



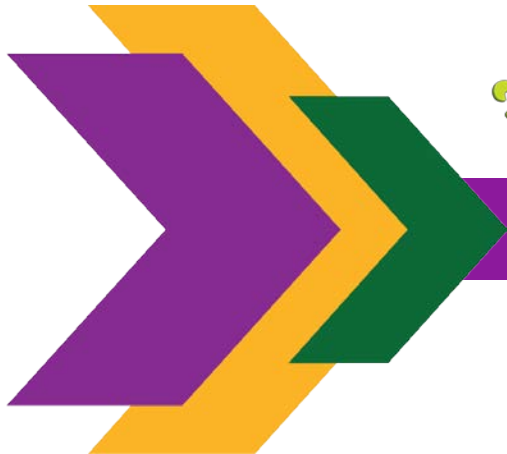
BRT Feasibility Study Community Advisory Committee –

Algiers: Tuesday, January 24, 2022

7th Ward/Treme/Gentilly: Wednesday, January 25, 2022

New Orleans East: Thursday, January 26, 2022

5:30 – 7:00 pm via Zoom



Welcome and Introductions

RTA Overview: Where We've Been and Where We're Going

Investing in Existing Service

Bus Rapid Transit (BRT)

- What is BRT?
- Why BRT?
- BRT Study Goals
- Defining the Project
- Public Engagement

RTA

- Lona Hankins, Deputy CEO for Planning & Infrastructure
- Dwight Norton, Sr. Director of Strategic & Long-Term Planning

Project Consultant Team Representatives

- Iam Tucker – ILSI – Prime Consultant
- Geneva Coleman & Karimah Stewart – Hawthorne Agency – Public Engagement
- Bobby Hosack – HNTB – Planning Consultant

WHERE WE'VE BEEN

2018

2019

2020

2021

2022

● Strategic Mobility Plan Adopted



"New Links" Plan

● Board adopts New Links

Exec/Admin Public Empl

All Public

COVID-19 Pandemic

● Begin Return to Service

● Hard Rock Hotel Collapse

Canal/Rampart streetcar repair

● Canal Street reopens

BRT Feasibility Study

● Downtown Transit Center Site Selected

Fare Collect Mdrnztn

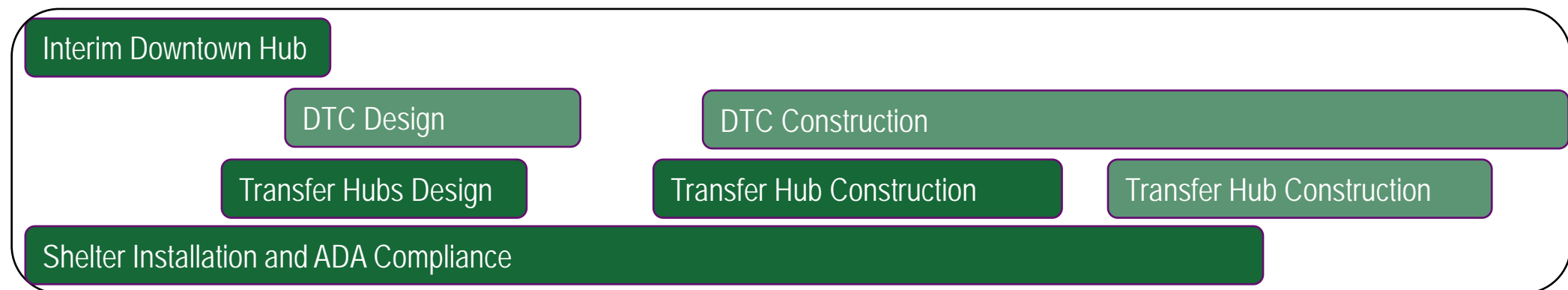
WHERE WE'RE GOING



Bus Rapid Transit (BRT):



Modern Facilities:



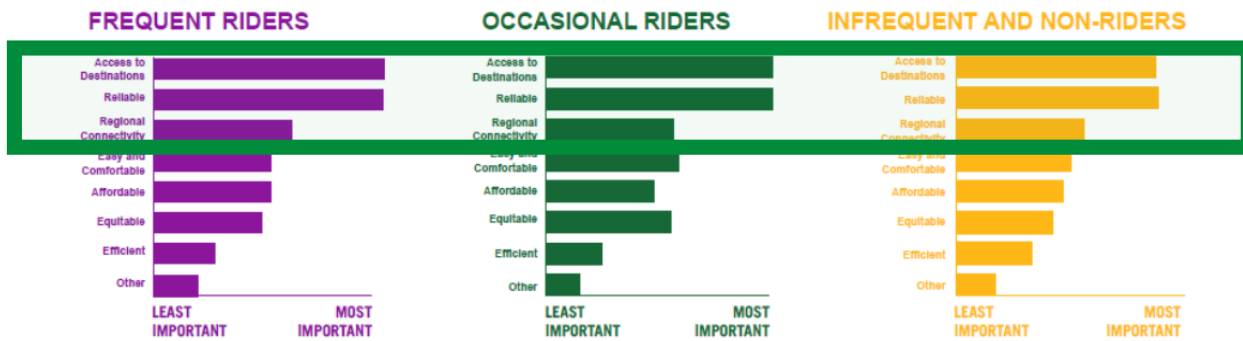


ROADMAP FOR FUTURE

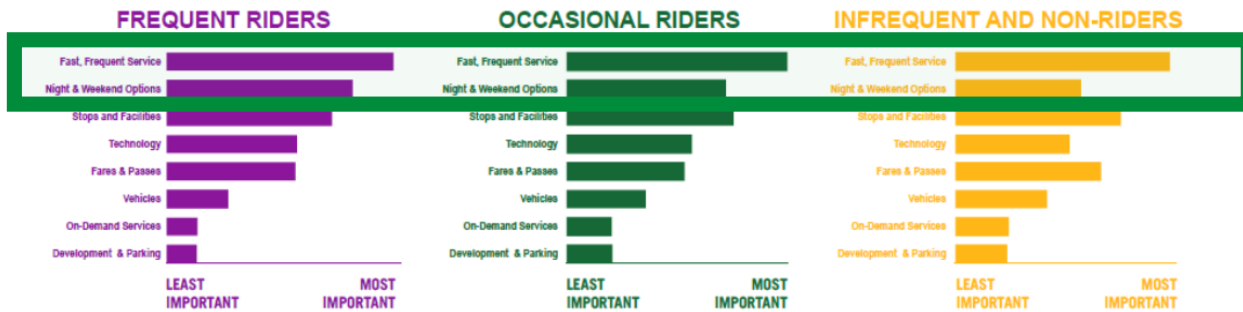




What four (4) values are most important for the future of public transportation and mobility in the region?



What four (4) types of strategies are most important to improve public transportation?



ROADMAP FOR FUTURE

COMMUNITY FEEDBACK:

Values

1. Access to Destinations
2. Reliable
3. Regional Connectivity

Strategies

1. Fast, Frequent Service
2. Night/Weekend Options

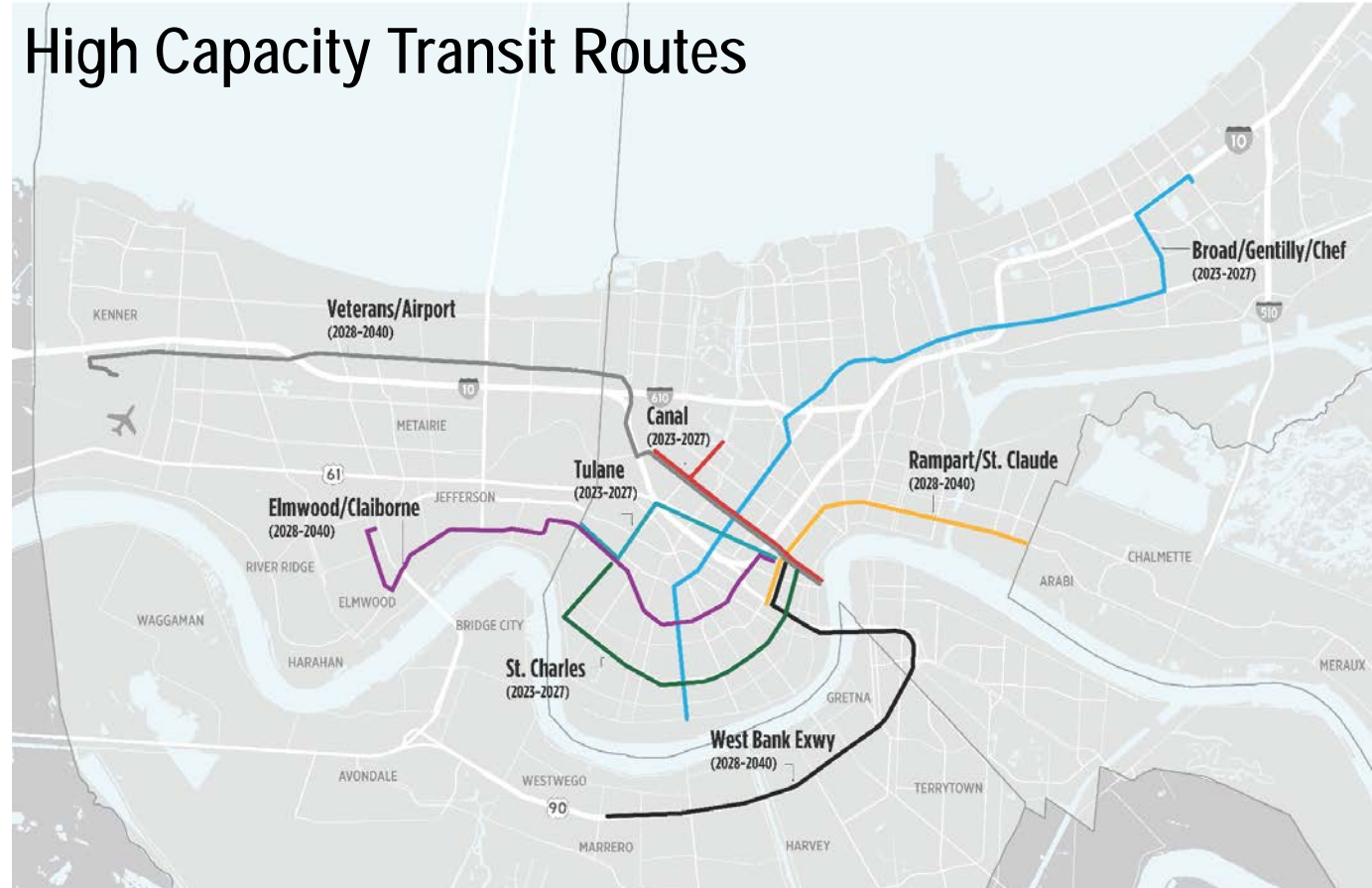


MARCH 2018



ROADMAP FOR FUTURE

High Capacity Transit Routes



Available Modes
(BRT, Streetcar, and LRT)



Every 10 min. (peak)
Every 15 min. (off-peak)



20-24 hrs per day



Stops every
1/4 to 1/2 mile



Pay before
boarding



Extensive use of dedicated
roadway space and/or
coordinated
traffic signals

YOUR INPUT

Have you ever experienced a high-capacity transit system?

1. No

2. Bus Rapid Transit



3. Subway



4. Light Rail



5. Commuter Rail



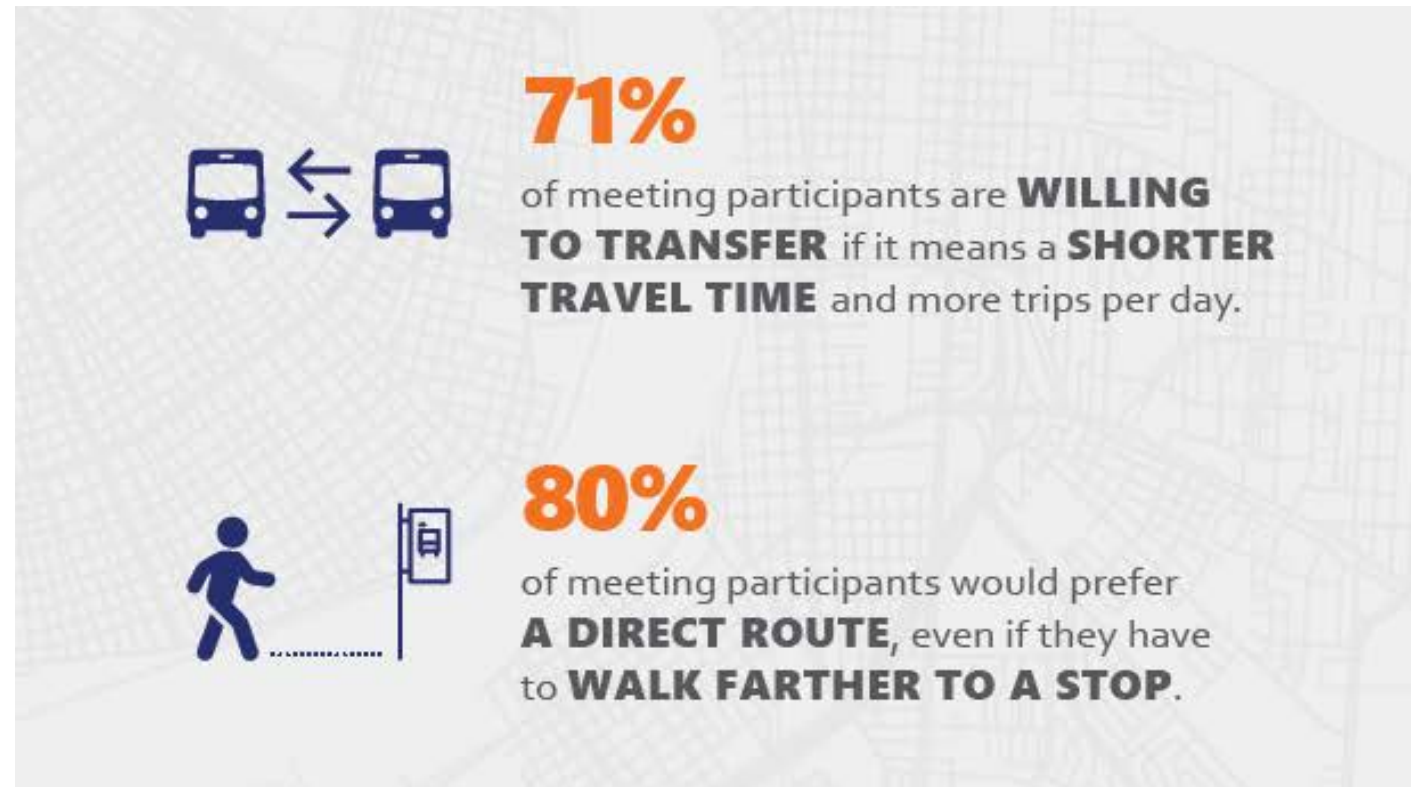
New Links

REIMAGINE OUR
TRANSIT NETWORK

Redesign of bus and streetcar service for RTA and JP Transit

INVESTING IN EXISTING SERVICE

Key Takeaways from Initial Public Outreach:



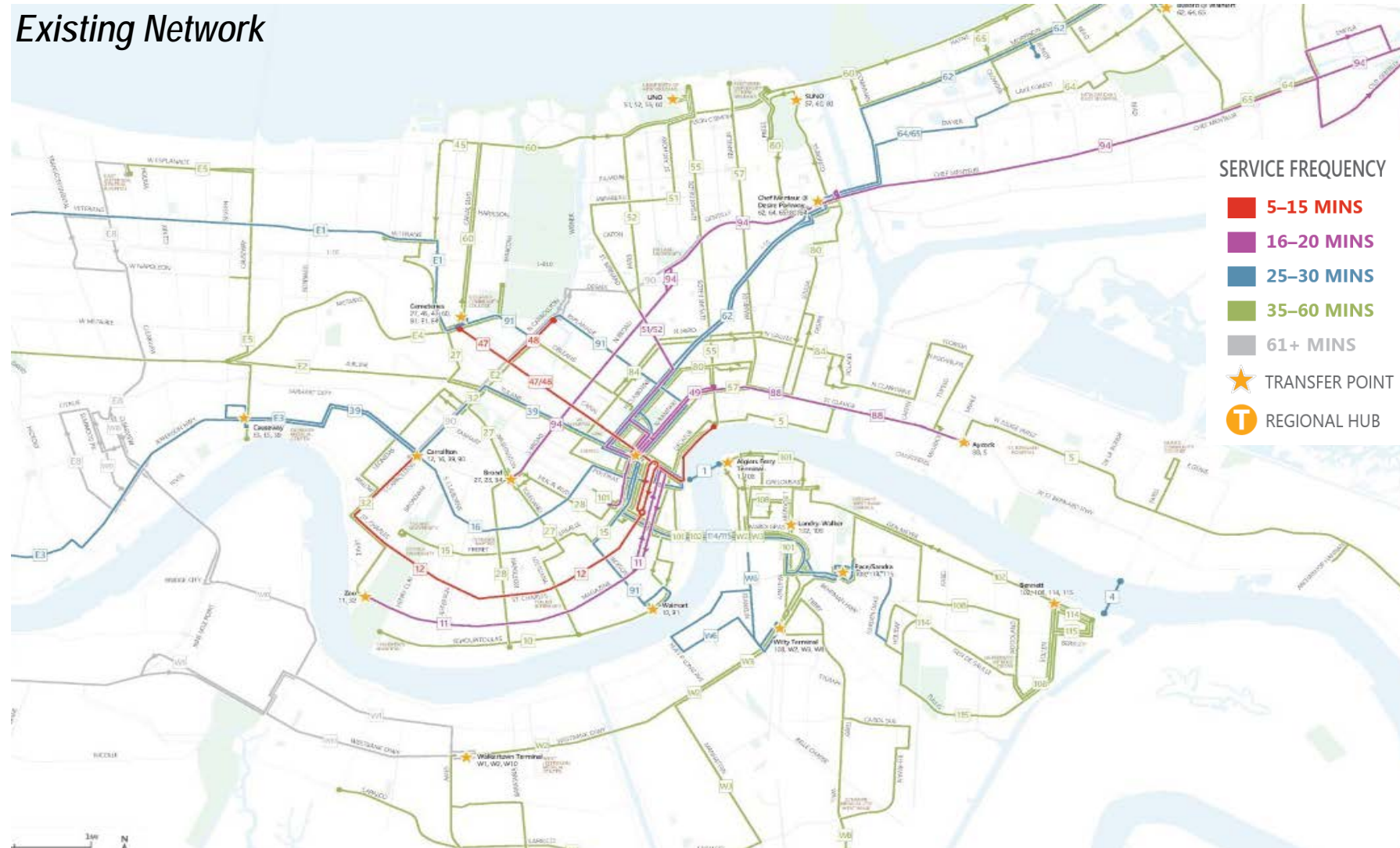
Outdated Bus Network Challenges

- Approximately half of 2004 service
- Wide coverage but low frequency
- Has not kept up with changing patterns in housing and jobs

11% of Jobs accessible by 30-minute transit ride

89% of Jobs accessible by 30-minute car ride

Existing Network



Redesign Bus Network

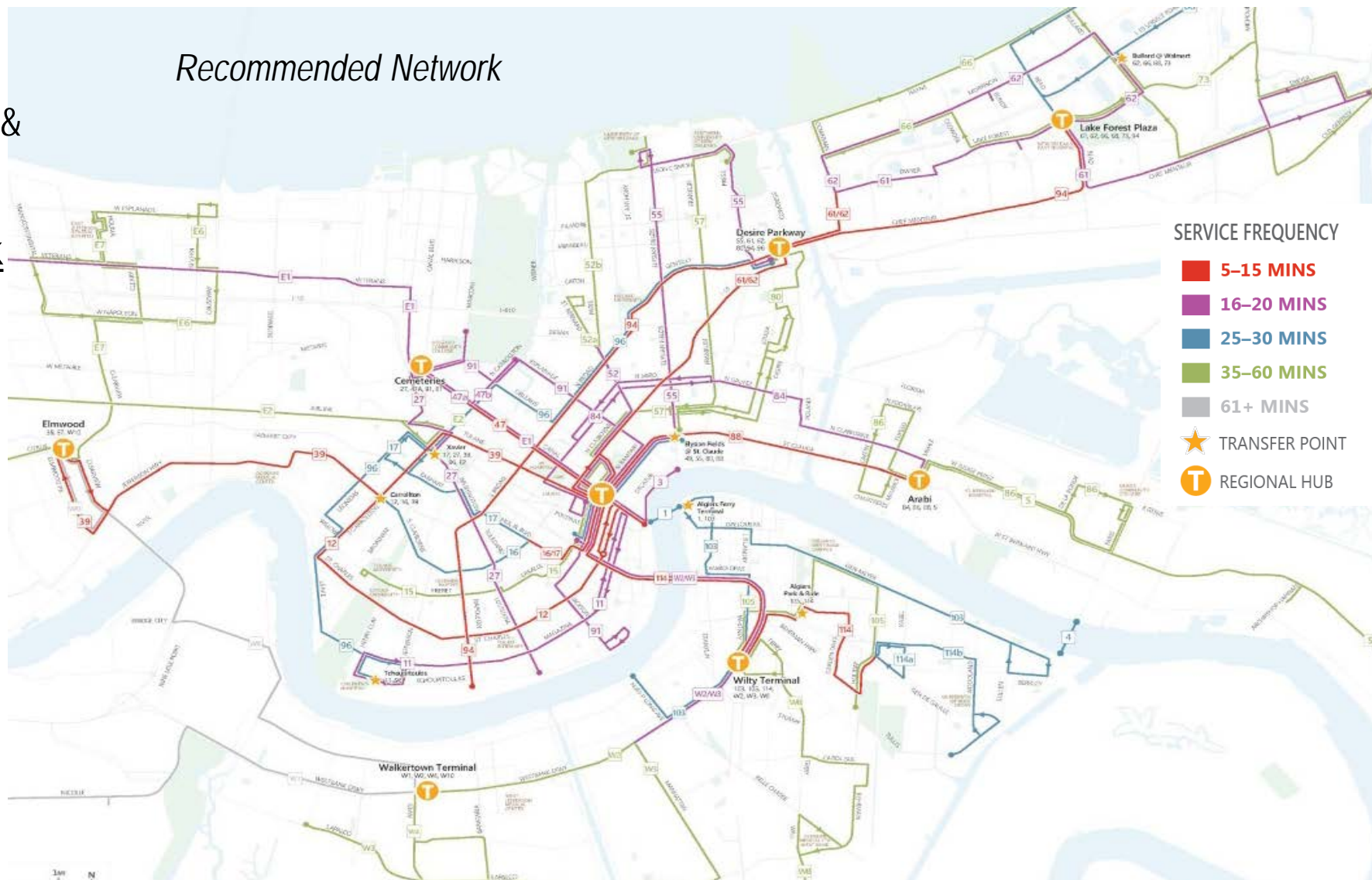
INVESTING IN EXISTING SERVICE

RPC-led Network Redesign

- Regional plan: Orleans, Jefferson & St Bernard Parishes
- People willing to trade further walk and transfer for faster travel time

38% of residents within ½-mile of frequent transit (20m or less)

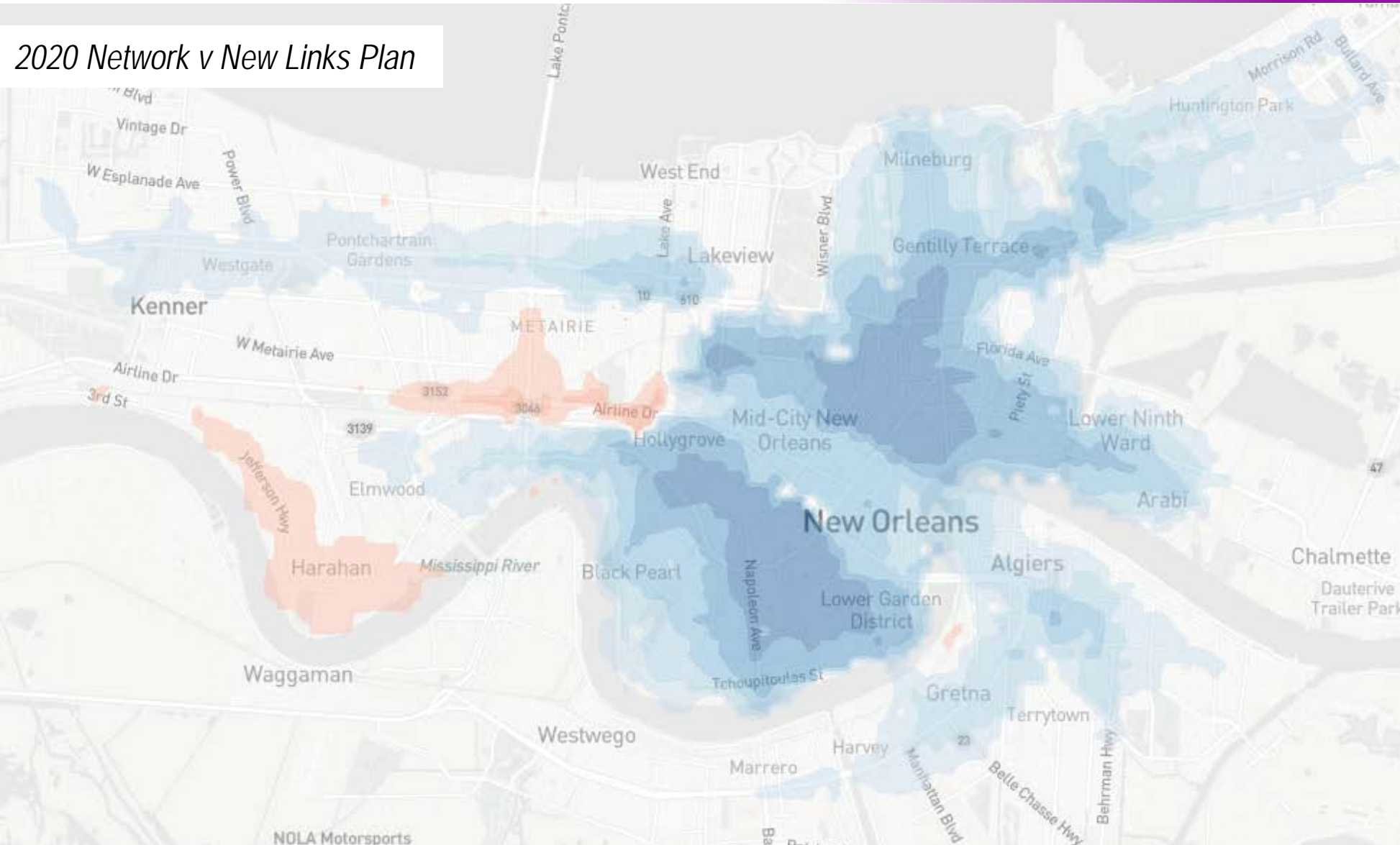
64% of zero-car households within ½-mile of frequent transit



Measuring Impact

INVESTING IN EXISTING SERVICE

2020 Network v New Links Plan



Regional Jobs Access Change

(Weekday Midday)
 Max Walking Time – 15 min.
 Max Total Time – 45 min.

Access to
 New Links update
 Jobs total within 45 minutes, 50th percentile
minus
 Baseline 2020
 Jobs total within 45 minutes, 50th percentile

155,710 to 114,940
114,940 to 84,256
84,256 to 56,710
56,710 to 32,055
32,055 to 12,328
12,328 to -12,328 (transparent)
-12,328 to -32,055
-32,055 to -48,974

Modern Facilities

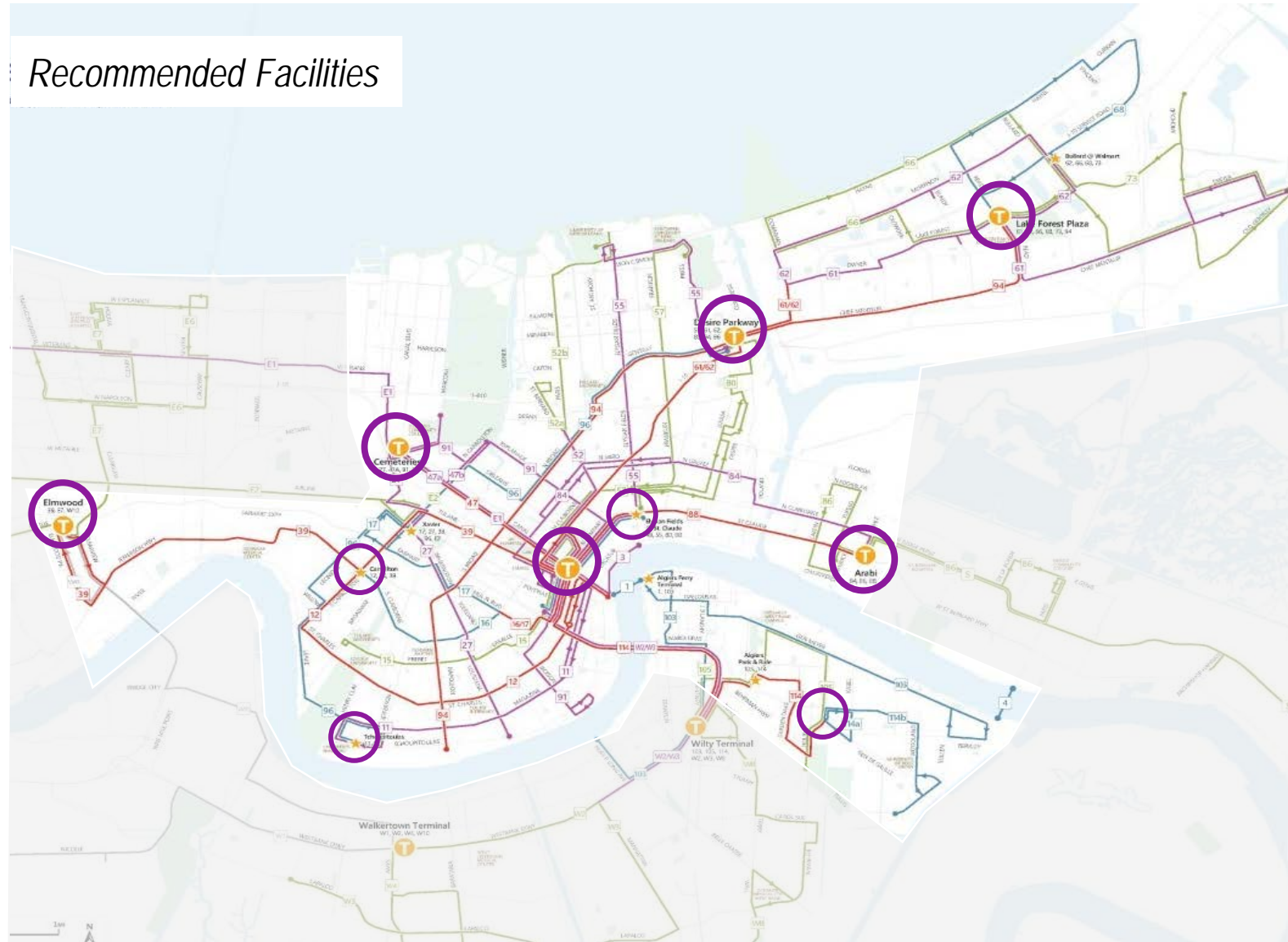
Locations identified for:

- Downtown Transfer Center
- Regional Hubs*
- Major Transfer Points*

**RAISE FY22 will fund design for all and construction of 2-3*

INVESTING IN EXISTING SERVICE

Recommended Facilities



Current Awards

- 2020 HOPE \$550,000 Bus Rapid Transit Feasibility Study
- 2021 LO / NO \$5,150,000 Electric Buses and Charging Equipment
- 2021 RAISE \$18,500,000 Fare Modernization, Neighborhood Transfer Points, and Regional Transfer Hubs

Opportunities

- + \$479 Million Transit Formula Funds



U.S. Department of Transportation

Bipartisan Infrastructure Bill: In the first year, this represents about 34% increase in new funds that RTA may be able to receive.

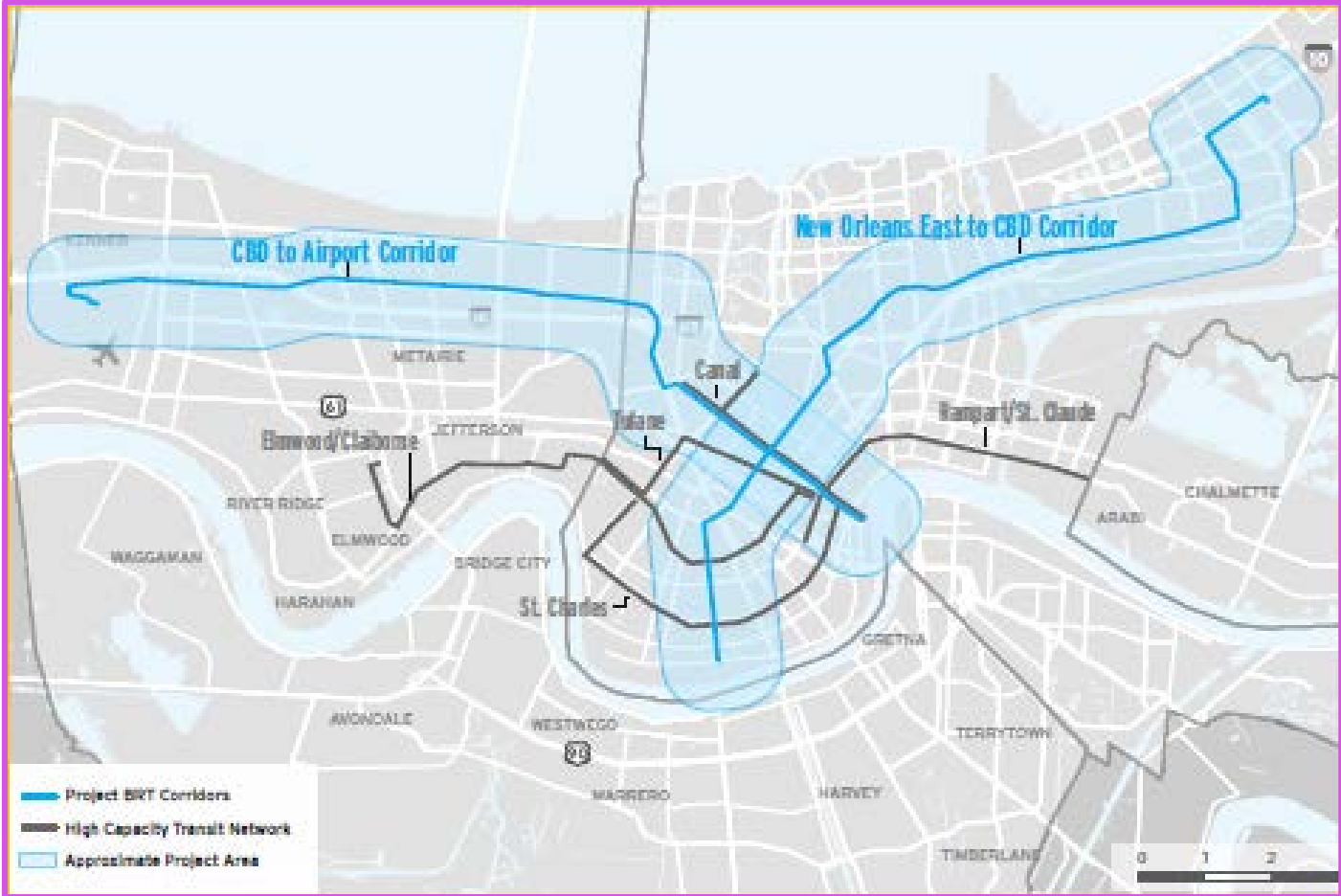
BRT FEASIBILITY STUDY

2020 HOPE GRANT

- Requested \$850,000 to study two corridors
 - New Orleans East to CBD
 - CBD to Airport
- Received \$550,000 for first corridor
 - Authorized to evaluate West Bank extension

Grant Commitments

- Define project features and BRT standards
- Preliminary design (15%) plans and cost estimates for BRT Corridor #1

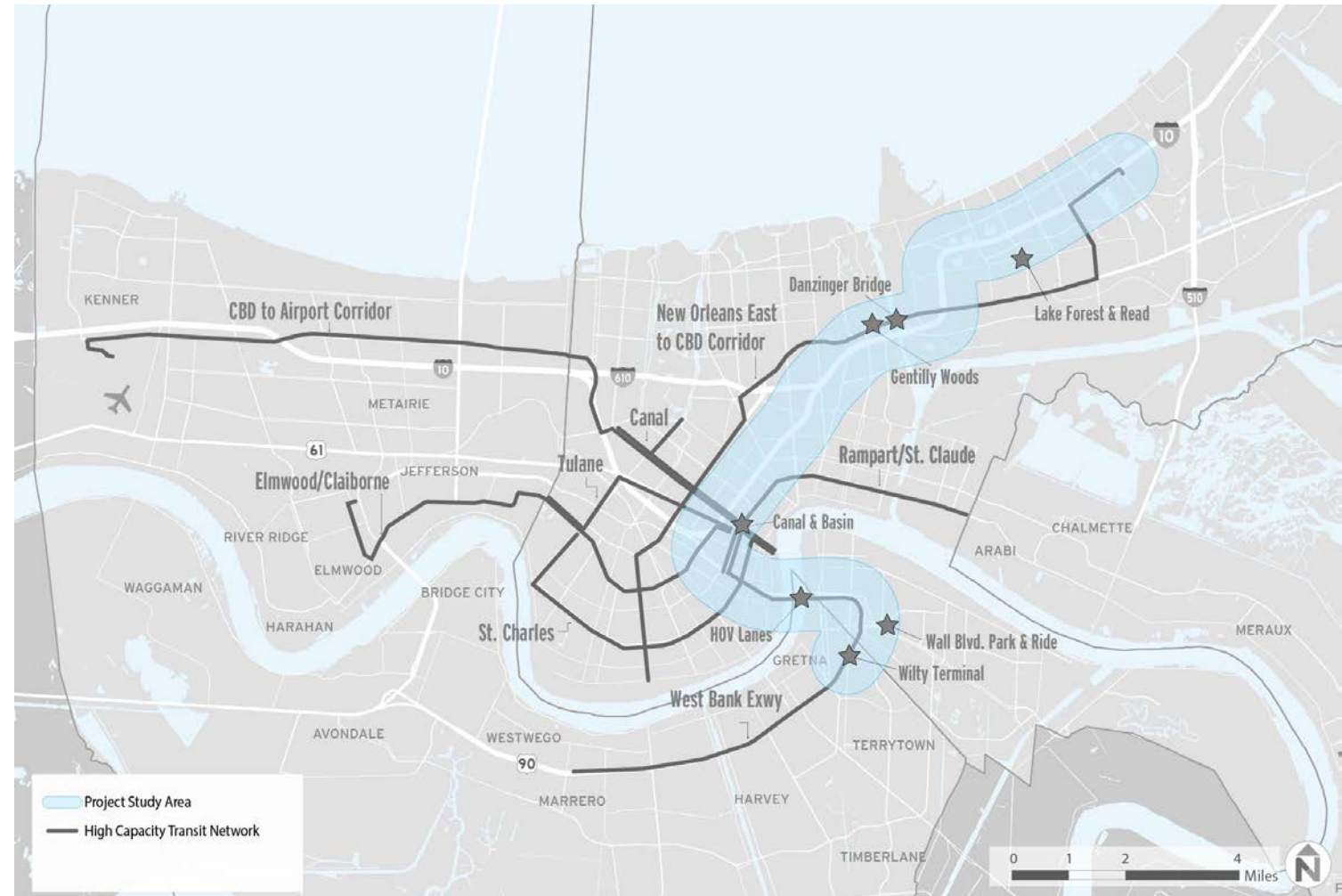


First BRT Corridor

BRT STUDY CORRIDOR

KEY NODES

- ★ New Orleans East Transfer Hub
- ★ Danziger Bridge
- ★ Gentilly Transfer Hub
- ★ Downtown Transit Center
- ★ Crescent City Connection
- Wilty Terminal (Gretna)
- Algiers Park-n-Ride



YOUR INPUT

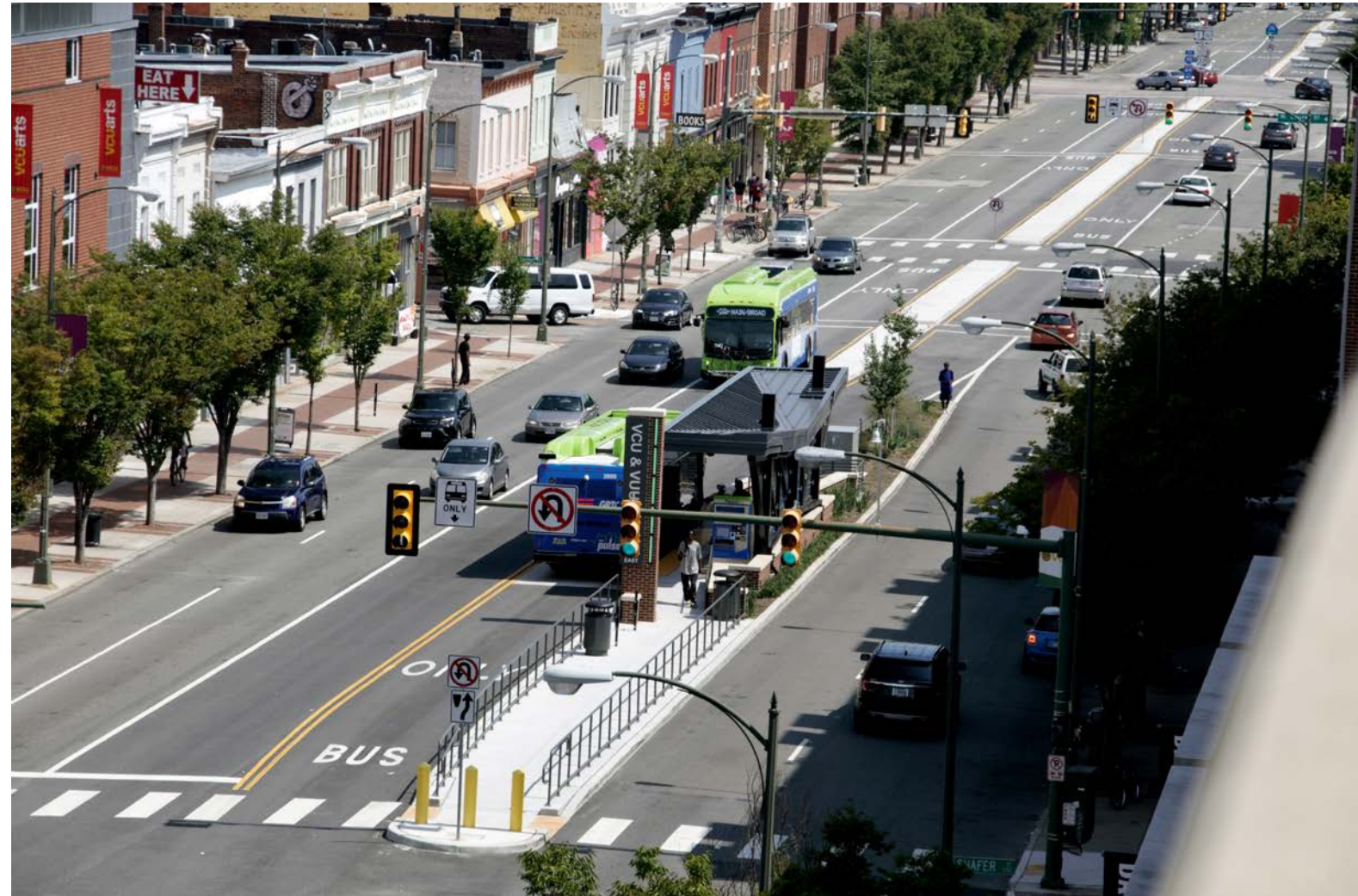
Do you agree it is important to prioritize improvements to transit access to jobs and other opportunities from New Orleans East and Algiers?

Think Rail, Use Buses

Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast and efficient service that may include:

- Dedicated lanes
- Traffic signal priority
- Off-board fare collection*
- Elevated platforms
- Enhanced stations*
- Unique vehicles*

** aligns with other grants, projects, and programs*



WHAT IS BRT?

ART/BRT “LITE”

Enhanced Stations, Upgraded Technology,
Increased Frequency

PREMIUM BRT

Dedicated or Grade-Separated Runningway, Level Boarding, Off-Board Fare
Collection, Upgraded Vehicle and station Technology, System Branding

Tulsa Aero
Omaha ORBT
Kansas City MAX
Cincinnati Metro Plus
San Antonio Primo

Grand Rapids Silverline
El Paso BRIO

San Bernardino SBX
Eugene EmX
Richmond Pulse

Cleveland HealthLine
Ctfastrak
LA Metro Orange Line
Albuquerque ART

Kansas City MAX

WHAT IS BRT?



Agency

- Kansas City Area Transportation Authority

Location

- Kansas City, Missouri

Revenue Operations

- 2019

Corridor Length

- 10 Miles, 26 Stations

Capital Cost

- \$56M

BRT Characteristics

- Mixed Traffic with Bus Lane Segments
- Level Boarding
- Station WiFi
- Smart Interactive Kiosks
- BRT-Style CNG Vehicles

Albuquerque Rapid Transit

WHAT IS BRT?



Agency

- Albuquerque Transit Department

Location

- Albuquerque, New Mexico

Revenue Operations

- 2017

Corridor Length

- 8.8 Miles, 18 Stations

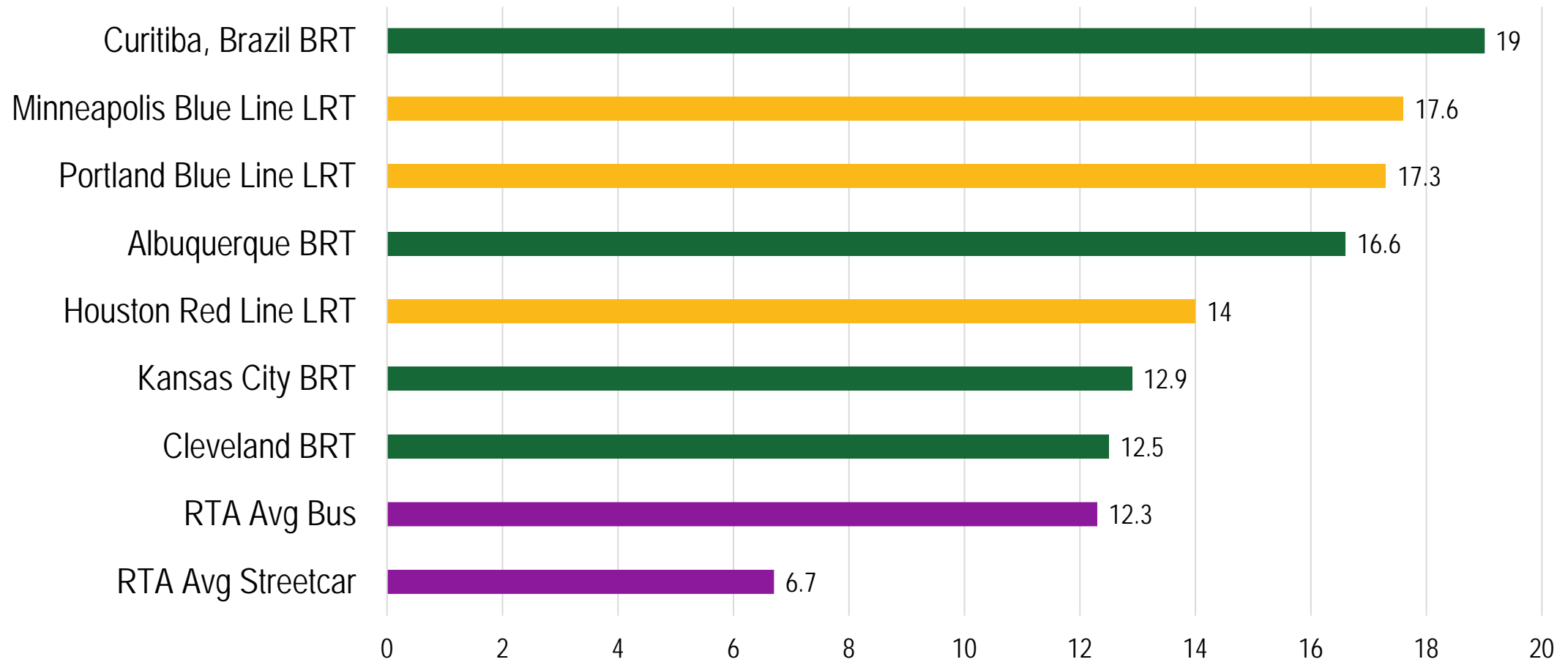
Capital Cost

- \$134M

BRT Benefits

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

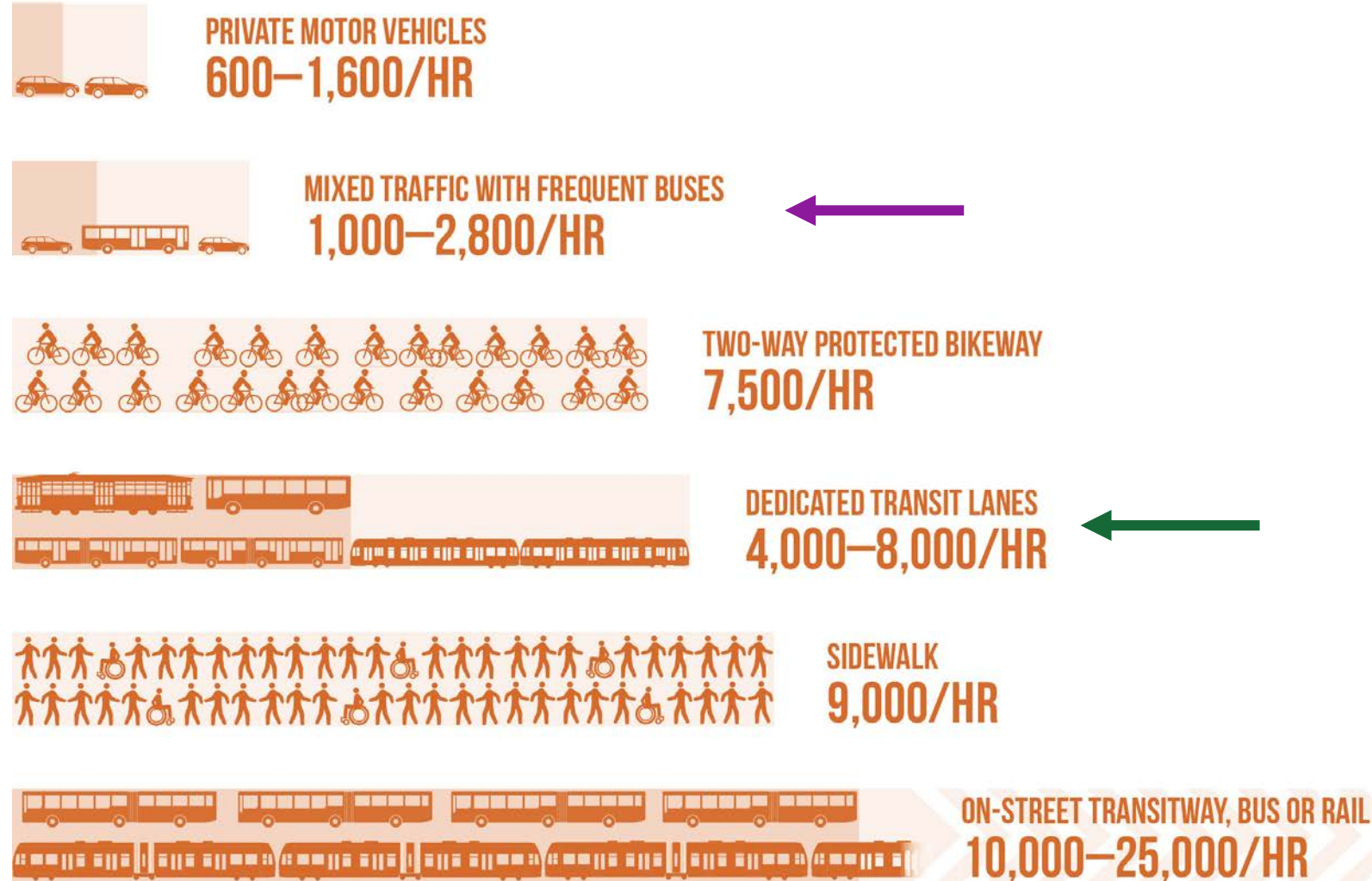
Transit Speed (miles per hour)



MOVING MORE PEOPLE

- People First: Primary measure of effectiveness
- Efficiency: Space on street is limited
- Equitable: Balance access across modes

WHY BRT?

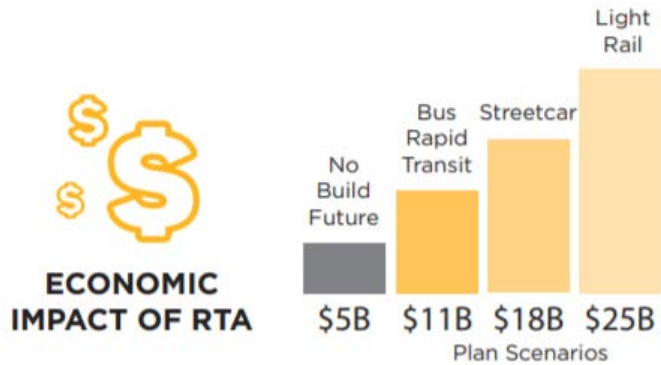


Source: NACTO Transit Street Design Guide

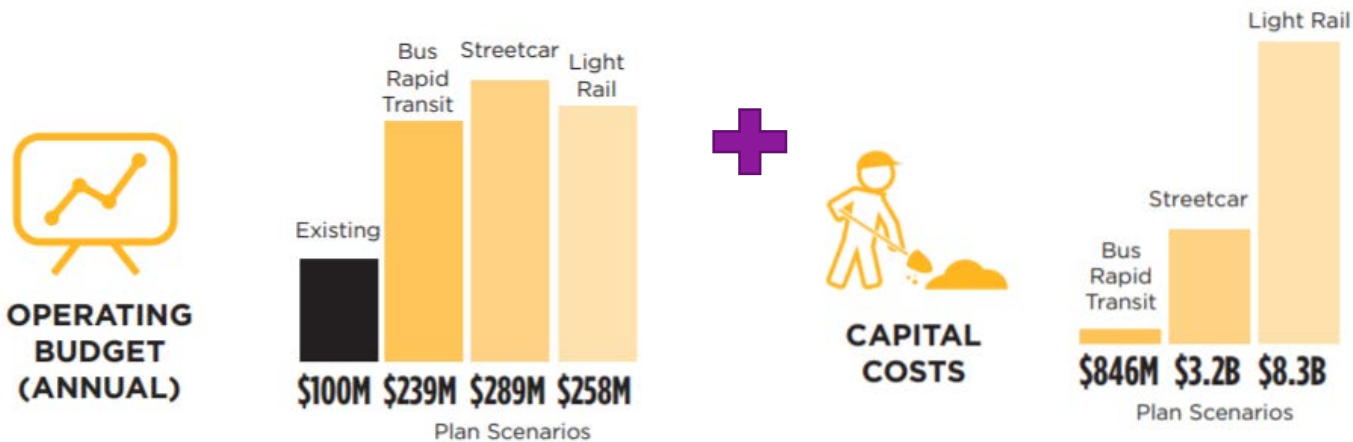
BETTER INVESTMENT

WHY BRT?

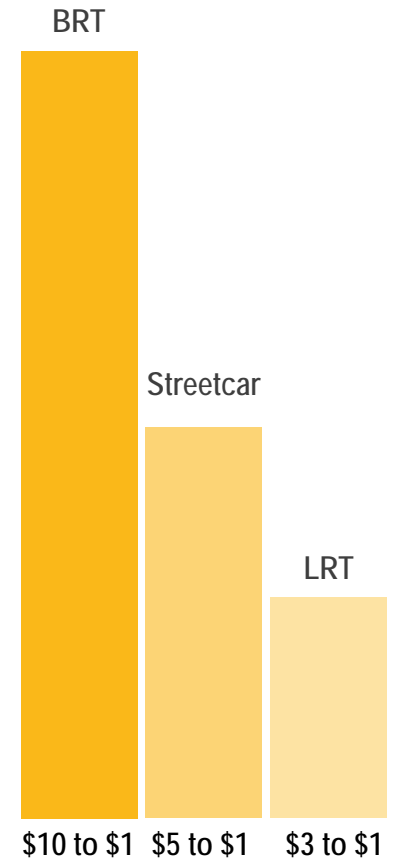
BENEFITS*



COSTS*



BENEFIT TO COST RATIO



*Strategic Mobility Plan / detailed cost estimates for specific projects not included



Connect to opportunities through fast and efficient service.



Provide equitable transportation choice to meet the communities needs.

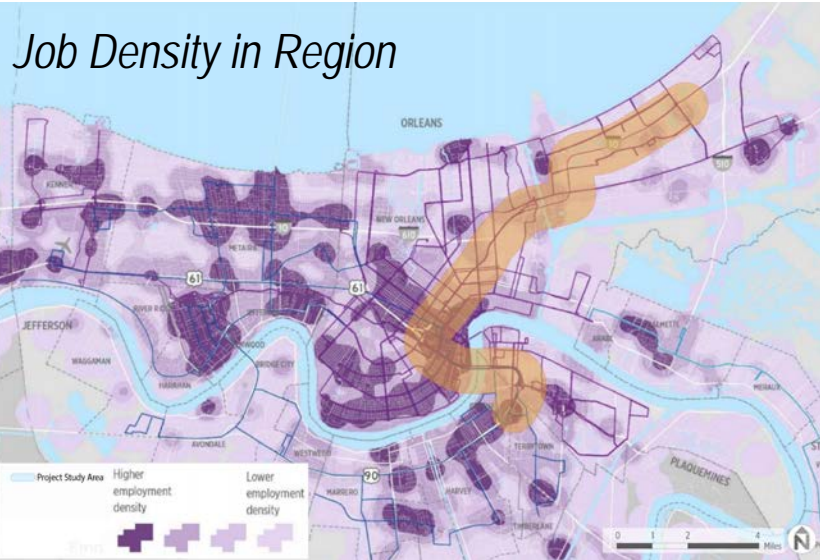


Promote investment in neighborhoods



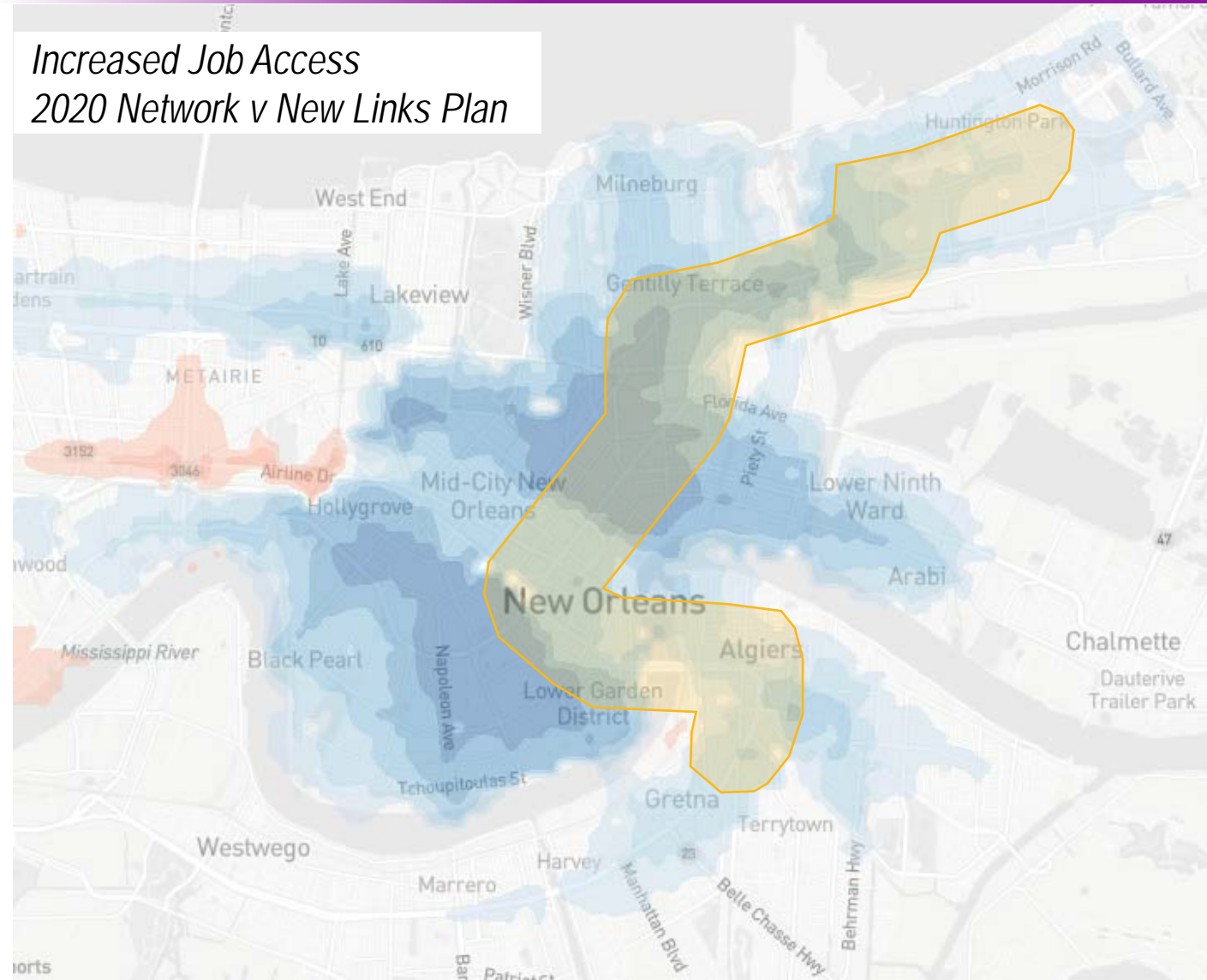
Support a sustainable and healthy community.

Connect to Opportunities



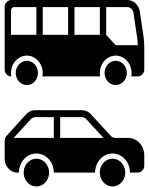
BRT GOALS

*Increased Job Access
2020 Network v New Links Plan*

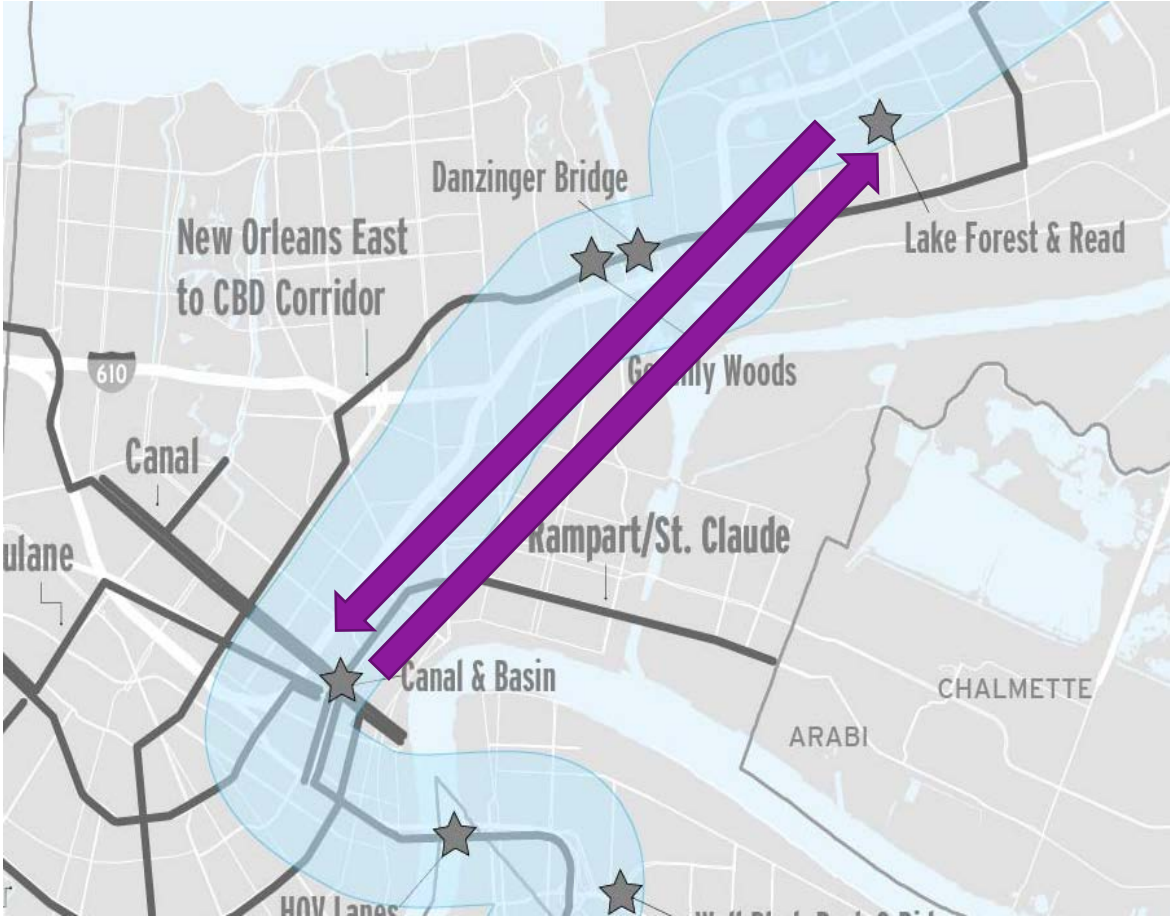


Estimated Existing Travel Times: N.O. East - CBD

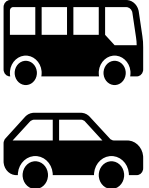
AM (8-9a)



In	Out
32	42
28	30



PM (4-5p)

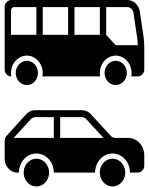


In	Out
31	45
28	33

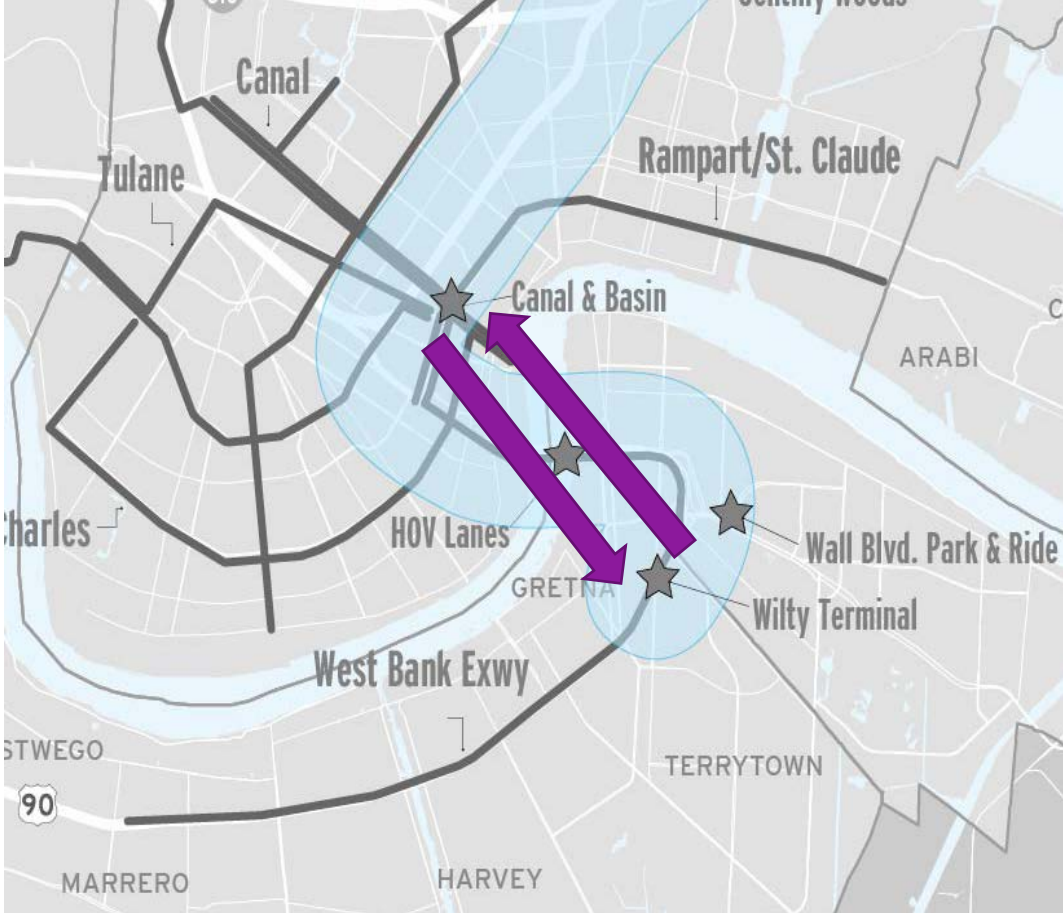
Sources:
 • Auto: Google Real Time Travel Times
 • Transit: RTA Transit Schedules

Estimated Existing Travel Times: Algiers - CBD

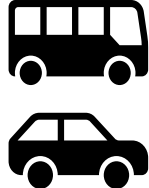
AM (8-9a)



In	Out
36m	28m
11m	11m



PM (4-5p)



In	Out
35m	26m
28m	14m

Sources:
 • Auto: Google Real Time Travel Times
 • Transit: RTA Transit Schedules

Invest in Neighborhoods

- Align with City of New Orleans “Transit Oriented Communities” Planning
- Support residential and small business development

Support Sustainable/Healthy Community

- Climate Action goals target reduction of emission from transportation (44% of total)
- Support car optional choices
- Enable more walking neighborhoods

TRANSIT ORIENTED COMMUNITIES

Transit Oriented Communities optimize the link between **transit infrastructure** and the **surrounding neighborhoods**



Source: CNO Office of Transportation Transit Oriented Communities 2021

YOUR INPUT

Of our goals what is the most important to you?



Connect to opportunities through fast and efficient service.



Provide equitable transportation choice to meet the communities needs.



Promote investment in neighborhoods



Support a sustainable and healthy community.

DEFINING THE PROJECT



Operations & Service Goals



BRT Guideway Alternatives



Station Design Components



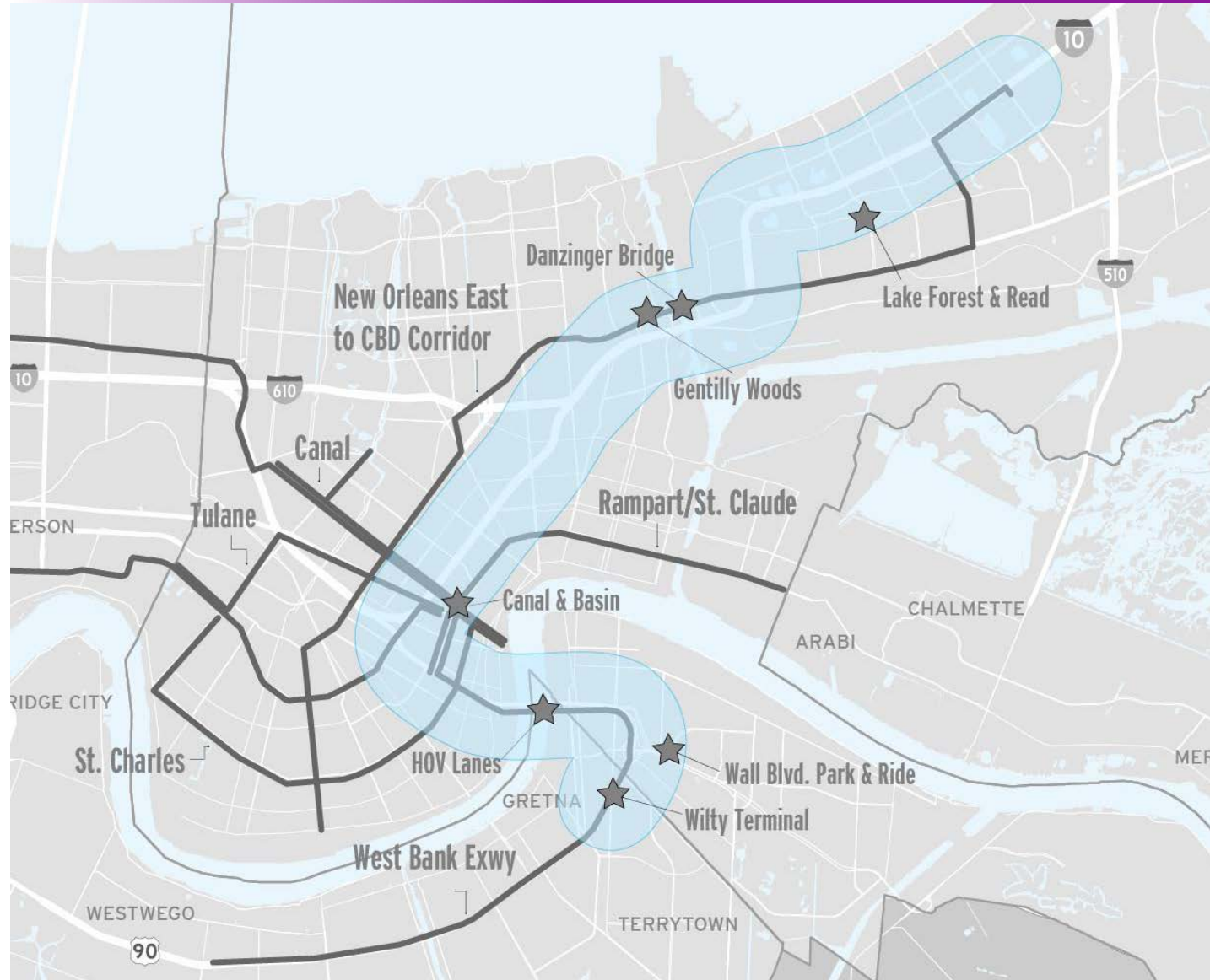
Technology



Vehicle Standards



Branding





DEFINING THE PROJECT

Mixed Traffic

- Lowest capital cost
- Slowest travel time



Curb-running BRT

- BAT Lane (Business Access and Transit)
- Dedicated Lane (Fixed Guideway)
- Driveway/On-Street Parking conflicts
- Lower capital cost



Center-running BRT

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





NEW ORLEANS OPPORTUNITIES

GUIDEWAY

Neutral Ground

- Opportunity for dedicated guideway use
- Historic precedent

Stormwater Management

- Opportunity for green solutions integrated with the guideway



Rampart Street

1940's



Rampart Street c.2011

2000's



Rampart Street c.2017

Today



Tulane Avenue



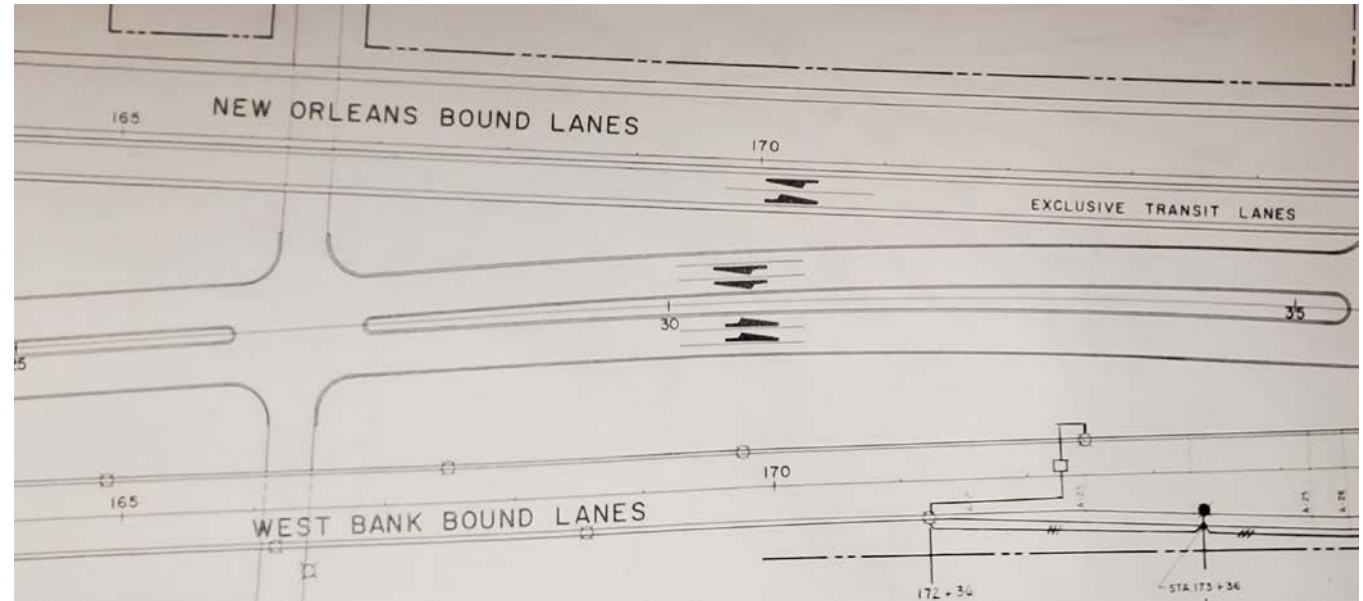


NEW ORLEANS OPPORTUNITIES

GUIDEWAY

US 90 Bridge HOV Conversion

- Current configuration is not effective
- Restore HOV lane to original configuration
- 2-way with transit use
- Key to BRT success and connection to Algiers



YOUR INPUT

What trade offs do you currently support for fast and reliable transit?

- Neutral Ground
- Parking Lanes
- Travel Lane
- Restore HOV to Transitway



DEFINING THE PROJECT

BRT Station Considerations

- Station Location
- Station Length/Width
- Platform Height
- Shelter Style/Design
- Typical Station Amenities



Level Boarding



ABQ Rapid Transit



SBX Bus Rapid Transit



Tulsa Peoria Ave AERO

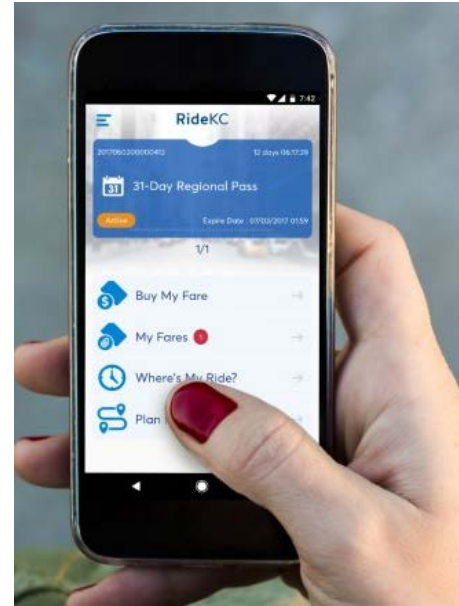


Grand Rapids – The Rapid

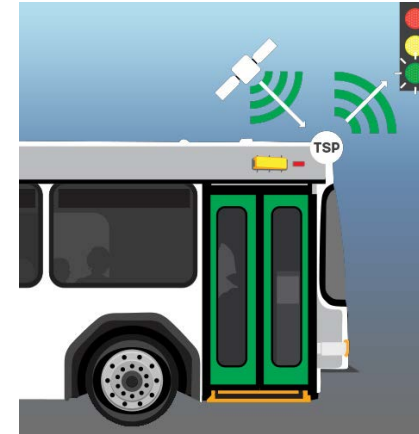


DEFINING THE PROJECT

On-Board vs Off-Board Payment



Transit Signal Priority



WiFi On-board/Stations



Stations Technology



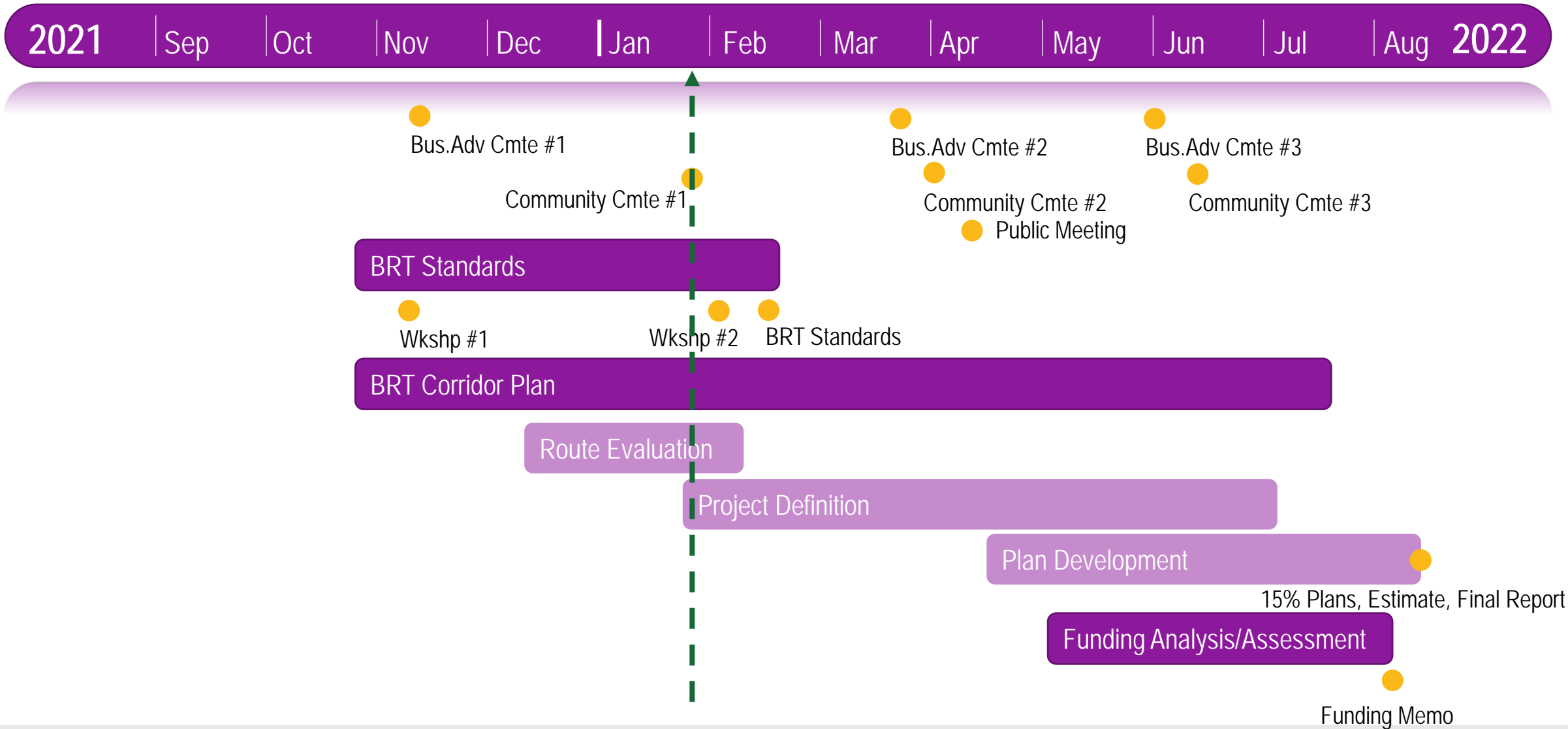
YOUR INPUT

What are the biggest concerns about the BRT project that your communities will have?

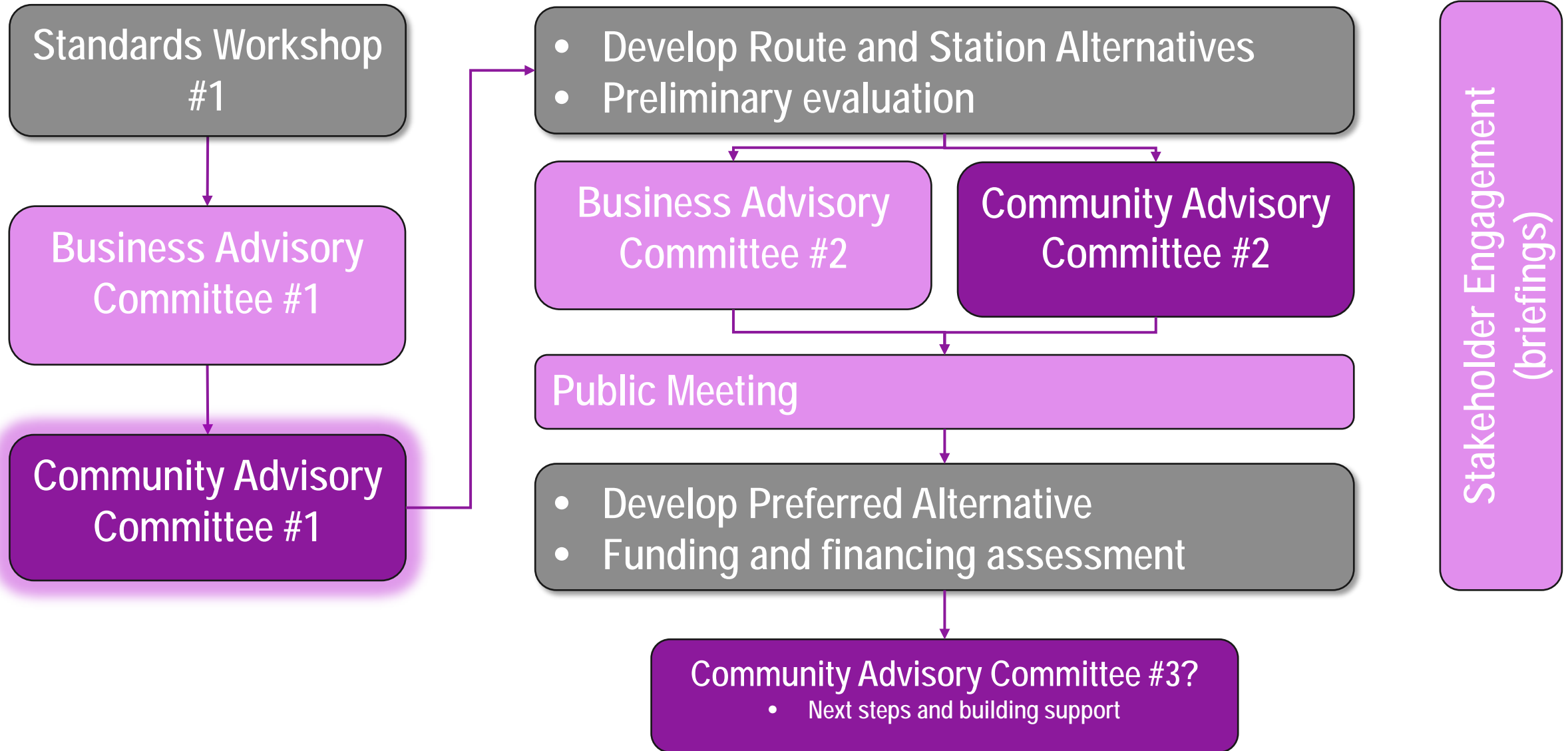
Who else should be included in this discussion?

What features, issues, concerns would you like more information on?

PROJECT SCHEDULE



PUBLIC ENGAGEMENT



YOUR INPUT

Do you have suggestions on our approach to engaging the community?

Preferred format / time for next conveneing?

SEND US YOUR COMMENTS:

BRT Feasibility Study

***Dwight Norton, Sr. Director of Strategic
Planning***

dnorton@rtaforward.org

