

BRT Feasibility Study Kick Off

9/24/2021

RTA HEADQUARTERS/Virtual



Welcome/Introductions

Project Background & Overview

Defining Bus Rapid Transit

Project Schedule

Scope Review

Document Control

Next Steps & Actions

Project Background & Overview

2018

RTA's Strategic Mobility Plan:
Defines High Capacity Corridors

2020

Awarded FTA HOPE Grant

2021

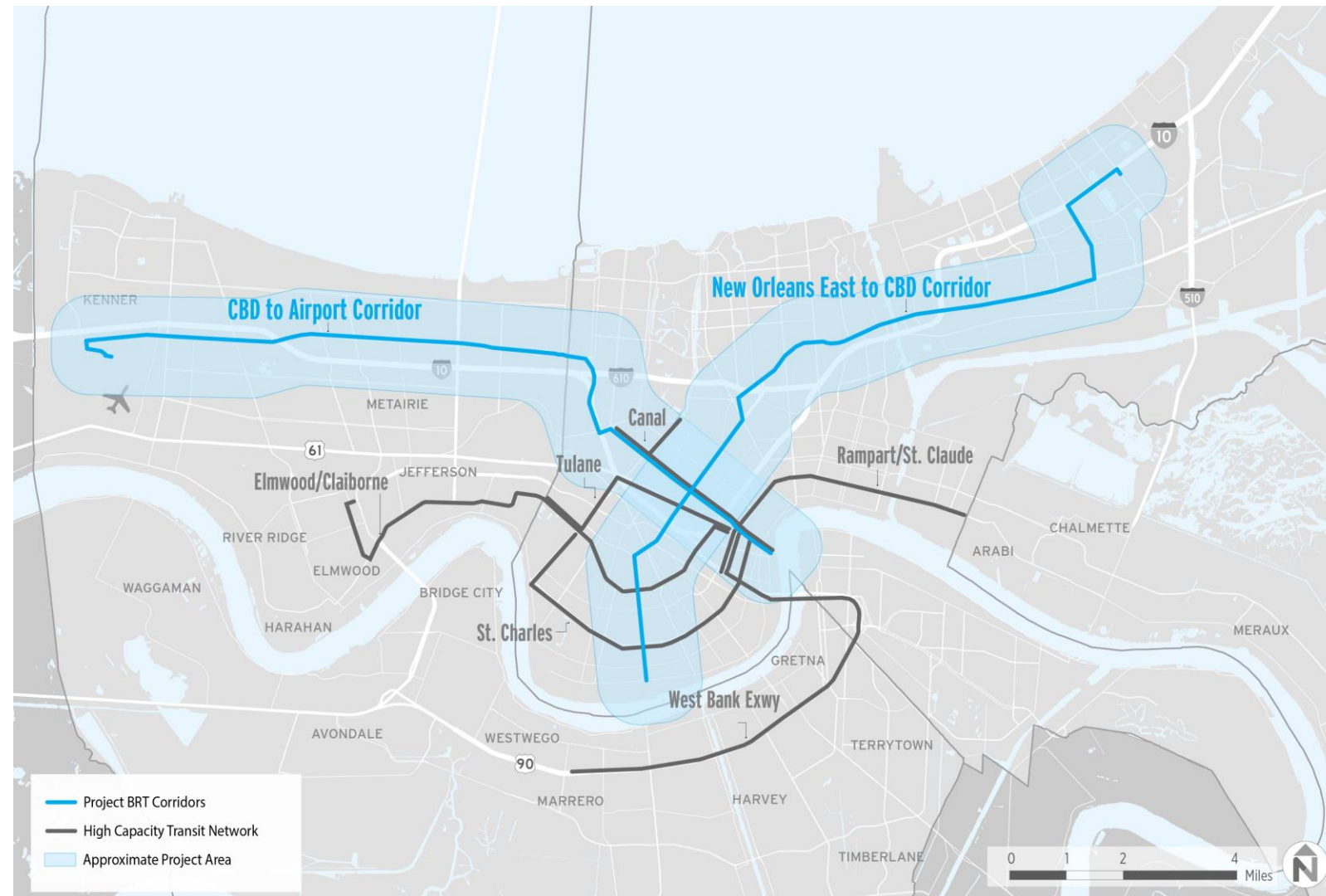
New Links: bus network redesign

Funded Scope Elements:

BRT Design Standards

BRT Corridor Plan

- Conceptual Operations
- Design Characteristics
- Construction Costs
- Implementation / Funding Strategies



What is Bus Rapid Transit?

A flexible, high performance and rapid mode that combines physical, operating and system elements into a permanently integrated system

Think Rail, Use Buses

- Quality image and unique identity
- Unique vehicles
- Fewer stops along route
- Improved boarding facilities
- Traffic signal prioritization

Defining BRT



Corridor-Based

- Separated right-of-way not required for entirety of corridor
- Makes a substantial investment in a specific corridor
- Defined stations
- Traffic signal priority for buses
- Short headway times
- Bidirectional services for a substantial part of weekdays

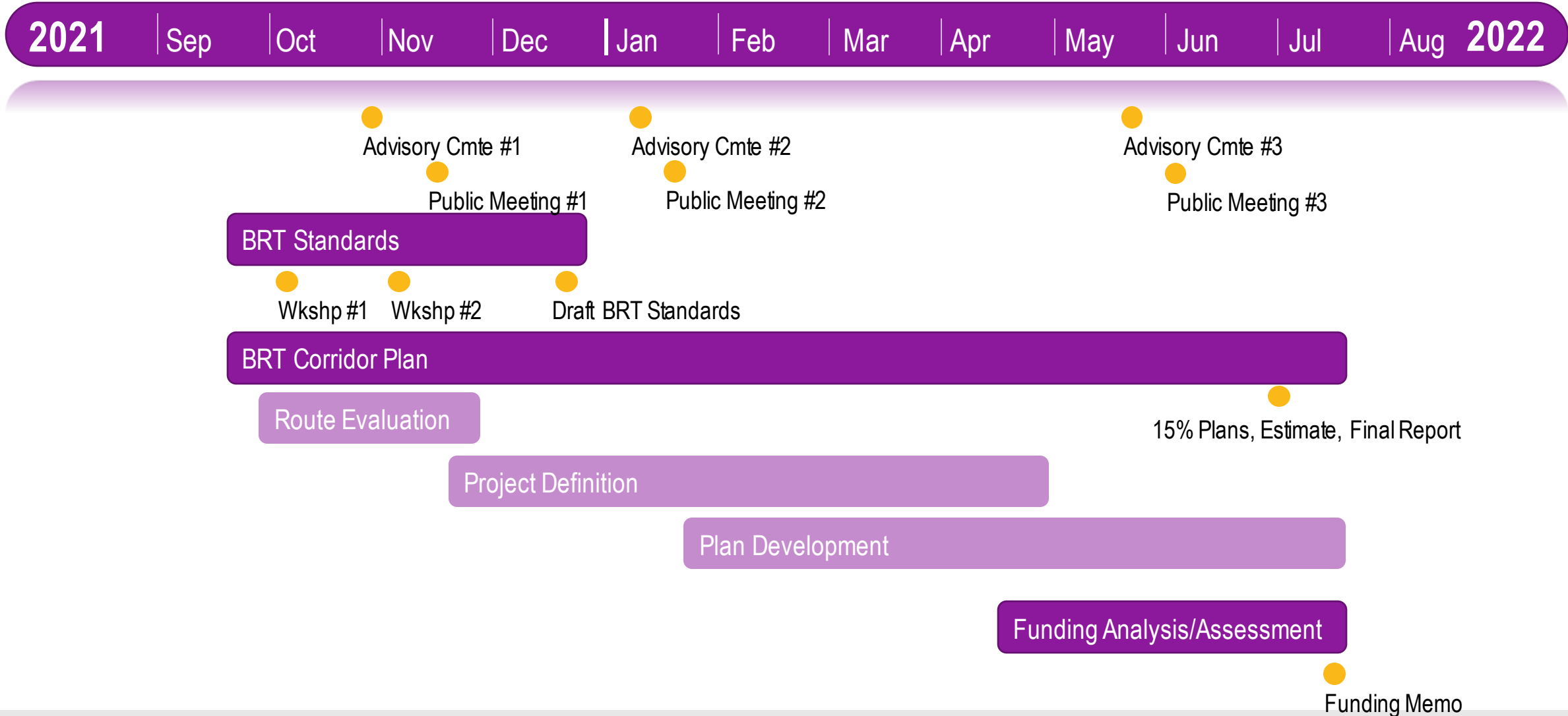


Fixed Guideway

- Majority of project operates in a separated right-of-way dedicated for public transportation use
- Makes a substantial investment in a single route within a defined corridor
- Defined stations
- Traffic signal priority for buses
- Short headway times
- Bidirectional services for a substantial part of weekdays & weekend days



Project Schedule



Scope Review



BRT Standards

As RTA explores opportunities for BRT in the greater New Orleans region, there is a need to develop design standards for rollout and development of a new mode.

Goal: Present overarching guidance for BRT Design Standards and receive feedback and to develop a foundation for more detailed, systemwide standards for the implementation of BRT along urban corridors and freeways.



Operations & Service Goals



Technology



BRT Guideway Alternatives



Vehicle Standards



Station Design Components



Branding



Workshop #1

Collaborate with RTA stakeholders to:

- Provide information on BRT best practices throughout North America
- Identify and concur on preliminary preferences to set foundation for standard development of BRT system components



Workshop #2

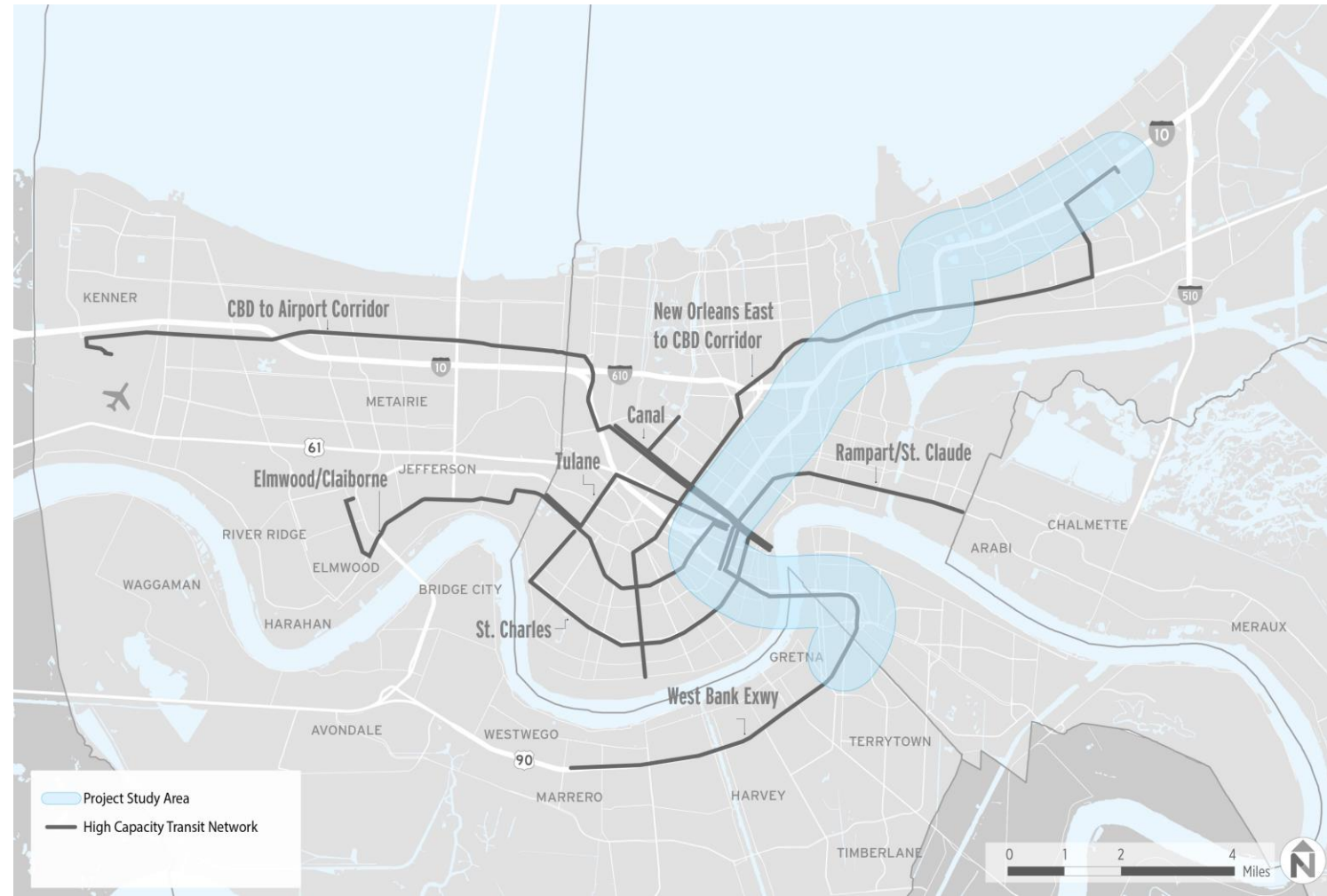
- Re-engage internal stakeholders to confirm initial high-level decisions and gain consensus for development of design standards



BRT Corridor Plan

Evaluate the BRT corridor connecting New Orleans East to CBD and on to the West Bank. This task will include:

- Previous study review
- Project definition and 15% design plans including alignment, termini, station locations, guideway, and technology improvements.
- Ridership forecasts
- Preliminary traffic analysis
- Operating plan development
- Environmental screening



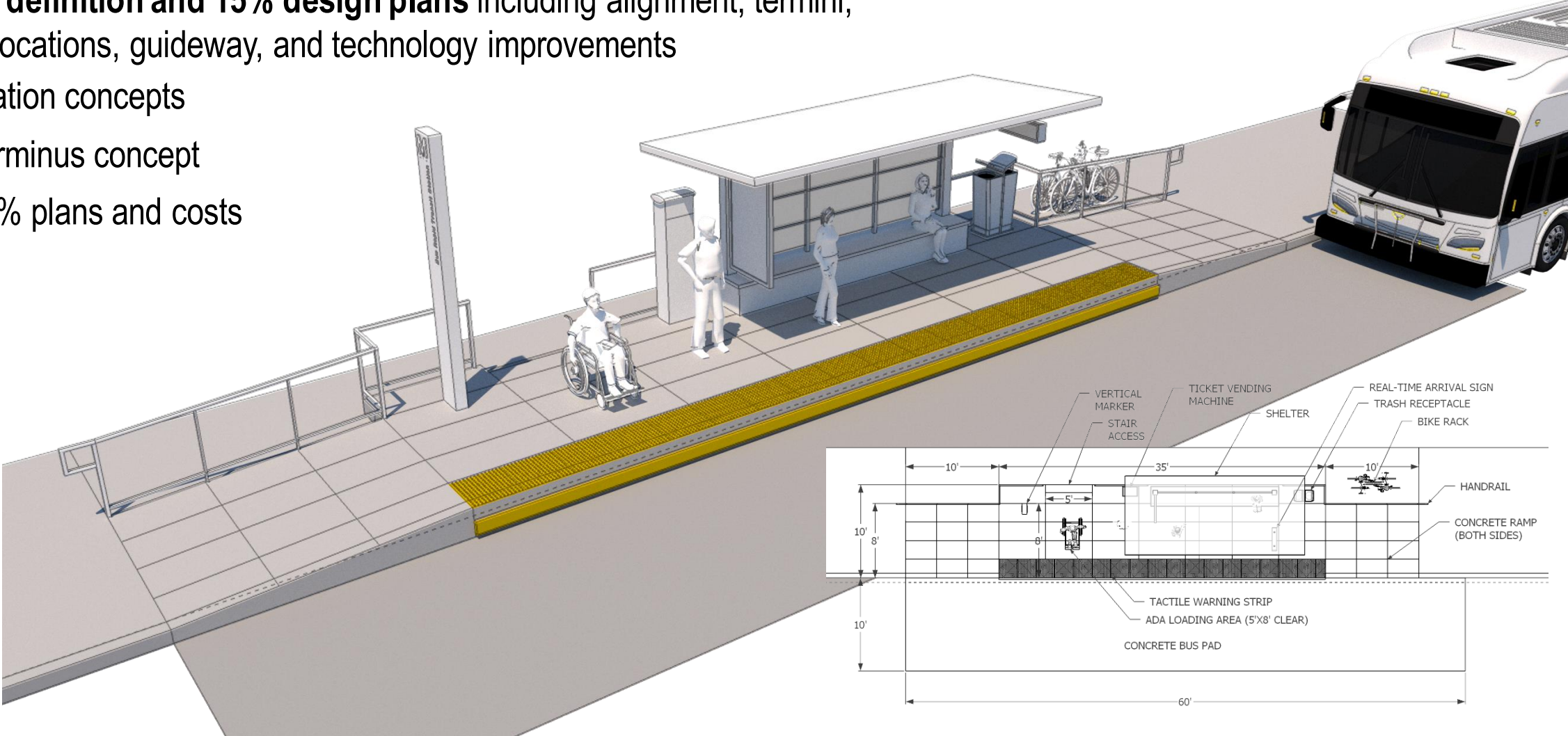
Previous Study Review

- New Orleans RTA Strategic Mobility Plan (2018)
- New Orleans RTA Strategic Mobility Plan Market Analysis (2018)
- New Links (2021):
 - Final Report and Proposed Network
 - Phase 1 and Phase 2 Outreach Reports
 - Origin-Destination (OD) and Demographic Report
 - System Report
 - Market and Needs Assessment
- New Orleans Downtown Transit Center RTA 2020 BUILD Grant Application (2020)
- New Orleans East Transit Center RTA 2017 TIGER Grant Application (2017)
- TSP System Veterans Memorial Boulevard Engineering Analysis (2013)
- Veterans Boulevard Corridor Transit Mobility Plan Development (2013)
- New Orleans RTA Accessibility Study (2015)
- TSP System Broad and General DeGaulle Engineering Analysis and Addendum (2013)
- Airline Highway Widening BRT Stage 0 Feasibility Study (2011)
- New Orleans Community Development Scan for the Kresge Foundation (2020)
- Downtown New Orleans Traffic Conditions Analysis
- Livable Claiborne Communities (2013)

BRT Corridor Plan

Project definition and 15% design plans including alignment, termini, station locations, guideway, and technology improvements

- Station concepts
- Terminus concept
- 15% plans and costs



Ridership Forecasts

- Utilizing FTA Simplified Trips-on-Project Software (STOPS) model
- The New Orleans Regional Transit Authority STOPS model will be updated
- The forecasting methodology will focus on analysis to support the selection of a preferred route and a preliminary assessment of FTA ratings

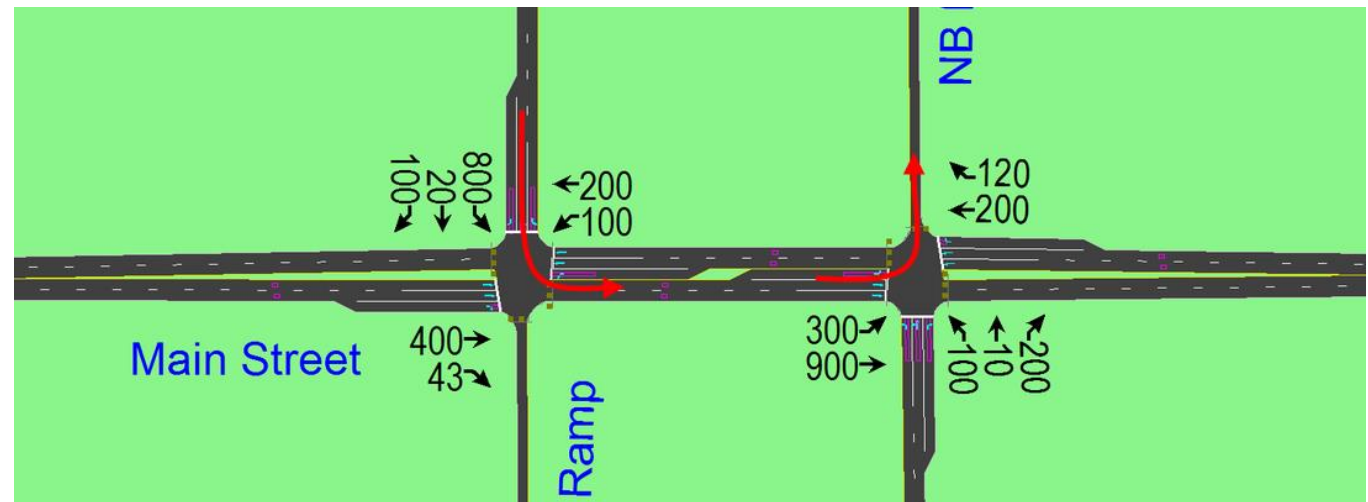
Operating Plan

- Running times
- Service plan
- Headways
- Span
- Units of operations
- Vehicles
- Revenue hours
- Revenue miles
- Operating costs
- Local route modifications



Traffic Analysis:

- HCS Modeling
 - 5 spot locations & 3 alternatives
 - Stations
 - Roadways between stations
- Roadway impacts of guideway and technology alternatives
- BRT running time savings
- Parking impacts



Funding Analysis/Assessment

Capital Cost Funding Sources:

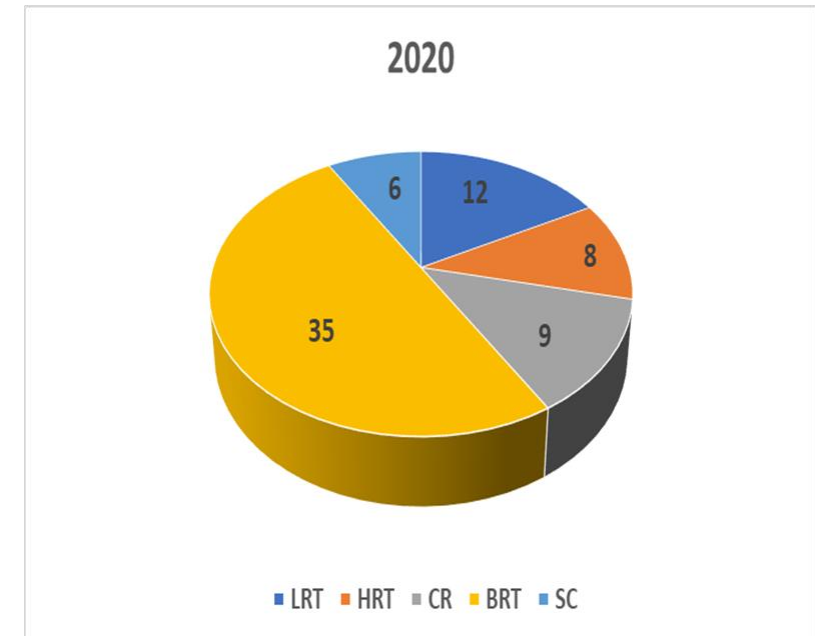
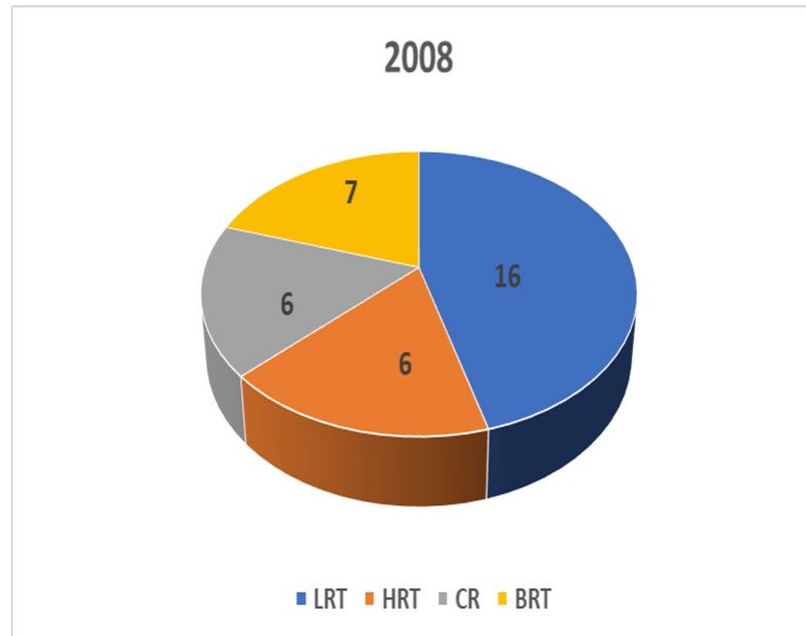
- Local
- State
- Federal

Operating Cost Funding Sources

- Local
- Federal (formula)

O&M funds available for fixed guideway systems, annual amount varies based on number of systems in operation.

FTA Capital Improvement Grant Pipeline

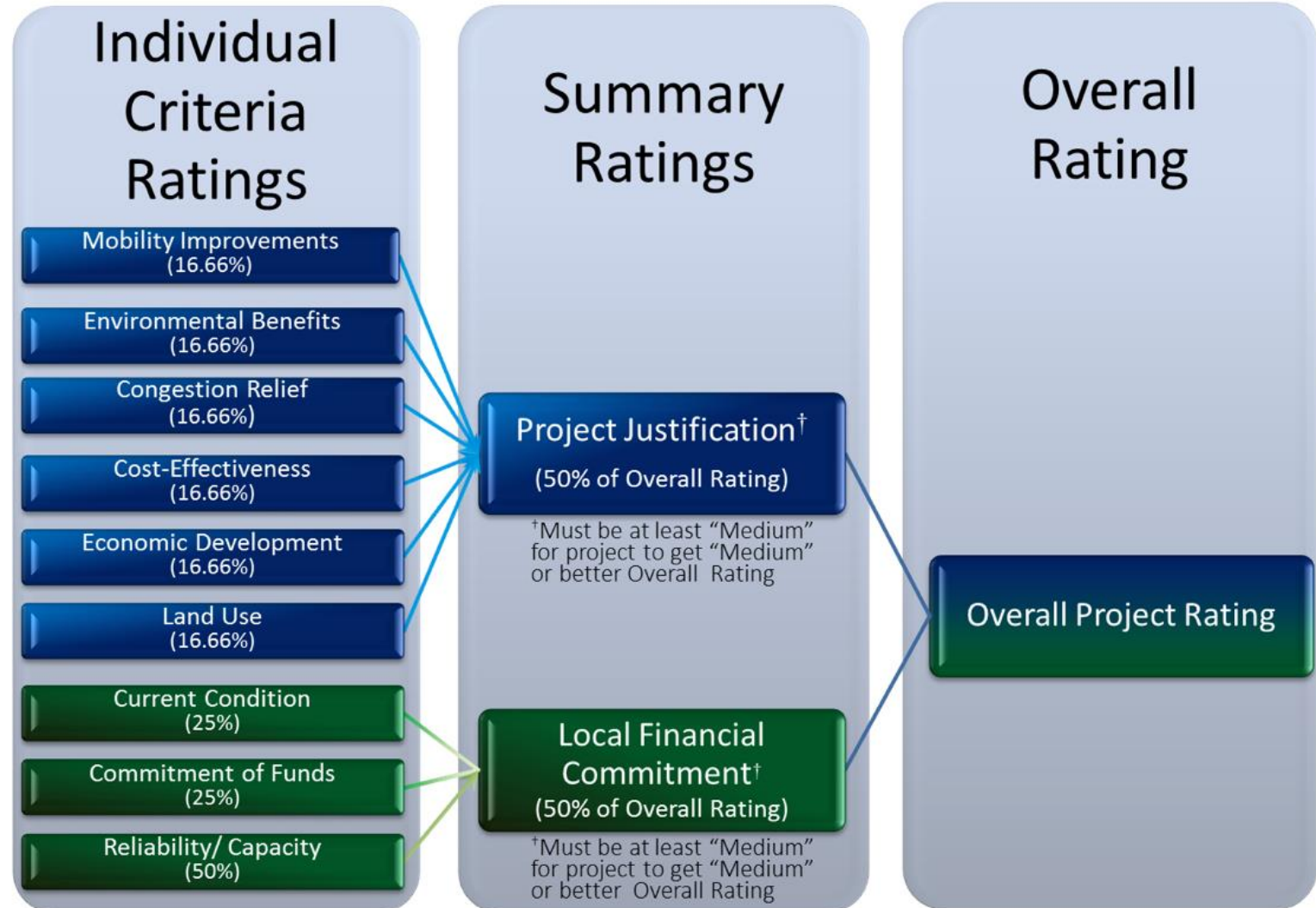


*Bipartisan Infrastructure Bill authorizes \$4.6 B per year FY 22-26

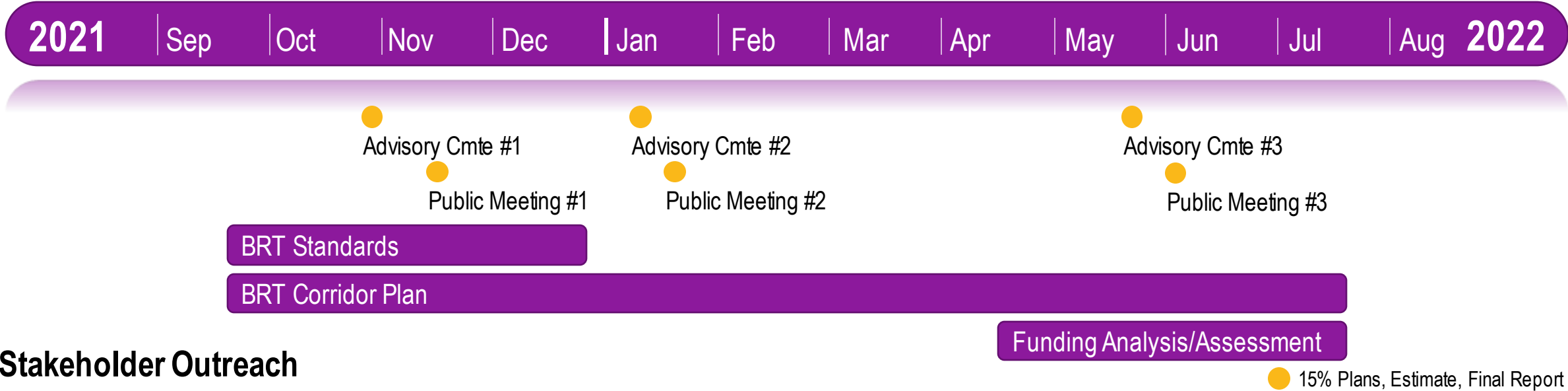
Funding Analysis/Assessment

FTA Capital Investment Grant Readiness Evaluation

- Assess how the project would rate in the FTA Capital Investment Grant (CIG) program



Public/Stakeholder Engagement



Stakeholder Outreach

- Mid-November
- Late January
- Late May/early June

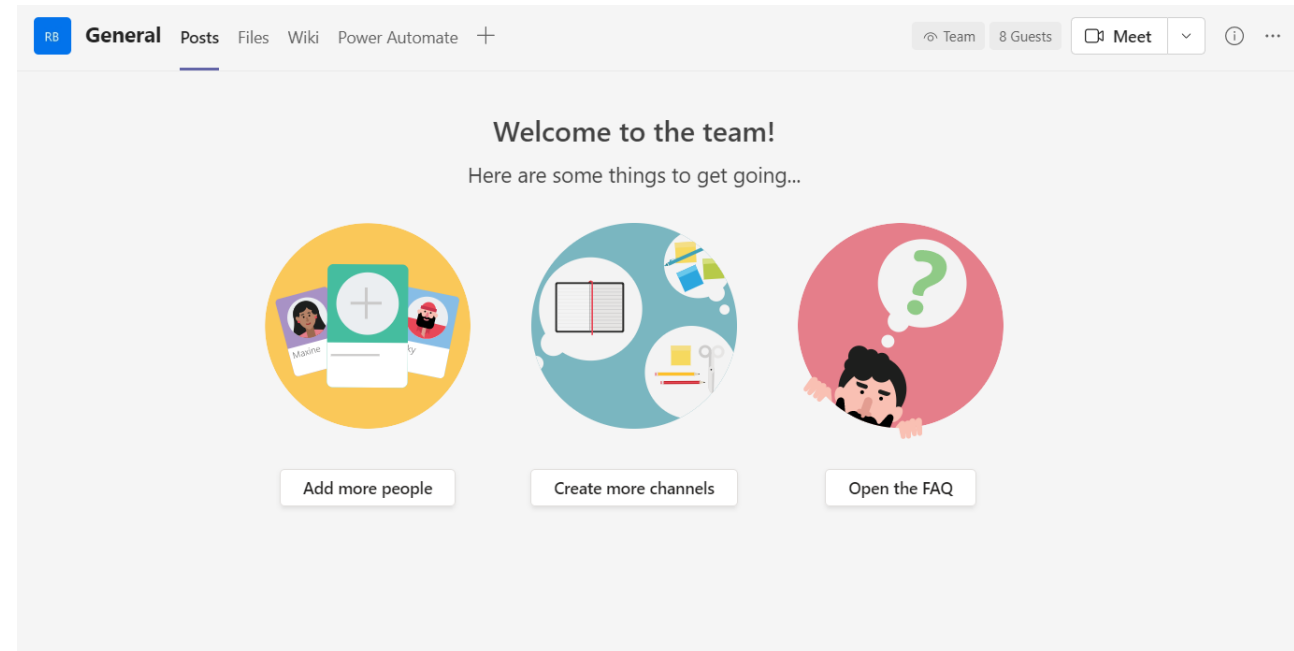
Advisory Committee Meetings

- Late October
- Mid-January
- Late May



Microsoft Teams

- Project schedule
- Project deliverables
- Meeting agendas & summaries
- Data collection



Meeting Follow-up

- Summary materials will be sent to all invitees
 - Presentation
 - Notes summary

Next Steps

- Data collection
- BRT standards workshop #1
- Advisory committee meeting #1
- Public meeting #1

REVIEW & QUESTIONS

