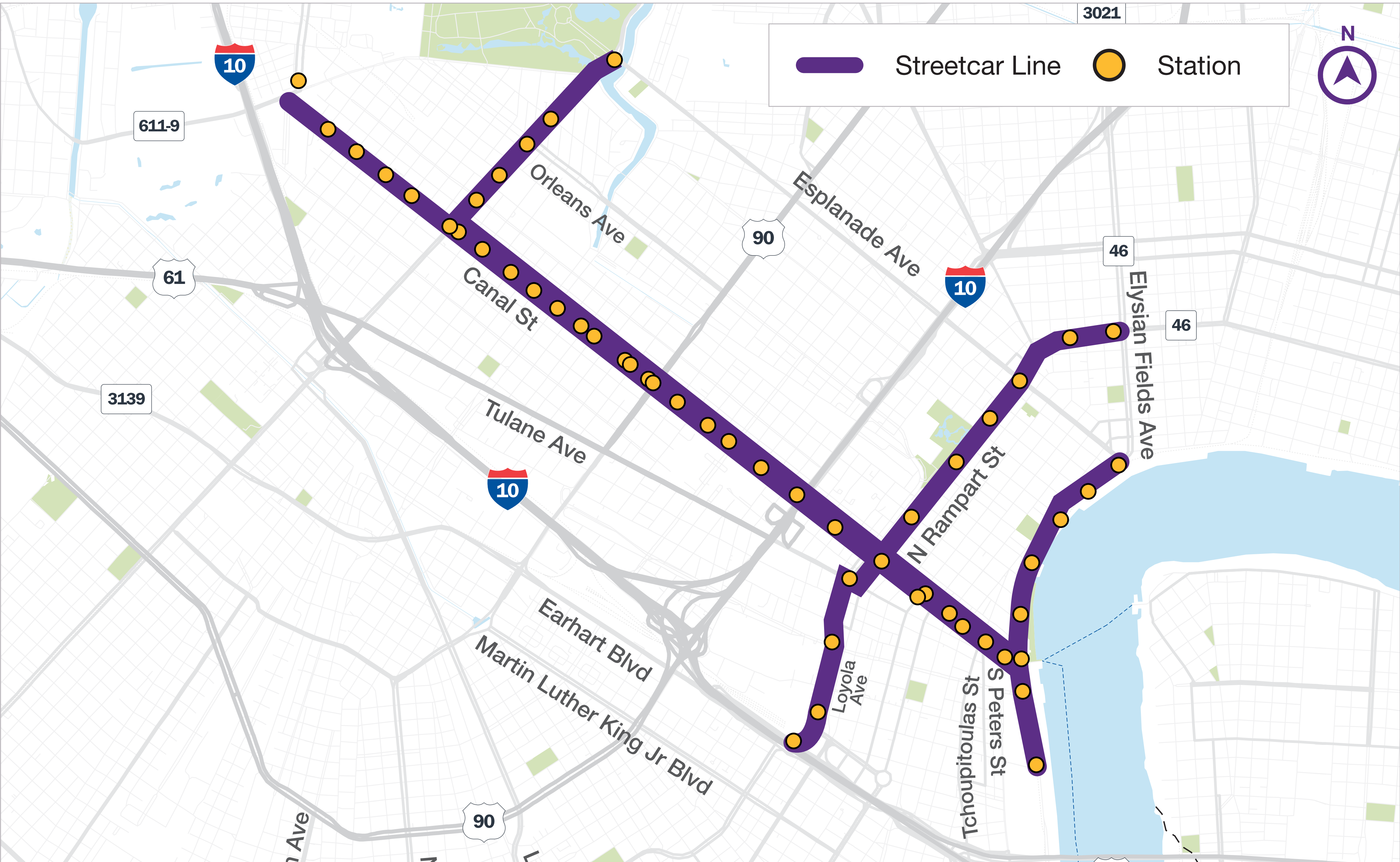
Write your thoughts on a sticky notes and place it below.

*Estimate based on 25 vehicles

Future Vehicle Conversations

All of RTA's streetcar fleets are near the end of their life and will need replacing soon.

As part of our long-term Master Plan, we will come back to explore system-wide improvements over the next few years.



Newer 2000-Series



100% Low Floor Level-Boarding



AI Conceptual Rendering Only

IMPROVING YOUR STREETCAR

Experience



OPEN HOUSE

Help Us Improve Your Streetcar Experience

The community identified safety and reliability as areas that need improvement. This is especially true for the St. Charles line.

A Faster Trip

As RTA conducts it's All Stops Accessible Program (ASAP) to meet the Consent Decree, we want your input on how we can improve your experience along the way.

Why Consolidate Stops?

More stops =
A longer ride

RTA Streetcars
Stop every 1-2 blocks

National Average
Stop every 3-4 blocks

ESTIMATED STREETCAR TRAVEL TIME SAVINGS

